

1897.

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NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1897,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN SEVEN VOLUMES.

VOL. IV.

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NEW SOUTH WALES.

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1897.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND
TRAMWAYS.

(ANNUAL REPORT OF THE RAILWAY COMMISSIONERS FOR THE YEAR ENDING 30TH JUNE, 1897.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35.

Printed under No. 15 Report from Printing Committee, 12 August, 1897.

Office of the Railway Commissioners of New South Wales,
Sydney, 10th August, 1897.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

SIR,

In accordance with the provisions of the 45th clause of the Railways Act of 1888, 51 Vic. No. 35, we have the honor to present, for the information of Parliament, our Annual Report upon the working of the Railways and Tramways for the year ending June 30th, 1897.

GENERAL REMARKS.

The result of the year's working may be briefly summarised as under :—

Total traffic, Railways and Tramways	...	...	£3,321,437
Total expenditure, Railways and Tramways	...	...	1,850,099
Balance after paying working expenses	...	...	£1,471,338

making an accumulated increase of £4,021,855 paid into the Treasury during the past nine years to meet the interest on capital.

From this sum must be deducted £450,000, six instalments of £75,000 each, towards paying off the £1,000,000 vote under Act 53 Vic. No. 24 (Railway Loan Redemption Act, 1889), which Act prescribes that a sum of £75,000 shall be paid from the Consolidated Revenue Fund to the credit of a special Trust Fund Account until a sufficient amount shall have accumulated to pay off and extinguish one million pounds of the Public Debt for Railways, which fell due up to the 31st December last; after deducting this amount the Treasury will still have received £3,571,855 increased net earnings during the past nine years.

The following table shows the progress and results of the working of the Railways and Tramways for a period of years.

Year.	Open to 30 June.			TOTAL EARNINGS.			NET EARNINGS AFTER PAYING WORKING EXPENSES.			CAPITAL EXPENDED.		
	Railways.	Tramways.	Total.	Railways.	Tramways.	Total.	Railways.	Tramways.	Total.	Railways.	Tramways.	Total.
	Miles.	Miles.	Miles.	£	£	£	£	£	£	£	£	£
1882	1,268	23	1,290	1,701,016	126,202	1,827,218	768,661	23,066	786,727	15,843,616	447,940	16,201,556
1883	1,320	25	1,345	1,931,691	190,699	2,125,393	751,220	11,822	763,042	16,905,014	595,062	17,490,076
1884	1,618	27½	1,645½	2,089,749	219,912	2,309,661	786,010	4,775	790,785	20,080,138	686,402	20,766,540
1885	1,732	27½	1,759½	2,178,172	223,340	2,401,512	717,555	15,345	732,900	21,831,276	751,730	22,583,006
1886	1,889	29	1,918	2,163,803	230,410	2,394,213	668,577	23,957	692,534	24,071,454	857,483	24,928,937
1887	2,036	33½	2,074½	2,212,718	225,348	2,438,066	752,375	12,893	765,268	26,532,122	923,608	27,455,730
Year ending 30 June, 1888	2,114	38½	2,152½	2,295,124	236,519	2,531,643	761,573	17,323	781,896	27,722,748	877,244	28,599,992
Railway Act came into operation 22nd October, 1888.												
1889	2,171	38½	2,209½	2,538,477	243,563	2,782,040	903,875	21,728	925,603	29,839,167	909,595	30,748,762
1890	2,182	39½	2,221½	2,633,086	268,962	2,902,048	967,251	44,889	1,012,140	30,555,123	933,614	31,488,737
1891	2,182	42½	2,224½	2,974,421	292,550	3,267,271	1,143,050	53,171	1,196,221	31,768,617	1,004,212	32,772,829
1892	2,185	48	2,233	3,107,296	305,090	3,412,386	1,193,014	56,499	1,249,513	33,312,608	1,099,659	34,412,267
1893	2,351	49	2,400	2,927,056	295,367	3,222,423	1,188,540	61,559	1,250,099	34,657,571	1,118,471	35,776,042
1894	2,501½	58½	2,559½	2,813,541	278,194	3,091,735	1,221,699	48,911	1,270,610	35,855,271	1,248,988	37,104,259
1895	2,531½	61	2,592½	2,878,204	282,316	3,160,520	1,310,615	51,323	1,361,938	36,611,366	1,428,518	38,039,884
1896	2,531½	61	2,592½	2,820,417	289,181	3,109,598	1,268,529	52,898	1,321,427	36,852,194	1,434,896	38,287,090
1897	2,639½	62½	2,702½	3,014,742	306,695	3,321,437	1,413,524	57,814	1,471,338	37,369,205	1,452,670	38,821,875

RAILWAYS.

During the year to which this Report refers the following extensions have been opened for traffic:—

Line.	Mileage. m. c.	Date handed over.
Jerilderie to Berrigan	21 65	October 14, 1896.
Parkes to Bogan Gate	23 38	December 15, 1896.
Narrabri to Moree	63 10	April 1, 1897.

These are "Pioneer" lines of the character advocated for some years, and specially referred to in the Supplementary Report attached to our Report for the year 1894-5, the object in view being to afford railway communication over level country into districts from which the traffic would not warrant the expenditure necessary to provide thoroughly-equipped railway lines. The cost of the "Pioneer" lines has averaged £2,019 per mile, being a reduction on the cost of the "light line" between Nyngan and Cobar—the cheapest line previously constructed in this Colony—of £1,691 per mile. The lines are capable of carrying the ordinary Rolling Stock, hauled by a light class of engine, at a speed of from 15 to 20 miles per hour. So far as present experience indicates, they will prove to be all that was anticipated when first recommended, and a continuation of a similar class of lines through suitable country in directions judiciously determined will permit of extensions where otherwise railway communication could not, with due regard to economy, be provided.

Lines of the "Pioneer" class are now under construction from Bogan Gate to Condobolin and from Nevertire to Warren. The former is 39 miles 22 chains in length, and is expected to be completed in December next; the latter 12 miles 3 chains, and will probably be opened for traffic within three months.

Further extensions of this class of line from Berrigan to Finlay and Tamworth to Manilla, covering distances of 13 miles 71 chains and 29 miles 62 chains respectively, will shortly be in course of construction. The cost of the latter line will, in consequence of the country being somewhat uneven, and the necessity for a comparatively expensive bridge across the Peel River, be rather more than other lines of the "Pioneer" class.

The total capital cost of the lines open for traffic stands at £37,369,205. The interest on this sum at 3·693 per cent., the average interest payable on the debt of the Colony, amounts to £1,380,045.

Debentures have been paid off and moneys provided out of the Consolidated Revenue Fund to the extent of £2,600,240. The net result of the year's transactions, after paying all working expenses, is a sum of £1,413,524, thus more than providing interest on the whole cost of the lines open for traffic by £33,479.

With regard to the general details of the year's transactions it may be stated that the revenue shows an increase of £194,325. The working expenses have increased by £49,330, the net result being an increase of £144,995.

The coaching traffic shows an increase of £54,774; 2nd class traffic having increased by £48,407, and miscellaneous traffic by £8,694. First class traffic shows a decrease of £2,327.

For

For the increased money earned there were 1,667,876 additional passenger journeys made.

The total revenue derived from Goods shows an increase of £139,551, all classes of traffic having contributed, viz.:—General Merchandise, £94,613; Wool, £21,733; Live Stock, £9,478; Minerals, £11,771; Miscellaneous, £1,956.

The train miles run were 8,130,405, being an increase on last year of 410,787 miles.

The earnings per train mile are 7s. 5d., and the net earning 3s. 5¼d., as compared with 3s. 3½d. last year.

The percentage the working expenses bear to the gross revenue is 53·11.

It is feared that the season of drought through which the Colony has recently passed will prevent any large expansion of traffic during the present year; indeed, in connection with the wool and stock traffic, a falling off must be looked for.

EXTENSION OF THE RAILWAY INTO THE CITY.

The proposed extension of the railway into the city is a matter which demands some mention in this Report, not with the object of advocating any particular route—our views on that subject having been placed most fully before the Public Works Committee—but because of the absolute necessity for a decision in the matter. The time has arrived when it must be emphatically stated that the passenger business cannot longer be conducted at Redfern with reasonable convenience to the public, or without unnecessary risk.

The accommodation is inadequate, and consequently there is, notwithstanding the exercise of the utmost care and the use of all modern appliances for safe working, an element of danger which would not attach to a terminal station arranged to meet traffic requirements.

For the daily business the accommodation is below what is required, and for holiday or exceptional traffic it is very deficient.

We trust that the question of the extension of the railway into the city will be finally dealt with on an early date.

SAFETY APPLIANCES.

The interlocking of points and signals has been steadily proceeded with.

The fitting of the Goods Stock with the Westinghouse Quick-acting Freight Brake has been continued, the number of vehicles fitted with brakes or pipes during the year being 1,576, making a total of 7,799 goods vehicles now provided with this great security.

Unfortunately we cannot repeat our report of last year as to the entire freedom from passenger-train accidents.

On the 1st February there was a collision in Redfern yard, between an incoming and an outgoing train, the driver of the latter train having started while the signals were at danger. Both trains were at the time moving slowly, the outgoing train having only just left the platform. Sixteen passengers were injured, but none seriously.

In our last Annual Report we mentioned that in consequence of the exorbitant claims made in connection with the accident which occurred on the 31st October, 1894, it had been deemed necessary to ask the Government to introduce a Bill into Parliament limiting the liability on account of accidents to a maximum of £2,000, and this has since become law.

RATES.

Much-needed relief, in consequence of the recent disastrous drought, has been given to stock-owners. "Starving Stock" rates were introduced, to have effect during proclaimed periods, by which stock coming within that designation could be removed, at a reduction of 50 per cent. on the ordinary stock rates, from the drought-stricken districts to districts where feed and water could be obtained. A reduction of 25 per cent. was also provided in cases of starving stock sent to boiling-down establishments, and a similar reduction was made in the freight of fodder for starving stock.

A number of reductions have recently been notified, the most important being a considerable reduction in the wool rates, amounting to an estimated value of £18,500 per annum.

In the Coaching Rate Book recently published several alterations and reductions were made in the fares within the Metropolitan Suburban Area, embraced in a radius of 22 miles from Sydney.

A reduced scale of fares was adopted for the districts situated between Sydney and Campbelltown, Penrith, Windsor, Berowra, and Stanwell Park.

Provision has also been made to apply the lower scale of fares charged in the Metropolitan Suburban Area to the Newcastle Suburban Area, extending to West Maitland, Morpeth, and Awaba.

Other alterations of a less important character have been given effect to, and it is estimated that the whole will amount to a reduction in fares to the extent of £10,000 per annum.

The result of the alterations in fares and rates (exclusive of the temporary "Starving Stock" rates), will, it is estimated, represent a reduction of £30,000 per annum.

Return of Ton Mileage for Year ending 31st December, 1896.

Description of Traffic.	Total Tons carried.	Total Miles carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per ton per Mile.	Percentage of each class to Total Tonnage.
	tons	miles	miles	£	D.	per cent.
Coal	2,573,590	44,966,523	17.47	118,958	.63	61.66
Firewood	191,205	5,038,080	26.35	17,981	.86	4.58
Grain, Flour, &c. ...	264,516	37,311,499	141.05	89,722	.58	6.34
Hay, Straw, and Chaff...	87,577	15,947,501	182.09	26,807	.40	2.09
A Class and Miscellaneous*	293,171	19,507,598	66.54	73,293	.90	7.02
Wool	110,844	30,077,117	271.34	293,665	2.35	2.66
Live Stock	168,472	45,284,146	268.79	322,089	1.71	4.04
All other Goods ...	484,505	57,489,468	118.66	606,628	2.53	11.61
Total	4,173,880	255,621,932	61.24	1,551,143	1.46	100.00

* Miscellaneous traffic consists of timber, lime, manures, fruit, vegetables, hides, tobacco leaf, bricks, gravel, drain-pipes, and traffic of a similar nature.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

The following table will show the extent to which the rates have been reduced since 1879:—

RETURN showing Mileage per Ton and Earnings per Ton per Mile of Goods Traffic carried during the years ending 31st December, 1879, 1883, 1891, 1894, and 1896.

	COAL AND SHALE.					FIREWOOD.				
	1879.	1883.	1891.	1894.	1896.	1879.	1883.	1891.	1894.	1896.
Tons carried	1,039,099	1,596,408	2,673,378	2,440,389	2,573,580	112,171	160,662	176,790	188,416	191,205
Miles carried	14,212,632	25,363,800	46,882,655	35,154,389	44,966,523	3,000,080	4,349,344	4,734,019	5,155,475	5,038,080
Average miles per ton	13.68	15.88	17.53	14.41	17.47	26.82	27.07	26.77	27.36	26.35
Gross Earnings	48,394	85,820	148,299	105,228	118,958	12,977	18,001	21,709	18,185	17,981
Earnings per ton per mile...	d. 0.82	d. 0.81	d. 0.76	d. 0.72	d. 0.63	d. 1.04	d. 1.03	d. 1.10	d. 0.85	d. 0.86
	GRAIN AND FLOUR.					HAY, STRAW, AND CHAFF.				
	1879.	1883.	1891.	1894.	1896.	1879.	1883.	1891.	1894.	1896.
Tons carried	36,249	65,736	198,491	241,669	264,516	22,467	35,119	64,967	83,819	87,577
Miles carried	3,611,407	7,756,360	22,130,334	36,250,854	37,311,499	743,679	2,712,396	10,024,149	13,691,695	15,947,501
Average miles per ton	99.63	117.99	111.49	150.00	141.05	33.10	77.23	154.29	163.35	182.09
Gross Earnings	15,526	26,493	61,521	92,284	89,722	4,579	11,739	19,797	24,302	26,807
Earnings per ton per mile...	d. 1.03	d. 0.82	d. 0.66	d. 0.61	d. 0.58	d. 1.48	d. 1.04	d. 0.46	d. 0.43	d. 0.40
	WOOL.					LIVE STOCK.				
	1879.	1883.	1891.	1894.	1896.	1879.	1883.	1891.	1894.	1896.
Tons carried	31,773	63,887	111,797	124,102	110,844	27,805	68,059	128,211	153,082	168,472
Miles carried	5,283,838	15,184,040	30,282,222	34,882,444	30,077,117	3,726,176	13,224,154	34,650,831	37,481,715	45,284,146
Average miles per ton	166.30	237.67	270.86	281.08	271.34	134.01	194.30	270.26	244.64	268.79
Gross Earnings	53,932	140,791	314,151	351,450	295,665	44,336	151,557	267,661	302,419	322,039
Earnings per ton per mile...	d. 2.45	d. 2.23	d. 2.49	d. 2.44	d. 2.35	d. 2.86	d. 2.75	d. 1.85	d. 1.94	d. 1.71
						General Merchandise, and Traffic not included in other groups.				
						1879.	1883.	1891.	1894.	1896.
Tons carried						361,797	682,067	1,008,599	679,618	777,676
Miles carried						29,706,330	67,991,304	92,087,454	74,473,281	76,997,066
Average miles per ton						82.11	99.68	91.30	109.58	99.01
Gross Earnings						£ 366,308	693,740	806,382	668,364	679,921
Earnings per ton per mile						d. 2.96	d. 2.45	d. 2.10	d. 2.16	d. 2.12

NOTE.—The traffic carried on departmental account has been deducted from the figures throughout, so as to give a fair comparison.

OPENING OF NEW LINES AND THEIR EFFECT UPON THE TRAFFIC.

The following statement shows the earnings and expenses in connection with a number of outlying lines in the Colony for the year ending the 31st December, 1896.

Line.	Length.	Capital Cost.	Interest on Capital.	Working Expenses.		Total Earnings.		Loss after providing for Working Expenses and Interest.	
				Year ending December, 1896.	Year ending December, 1895.	Year ending December, 1896.	Year ending December, 1895.	Year ending December, 1896.	Year ending December, 1895.
	Mls. ch.	£	£	£	£	£	£	£	£
Narrandera to Jerilderie ...	64 54 $\frac{3}{4}$	424,234	14,818	7,957	8,258	10,794	14,526	12,011	10,701
Junee to Hay ...	167 35 $\frac{3}{4}$	1,045,265	41,811	33,891	35,534	67,208	77,570	8,494	Profit 293
Wallerawang to Mudgee ...	85 6	1,043,238	40,175	20,254	20,385	33,187	32,244	27,242	29,704
Cootamundra to Gundagai..	33 45 $\frac{3}{4}$	267,115	9,314	5,615	5,572	8,761	8,827	6,168	5,628
Goulburn to Cooma ...	130 40	1,462,253	51,179	25,464	22,915	29,118	30,636	47,525	43,453
Murrumburrah to Blayney..	110 63	1,142,622	39,992	32,667	31,475	30,487	30,602	42,172	40,855
Orange to Molong, Parkes, and Forbes ...	95 49	716,154	25,066	18,569	18,215	41,473	37,343	2,162	5,881
Blacktown to Richmond ...	16 12	196,168	8,232	8,743	8,953	11,719	11,500	5,256	6,091
Tamworth to Armidale ...	76 76	1,214,546	47,752	24,578	22,261	38,123	35,936	34,207	34,907
Armidale to Jennings ...	132 42 $\frac{3}{4}$	1,539,946	60,955	33,891	33,901	32,027	30,173	62,819	64,683
Hornsby to Milson's Point	13 27 $\frac{1}{2}$	600,649	21,115	12,927	12,970	19,321	14,189	14,721	20,184
Sydney to Kiama ...	71 52 $\frac{1}{2}$	2,184,750	75,277	104,883	99,474	146,251	133,661	33,909	42,204
Kiama to Nowra ...	22 43 $\frac{3}{4}$	380,457	13,320	5,132	5,266	6,478	5,939	11,974	12,634
Lismore to Murwillumbah	63 57	918,512	32,187	5,179	5,765	9,214	5,919	28,152	32,018
Sydenham to Belmore ...	5 3 $\frac{1}{2}$	201,730	7,203	4,643	4,139	3,727	3,263	8,119	7,518
Culcairn to Corowa ...	47 39	232,504	8,173	3,485	3,608	4,540	3,909	7,118	7,925
Nyngan to Cobar ...	81 27 $\frac{1}{4}$	324,044	11,410	10,436	7,255	18,961	16,614	2,835	2,184
Cootamundra to Temora ...	38 69	192,495	7,149	5,044	5,102	10,034	9,637	2,159	3,137
	1,257 24	14,086,682	515,158	363,358	351,048	521,423	502,548	357,093	369,414

The

The foregoing Return shows an improvement upon that published in our Report for last year, notwithstanding that the line from Junee to Hay has to be again included in the non-paying list, with a deficiency of £8,494. For the previous year it returned a small profit, largely consequent upon the exceptional stock traffic. Narrandera to Jerilderie has also receded through a falling off in the live stock traffic. Other lines show a backward tendency; but generally an improved result is shown.

The Orange to Molong-Parkes and Forbes Line continues to improve. There is also an appreciable improvement in the Hornsby to Milson's Point and Sydney to Kiama Lines, the annual loss on both is, however, still considerable.

With regard to pioneer lines—Jerilderie to Berrigan, Parkes to Bogan Gate, and Narrabri to Moree—opened quite recently, the former shows a slight loss, but there is reason to anticipate an improvement. The two latter lines, however, indicate a good prospect, more particularly the Narrabri-Moree Line.

ACCOMMODATION FOR THE TRAFFIC AND CONDITION OF LINES AND ROLLING-STOCK.

The Passenger and Goods Stock is in good order, and has been increased.

Second-class Lavatory Carriages for the long-distance trains have been introduced.

Corridor Cars, to run on the Southern Express, are approaching completion in the Railway shops at Eveleigh, and will be placed in traffic in October.

In the renewal and repairs of engines, carriages, and wagons the expenditure this year has exceeded that of last year by the sum of £36,829.

The locomotive repairs have been extensive, 218 engines having received heavy repairs.

The existing shop facilities for dealing with the large locomotives which have been and will continue to be introduced are insufficient, and it will be necessary at no distant date to expend a considerable sum in the enlargement of the shops and providing suitable machinery.

The Permanent-way has been maintained in a satisfactory condition.

Various works were authorised, during recent inspections, to meet the altered traffic requirements, including the extension of numerous crossing loops, necessary for the accommodation of the longer goods trains now being hauled consequent upon the reduced gradients and the use of more powerful engines.

67 miles 51 chains of line were completely relaid, rerailed, or resleepered; 68 miles 73 chains of fencing were renewed, as against 56½ miles 32 chains and 32 miles 51 chains respectively last year.

The Wagga Wagga viaduct—a timber structure—is being renewed in steel. This is an extensive work, and it will be gradually completed, and the whole cost charged to Working Expenses.

Many works fairly chargeable to Capital have been carried out and debited to Working Expenses, and a large proportion of the station buildings have been repainted and put in perfect order.

IMPROVEMENT OF GRADES AND CURVES.

This work has been pressed forward on the Main Western Line over the Blue Mountains, and the flattening of the exceptionally sharp curves has added much to the comfort of the travelling public.

Deviations of the line between Katoomba and Mount Victoria, and at Dargan's Creek, between Bell and Clarence, have been made for the purpose of obtaining better grades and easing the curves.

The result of these deviations, as anticipated, has been productive of great benefit in working the goods traffic, and also the coaching service, when the passenger trains have been heavy; but the maximum advantage will not be realized until the difficulty attending the working of the Zig Zag is removed.

Important deviations for the more expeditious and economical working of the traffic have also been made in the Main Western Line between Wellington and Dubbo.

On the Southern Line the steep grades between Hill Top and Mittagong, and Moss Vale and Goulburn, have been considerably reduced by deviations of the line.

The extent of the work in connection with the deviations referred to will be fully understood when it is stated that 35 miles of new line were constructed, and the effect of the grade improvements, together with the introduction of more powerful engines, is graphically illustrated by the attached diagrams.

The reports of the Chief Mechanical Engineer and Engineer-in-Chief for Existing Lines will be found on pages 15 and 17.

Appendices are attached giving full information regarding the traffic expenses, &c., &c.

RESULTS

RESULTS OF THE WORKING.

RAILWAYS.

Year ending 30 June, 1897, compared with 1896 and 1888.

PARTICULARS.	1897.	1896.	1888.
Total spent in construction and equipment	£37,369,205	£36,852,194	£27,722,748
Total Debentures finally paid off	£1,696,675	£1,288,646	£1,017,875
Total cost per mile open for traffic (including Workshops, Rolling Stock, &c., &c.)	£14,157	£14,559	£13,114
Total mileage open for traffic	2,639½	2,531¼	2,114
Average miles opened for the year	2,575½	2,531¼	2,014
Gross revenue	£3,014,742	£2,820,417	£2,206,124
Working expenses	£1,601,218	£1,551,888	£1,530,551
NET PROFIT ON WORKING (After paying Working Expenses).	£1,413,524	£1,268,529	£764,573
PERCENTAGE OF WORKING EXPENSES TO REVENUE	53'11	55'02	66'69
Earnings per average mile open	£1,171	£1,114	£1,123
Working expenses per average mile open	£622	£613	£749
NET RETURN PER AVERAGE MILE OPEN ...	£549	£501	£374
Gross earnings per train mile	s. d. 7 5	s. d. 7 3¼	s. d. 6 10½
Working expenses per train mile	3 11¼	4 0¼	4 7
NET PROFIT PER TRAIN MILE (After paying Working Expenses).	3 5½	3 3½	2 3½
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	£ s. d. 3 15 11	£ s. d. 3 8 10	£ s. d. 2 17 0
Number of passenger journeys	22,672,924	21,005,048	15,174,115
Goods tonnage	4,375,584	3,778,731	3,331,671
Live-stock tonnage	191,457	174,844	68,101
Train mileage... ..	8,130,405	7,719,618	6,689,313

TRAMWAYS

TRAMWAYS.

On the 30th of June, 1896, 61 miles were open for traffic, and on the 1st of March last the Electric Line from Mosman's Bay to Spit Road, a distance of 1 mile 37 chains, was opened, making a total of $62\frac{1}{2}$ miles of line in use.

The general result of the working of the whole of the Tramways for the year is an increase of revenue of £17,514; the working expenses also increased by £12,598.

The cost of the lines open for traffic is £1,452,670, of which £36,837 has been paid out of the Consolidated Revenue, leaving £1,415,833, upon which interest has to be paid.

The return upon the capital invested is £3 19s. 9d. per cent.

The table on the following page will give further details regarding the year's operations.

CONDITION OF EXISTING LINES.

The lines are in good order, a considerable sum having been expended in relaying.

ACCOMMODATION FOR THE TRAFFIC.

The Glebe Point Line has been duplicated for a distance of 68 chains, and an improved service introduced.

It has recently been decided to continue the double line from Enmore Road, Enmore, to Victoria Road.

The service generally is as satisfactory as it can be made with the facilities available. As pointed out in previous Reports, the confined space of the Bridge-street yard limits the service, and much-needed relief will be afforded when the George-street Electrical Tramway recently authorised is completed.

RESULTS OF THE WORKING.

TRAMWAYS—ALL LINES.

Year ending 30 June, 1897, compared with 1896 and 1888.

PARTICULARS.	1897.	1896.	1888.
Total spent on construction and equipment	£1,452,670	£1,434,896	£877,244
Total cost per mile open	£23,243	£23,523	£22,786
Total mileage open for traffic	62½	61	38½
Gross revenue	£306,695	£289,181	£236,519
Working expenses	£248,881	£236,283	£219,196
NET PROFIT (After paying Working Expenses) ...	£57,814	£52,898	£17,323
PERCENTAGE OF WORKING EXPENSES TO REVENUE	81'15	81'71	92'67
Earnings per average mile open	£4,987	£4,740	£6,224
Working expenses per average mile open	£4,047	£3,573	£5,768
Gross earnings per tram mile	1/11½	2/1½	3/4½
Working expenses per tram mile	1/7½	1/8½	3/1½
NET PROFIT PER TRAM MILE	d. 4½	d. 4½	d. 3
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	£ s. d. 3 19 9	£ s. d. 3 13 9	£ s. d. 1 19 7
Number of passenger fares collected	72,943,812	68,109,264	58,957,395
Tram mileage	3,088,138	2,736,260	1,388,786

Further information regarding the working of the various sections will be found as an Appendix, page 29.

Before

Before closing this Report we desire to refer to the death of our esteemed late colleague, Mr. E. M. G. Eddy, Chief Commissioner, to which we have already briefly alluded in the Quarterly Report recently published.

He had looked forward to the completion of this year, feeling sure that the financial result would be most satisfactory, and the wisdom of the system of administration brought into operation by the Government Railways Act of 1888 fully demonstrated.

His devotion to duty contributed to the early termination of a brilliant career, and, while expressing the deepest regret for the sad occurrence, we wish also to record our appreciation of the magnificent service he rendered to the Colony, and the great ability he displayed in being largely instrumental to placing the New South Wales railways in the position they occupy to-day.

We have the honor to be,

Sir,

Your most obedient Servants,

CHARLES OLIVER,
Commissioner.

W. M. FEHON,
Commissioner.

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APPENDIX I.

Chief Mechanical Engineer's Report.

Sir,

Eveleigh, 21 July, 1897.

In submitting, for the information of the Railway Commissioners, the annual statement of the working of the Locomotive, Carriage and Wagon Department for the year ending 30th June, 1897, I have the honor to report that the rolling-stock, workshop machinery, furnaces, cranes, hydraulic, and pumping plant, in charge of this department, have been maintained in good working condition.

Locomotives.

Two tender engines, Nos. 83 and 90, were rebuilt and converted into tank engines for suburban line work. Three hundred and forty-nine engines have been repaired during the year; 174 of them at Eveleigh, 50 at Newcastle, and the remaining 125 at smaller depôts. Two hundred and eighteen of these received heavy repairs, and the remaining 131 had general repairs of a lighter character. Two new boilers were fitted to engines, and 313 boilers were overhauled during the year; 177 of them at Eveleigh, 46 at Newcastle, and the remaining 90 at smaller depôts. One hundred and seventy-nine of these boilers were internally examined, heavily repaired, refilled with tubes, and returned to locomotives. Sixty-nine stationary boilers were overhauled, 10 of them receiving heavy repairs.

Carriages and Waggon.

One hundred and fifty-four vehicles were rebuilt in the Eveleigh shops during the year and charged to Working Expenses as replacements. One thousand three hundred and eighty-nine passenger vehicles were repaired; 1,098 of them at Eveleigh, and the remaining 291 at Newcastle. Three hundred and twenty-eight of these received heavy repairs, and the remaining 1,061 had general repairs of a lighter character. Five thousand five hundred and eleven waggons and vans passed through the Eveleigh and Newcastle shops during the year, of which 1,746 were heavily repaired.

Two hundred and thirty defective axles have been withdrawn from service and replaced by stronger ones; and 2,599 defective axle-boxes, of designs now abandoned, have been replaced by standard types and debited to Working Expenses.

New Stock charged to Capital Account.

One Consolidation goods engine has been built in the Eveleigh works, the last of four constructed from materials partially prepared by Mr. Thomas Wearne under his contract for twenty-five goods locomotives.

Six suburban cars and six main line second class lavatory carriages were built by contractors, and added to coaching stock; and nineteen merchandise vehicles were built in the Eveleigh works as additions to rolling stock.

The cost of these additions is £23,731 against Capital Account.

New Stock charged to Working Expenses.

Six powerful goods engines have been charged against Working Expenses during the year. Three of them have been at work since the beginning of the year, and they replace seven old engines. The relative tractive powers are—for the three new ones, 86,331 lb., and for the seven old engines, 82,587 lb. The remaining three are at present on the sea, and, when put into service, will replace locomotives of our least useful types, in similar proportion.

Twenty-four new bogie suburban cars, built by contractors, with a floor area of 8,400 square feet, have replaced forty-two old four-wheeled carriages having a floor area of 7,551 square feet.

Ninety new goods vehicles, of which 33 are bogies, were built in the Eveleigh works.

The

The total value of the new rolling stock charged to working expenses is £63,476. The amount similarly spent in 1896 was £31,355.

The following statement shows the relative mileage executed and the working costs of the Locomotive Branch for the two years ending June, 1896 and 1897:—

	1897.	1896.	Increase.
Train miles	8,130,405	7,719,618	410,787
Engine miles	11,614,964	10,895,776	719,188
Percentage of unproductive miles on train miles	42.86	41.14	1.72
Revenue	£3,014,742	£2,820,417	£194,325
Expenditure	£727,140	£677,789	£49,351
Do in per cent. to revenue	24.12	24.03	0.09
Cost in pence per train mile	21.461	21.072	0.392
Do engine mile... ..	15.025	14.930	0.095

The means which we have for executing repairs to locomotives are now insufficient. That work is not done with the rapidity and economy desirable. The increasing use of large and more powerful locomotives has outgrown existing facilities, and should be provided for by an extension of workshops and suitable machinery. Our present erecting shops are taxed beyond their economic capacity, and much time and labour are lost in getting our large and heavy engines into and out of shops which were designed and fitted with machines for dealing with much smaller engines than those now doing the bulk of the business on these railways, and, as a consequence, useful locomotives that ought to be in service are kept too long waiting repairs. In pursuance of the policy observed for some years past of employing one powerful engine where two smaller ones were employed before, it is manifest the stock of large heavy engines must increase, and I venture to suggest that suitable provision should now be made for economically repairing them so as to get full use of them on the road.

I have, &c.,

W. THOW,

Chief Mechanical Engineer.

The Secretary to the Railway Commissioners.

APPENDIX II.

RAILWAYS.—RETURN OF WORKING ROLLING STOCK, 30TH JUNE, 1897.

	LOCOMOTIVES.		COACHING.							MERCHANDISE.					DEPART- MENTAL STOCK.	TOTAL.	
	Engines.	Tenders.	Special and Sleeping Cars.	First Class.	Composites.	Second Class.	Brake-vans.	Horse-boxes, Waggon Trucks, &c.	Total.	Goods open.	Goods covered.	Meat Trucks.	Live Stock Trucks.	Brake-vans.	Total.		Loco. Coal, Fuel, &c., Waggons.
Stock, 30th June, 1896...	521	441	43	187	85	235	181	301	1,032	7,433	638	87	1,156	211	9,525	1,060	10,585
Stock, 30th June, 1897...	502	420	41	178	84	241	181	301	1,026	7,356	627	111	1,156	205	9,455	1,048	10,503

A. Three consolidation engines, with a tractive power of 86,331 lb., replace 7 small type engines having a tractive power of 82,587 lb.; 72 new engines, previously supplied, replace 83 old ones with a surplus tractive power of 192,000 lb. Three four-wheeled coupled tender passenger engines were rebuilt and converted into Suburban tank engines.

B. Twenty-four Suburban bogie carriages (first and second class), having a floor area of 8,400 square feet, replace 42 old four and six wheel stock with a floor area of 7,551 square feet—these complete the replacements of all the obsolete four-wheel stock; 66 carriages of various types have been rebuilt or replaced, and 26 carriages have been converted; 321 waggons have been rebuilt or replaced during the year, and 3 combination trucks converted into sheep-vans; 50 waggons, with a carrying capacity of 1,075 tons, have replaced 160 waggons of inferior type, with a carrying capacity of 980 tons.

APPENDIX III.

REPORT on Condition of Lines and Works for the Year ending 30th June,
1897.

Sir, New South Wales Government Railways,
Office of Engineer-in-Chief for Existing Lines, 6 July, 1897.

I have the honor to report, for the information of the Commissioners, that the permanent-way, works, and buildings, have been maintained in a thoroughly satisfactory state during the past year.

In the period under review, 67 miles 51 chains have been completely relaid, rerailed, or resleepered; 129 miles 36 chains have been lifted and ballasted; and 68 miles 73 chains of fencing have been renewed, the whole expenditure being charged to Working Expenses, and in addition, 49 miles of new fencing have been erected in connection with the deviation works.

In addition to the 67 miles 51 chains relaid, rerailed, or resleepered, 26,998 new sleepers and 41,296 good sleepers recovered in relaying have been used for partial resleepering and repairs, thereby adding over 31 miles to the length of road put in perfect condition during the year.

Many works of varied description, fairly chargeable to Capital, have been carried out and debited to Working Expenses, and special attention has been given to station buildings, a large proportion of these having been repainted and put in perfect order during the year.

Improvement of Grades and Curves.

All the sharp curves on the Western Mountains, between Faulconbridge and Blackheath, have been dealt with, deviations to increase the radii having been completed, and the line so much improved thereby that the speed of trains could be greatly accelerated.

On the Main Western Line grade improvements of an extensive character have been completed between Maryvale and Dubbo, between Bell and Clarence, and by the deviations made to reduce the curves between Katoomba and Blackheath the grades were also improved. Similar work between Blackheath and Mt. Victoria is nearing completion.

On the Southern Line steep grades have been reduced between Moss Vale and Meryla, and also between Hill Top and Mittagong, while others are in progress between Meryla and Exeter.

With the exception of the work between Bell and Clarence, all have been carried out Departmentally.

Good progress has been made with the work of replacing the present timber viaduct at Wagga Wagga with a structure consisting of steel-plate girders and steel trestles on concrete foundations; the bridge over Cottage Creek, near Newcastle, has been renewed in a similar manner, and those over Styx Creek and Ironbark Creek, on the Northern Line, are being similarly dealt with.

Extensions opened.

During the year the following extensions have been opened for traffic:—

Jerilderie to Berrigan	...	...	...	21 miles 65 chains.
Parkes to Bogan Gate	...	...	...	23 " 38 "
Narrabri to Morce	...	...	...	63 " 10 "

These are all of the "Pioneer" type of line.

I have, &c.,
THOMAS R. FIRTH,
Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

Sidings laid in and extended 14 miles 6 chains.

	New.	Second-hand.	Total.
Sleepers used in new sidings	1,078	28,510	29,588
Sleepers used in main lines—			
Relaying and resleeping	117,022	6,850	123,872
Repairs and respacing	26,998	41,296	68,294
Deviations to improve grades and curves	53,215	9,152	62,367
Total	197,235	57,298	254,533

	Blue-metal, and other hard stone.	Sandstone and Gravel.	Total.
Ballast used in main lines—	Cubic yards.	Cubic yards.	Cubic yards.
For relaying	7,511	.....	7,511
For ordinary ballasting	36,785	10,691	47,426
For deviations to improve grades, &c.	55,558	.....	55,558
Total	99,804	10,691	110,495

Length of new fencing erected 117 miles 73 chains.
 Length of fences wired 1 mile 6 chains.
 Culverts and flood-openings constructed 807 feet extra waterway.

I have, &c.,
 THOMAS R. FIRTH,
 Engineer-in-Chief for Existing Lines.

: 20

APPENDIX V.
SCHEDULES under WORKING EXPENSES for the Year ending the 30th June, 1897, with corresponding period in 1896.
RAILWAYS.

BRANCHES.	Year ending June 30, 1897.	Correspond- ing period in 1896.	BRANCHES	Year ending June 30, 1897.	Corresponding period in 1896.
Maintenance of Way and Works.			Traffic Expenses.		
Salaries, &c., of engineers, surveyors, draftsmen, clerks, inspectors, foremen, and timekeepers	£ 28,653	£ 27,709	Chief Traffic Manager, Superintendents, and office staff	£ 20,714	£ 20,783
Maintenance and renewals of permanent way, viz.:— { Wages	215,582	224,887	Station-masters, night officers, relieving and supervising staff	80,054	82,222
Repairs and improvements, &c., of stations, buildings, { Materials	61,496	53,488	Station goods, and coaching clerks	22,481	23,133
bridges, signals, and other works { Wages	33,514	30,444	Pointsmen, signalmen, and gatekeepers	40,764	40,351
Sundries	15,769	11,164	Guards	54,116	52,355
	3,043	3,277	Porters, labourers, &c.	135,832	135,086
	1897. 1896.		Stores for stations	27,017	27,207
Lines open and { Quadruple	8½	8½	Advertising, stationery, printing, &c.	11,739	10,876
maintained— { Double	154½	154½	Travelling and incidental	3,110	3,103
{ Single	2,476½	2,368½	Sundries	43,780	42,475
	2,639½	2,531¼		£ 439,607	£ 437,591
Locomotive Working.			Compensation.		
Chief Mechanical Engineer, Superintendents, officers, and clerks	14,544	14,112	For personal injury—Passengers	1,284	14,277
Foremen and timekeepers	10,591	10,661	For damage to and loss of goods	1,610	971
Drivers and firemen	176,516	166,297		£ 2,894	£ 15,248
Cleaners, coalmen, and labourers	54,741	54,537	Gratuities to widows and children of employes who have met with accident, also gratuities to staff on retirement and payments to Civil Service Fund on account of Pension allowances	5,203	3,878
Stores for cleaners	2,956	2,922	Fire Insurance Fund	1,250	
Sundries	12,858	12,082		General Expenses.	
Coal, coke, and wood	70,432	71,438	Commissioners, Secretary and office staff	9,217	9,255
Water	22,985	21,422	Account branch	10,007	10,177
Oil, tallow, and waste	8,709	8,568	Audit branch	8,793	8,508
	£ 374,322	£ 362,089	Stores branch	6,351	6,263
Engine Repairs and Renewals.			Telegraph branch	15,649	15,241
Repairs and renewals of engines { Wages	139,097	132,168	Sundries	11,800	11,435
{ Materials	60,836	33,998		£ 61,817	£ 60,879
	£ 199,933	£ 171,166	GRAND TOTAL.....		
Carriage and Waggon Repairs and Renewals.				£ 1,601,218	£ 1,551,888
Coaching stock repairs { Wages	40,393	41,088			
and renewals { Materials	36,978	25,352			
Goods stock repairs and { Wages	43,708	49,933			
renewals { Materials	26,806	28,161			
	£ 152,885	£ 144,534			
Greasing and oiling { Wages	3,175	3,167			
carriages and wagons { Materials } Traffic charges	2,075	2,372			
	£ 5,250	£ 5,539			

The Working Expenses include £15,210 in 1897 and £9,154 in 1896 for additional works which might very properly have been charged to Capital.

THOMAS HALL,
Chief Accountant.

APPENDIX VI.

COMPARATIVE Analysis of Revenue and Expenditure for the years ending 30 June, 1897 and 1896.

Particulars.	Year ending 30 June, 1897.				Year ending 30 June, 1896.			
	Miles				Miles.			
	Average miles open for traffic ... 2,575½				Average miles open for traffic ... 2,531½			
	Train mileage—				Train mileage—			
	Passenger ... 3,886,620				Passenger ... 3,718,454			
	Goods ... 4,244,385				Goods ... 4,001,164			
	Total mileage ... 8,130,405				Total mileage ... 7,719,618			
	Numbers or Tonnage.	Revenue.	Per mile open.	Per train miles.	Numbers or Tonnage.	Revenue.	Per mile open.	Per train mile.
REVENUE.								
	Numbers.	£	£	d.	Numbers.	£	£	d.
First-class Passengers	2,267,854	257,734	100·1	15·92	2,341,957	282,510	103·7	16·94
Second-class do	11,049,046	546,158	212·1	33·73	10,294,711	504,937	199·5	32·59
Season Tickets, 1st class	8,869	49,114	19·1	3·04	9,035	46,665	18·4	3·01
Do 2nd class	31,189	30,145	11·7	1·86	28,950	27,808	11·0	1·80
Workmen's Weekly Tickets, 2nd class	333,354	26,103	10·1	1·61	275,583	21,254	8·4	1·37
Horses, carriages, and dogs		12,938	5·0	0·80		13,717	5·4	0·89
Cloak-room and parcels		87,024	33·8	5·38		79,811	31·5	5·15
Mails		62,078	24·1	3·83		61,389	24·3	3·96
Miscellaneous		3,287	1·3	0·20		3,085	1·2	0·20
Total, coaching		1,074,581	417·3	66·37		1,021,176	403·4	65·91
	Tons.	£	£	d.	Tons.	£	£	d.
General Merchandise	1,337,396	978,939	380·1	55·36	1,152,405	884,326	349·4	53·04
Wool	111,639	342,104	132·8	19·34	104,000	320,371	126·6	19·21
Live stock	191,457	372,269	144·6	21·05	174,844	362,791	143·3	21·76
Minerals—Coal and Coke	2,832,055	187,786	72·9	10·62	2,447,385	176,554	69·7	10·59
Minerals, other than coal	94,494	26,184	10·2	1·48	74,941	25,645	10·1	1·54
Miscellaneous		8,195	3·2	0·46		6,097	2·4	0·37
Total, goods	4,567,041	1,915,477	743·8	108·31	3,953,575	1,775,784	701·5	106·51
Sundries, special and miscellaneous		24,684	9·6	0·73		23,457	9·3	0·73
Total Revenue		3,014,742	1,170·7	88·99		2,820,417	1,114·2	87·68
EXPENDITURE.								
	Expenditure.	Per mile open.	Per train mile.	Per cent. to Revenue.	Expenditure.	Per mile open.	Per train mile.	Per cent. to Revenue
WORKING EXPENSES.								
	£	£	d.		£	£	d.	
Maintenance of way, works, and stations	358,057	139·0	10·57	11·88	350,964	138·6	10·91	12·44
Locomotive working	374,322	145·4	11·05	12·42	362,089	143·0	11·26	12·84
Engine repairs and renewals	199,933	77·6	5·90	6·63	171,166	67·6	5·32	6·07
Carriage and waggon repairs and renewals	152,885	59·4	4·51	5·07	144,534	57·1	4·49	5·12
Traffic expenses	444,357	172·7	13·13	14·76	443,130	175·1	13·78	15·71
Compensation—Passenger	1,284	0·5	0·04	0·04	14,277	5·6	0·44	0·51
Do Goods	1,610	0·6	0·05	0·05	971	0·4	0·03	0·03
Gratuities to widows and children of employes, and payment on account of Pension Allowance	5,203	2·0	0·15	0·17	3,878	1·5	0·12	0·14
Fire Insurance Fund	1,250	0·5	0·04	0·04	...	...	...	...
General expenses	61,817	24·0	1·82	2·05	60,879	24·1	1·89	2·16
Total expenditure	1,601,218	621·7	47·26	53·11	1,551,888	613·0	48·24	55·02
Net profit	1,413,524	549·0	41·73	...	1,268,529	501·2	39·44	...
	EXPENDITURE PERCENTAGE TO GROSS REVENUE,				Expenditure percentage to gross revenue,			
	53·11				55·02			

The Expenditure includes Capital Works charged to Working Expenses.

Percentage of Expenditure in each Division.

Divisions of Expenditure.	Year ending 30 June, 1897.	Year ending 30 June, 1896.
	%	%
Maintenance of Way, Works, and Station	22·36	22·62
Locomotive working	23·38	23·33
Engine repairs and renewals	12·49	11·03
Carriage and Waggon repairs and renewals	9·55	9·31
Traffic Expenses	27·78	28·56
Compensation (Passengers)	0·08	0·92
Do (Goods)	0·10	0·06
Gratuities to Widows and Children of Employes, and payment on account of Pension Allowance	0·32	0·25
Fire Insurance Fund	0·08	...
General Expenses	3·86	3·92
	100·00	100·00

APPENDIX VIII.

RETURN of the Total Amount paid for Wages on the different Branches of the Railways during the years ending 30th June, 1897 and 1896.

Branches.	1897.	1896.
RAILWAYS:—	£	£
Maintenance Branch	362,611	309,311
Locomotive „	493,267	479,838
Traffic „	236,633	233,160
TOTAL	£ 1,092,511	1,022,309

NOTE.—Includes all wages paid by the Department, whether on Maintenance or New Works.

APPENDIX IX.

STATEMENT of the Staff employed on the Railways and Tramways of New South Wales in June, 1897, as compared with October, 1888.

Branch.	June, 1897.			October, 1888.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
RAILWAYS.						
Commissioners' and Secretary's Office	17	4	21	40	8	48
Chief Accountant	39	1	40	46	2	48
Traffic Audit	60	1	61	66	1	67
Stores	25	46	71	29	79	108
Permanent-way	105	2,777	2,882	156	3,140	3,296
Locomotive	A 140	3,571	3,711	146	3,218	3,364
Traffic	B 756	2,471	3,227	773	2,341	3,114
Electrical	C 51	56	107	54	24	78
Interlocking	14	202	216	17	188	205
General	13	8	21	5	.....	5
	1,220	9,137	10,357	1,332	9,001	10,333
TRAMWAYS.						
Permanent-way	6	249	255	1	200	201
Locomotive	23	742	765	24	590	614
Traffic	21	378	399	14	201	215
Do M'attsburg	2	27	29	.....	19	19
Stores	3	1	4	4	7	11
General .....	.....	2	2	.....	.....	.....
	55	1,399	1,454	43	1,017	1,060
TOTAL, RAILWAYS AND TRAMWAYS ..	1,275	10,536	11,801	1,375	10,018	11,393

A Includes 46 officers in charge of locomotive running sheds, and timekeepers.

B Includes 75 officers for additional stations and crossing places, 22 night-officers transferred from wages to salary list. Of the remaining 659, 360 are officers and night-officers in charge of stations and sidings, and 165 are clerks employed at stations.

C Includes 36 telegraph operators.

The Wages Staff does not include gatekeepers with free house only, as the information was not kept in 1888.

APPENDIX X.

RETURN of the Mileage of Suburban Passengers on All Lines of Railway during the years ending 30th June, 1897, 1896, and 1888.

DESCRIPTION.	1897.	1896.	1888.
NUMBER OF ORDINARY PASSENGERS	11,323,539	10,635,753	7,413,868
NUMBER OF WORKMEN'S JOURNEYS	4,000,248	3,306,996	1,738,284
NUMBER OF SEASON TICKET HOLDERS' JOURNEYS ..	4,827,580	4,608,828	3,227,760
TOTAL NUMBER OF PASSENGERS' JOURNEYS	20,151,347	18,551,577	12,379,912
NUMBER OF MILES TRAVELLED	115,059,631	104,310,788	70,172,793
AVERAGE MILEAGE PER PASSENGER	5'71	5'62	5'67
AMOUNT RECEIVED FROM PASSENGERS	£264,392	£252,025	£186,393
AVERAGE RECEIPT PER MILE PER PASSENGER	0'55	0'58	0'64

NOTE.—Suburban Lines include only distances within 23 miles of Sydney and Newcastle, Liverpool and Morpeth included.

APPENDIX XI.

STATEMENT showing cost of Additions to Stations, Buildings, Siding Accommodation, &c., Machinery and Rolling Stock, the cost of which was charged to Capital Account, during the year ending 30th June, 1897.

	Amount.
	£
Additions to Stations, Buildings, &c.	50,183
Rolling Stock and additional appliances, including continuous brakes.....	69,024
	£119,207

APPENDIX XII.

Report of the Tramway Locomotive Superintendent.

Randwick, 13 July, 1897.

To the Secretary to the Railway Commissioners,—

Sir,

I have the honor to submit, for the information of the Railway Commissioners, the following report on the working of the Locomotive Department of the Tramways for the financial year just closed:—

SYDNEY CITY AND SUBURBAN LINES.

The whole of the rolling stock, machinery, and plant has been maintained in good order, and the requirements of the traffic fully satisfied. Owing to the greatly increased tram service amounting to 312,726 train miles, the working expenditure has been considerably augmented, although it is satisfactory to note that the cost per train mile is less, being 12·57d. for the steam lines, and 6·16d. for the cable system, as compared with 13·62d. and 6·34d. respectively for the previous year. The mechanical staff, which in the previous year worked short time, has been making full time since 29th August last, and this, of course, contributed to the increased expenditure. Seven new cars have been paid for out of working expenses, and the remainder of the stock was overhauled as follows:—

Motors: 65 received general overhaul; 69 heavy repairs; 646 general repairs, occupying from one to eight days each; and 299 light repairs.

Cars: 180 (129 steam and 51 cable) thoroughly overhauled and repainted; 106 repaired and partially repainted; and 1,265 received minor repairs occupying about one day each. In addition 58 trucks and 29 cars for other lines were repaired.

NORTH SHORE CABLE AND ELECTRIC LINES.

Twelve cable line cars have been overhauled and repaired, and three electric motor cars received similar attention. The cable from Milson's Point to the power-house has had to be renewed twice during the year at a cost of £978, and as no similar renewal was demanded in the previous year, to this must be ascribed the principal cause of the increased expenditure this year. The extension of the electric system to Mosman was opened on 1st March, and the traffic is being worked satisfactorily from the existing power-house. The extra power demanded by this line, however, in consequence of its heavy gradients, makes the cost of working somewhat high.

NEWCASTLE CITY AND SUBURBAN LINES.

The rolling stock and plant have been maintained in good order. Two worn-out cars were replaced during the year. An increased tram service of 7,291 miles has been given, while the cost of working was ·36d. per train mile less than in the previous year.

KOGARAH TO SANS SOUCI, AND MORPETH TO EAST MAITLAND LINES.

The rolling stock has been maintained in good order, and the traffic requirements fully met.

I have, &c.,

GEO. DOWNE,

Locomotive Superintendent.

APPENDIX XIII.

Report of Engineer for Tramways.

Tramway Department, Office of Engineer for Tramways, July, 1897.

To the Secretary to the Railway Commissioners,—

Sir,

I have the honor to submit, for the information of the Railway Commissioners, my Annual Report on the condition of the City and Suburban Tram-lines for the year ending 30th June, 1897.

During the year the electric line from Mosman's Bay to Spit Road, a distance of 1 mile 37 chains of single track, has been added to the tramway mileage. The Glebe Point line has also been duplicated, the distance being 68 chains.

The roads are generally in good running order, although we still have a considerable length of track with 42-lb. rails that will require renewing at an early date. The quantity of metal used in ordinary maintenance during the year was 10,000 tons.

The following relaying has been completed:—Glebe Point line, 1 mile 2 chains single track; Marrickville line, from Edinburgh Road to Marrickville, 40 chains single track; several curves on the Coogee line, 16½ chains single track; Leichhardt line, from Ross-street to Camperdown Town Hall, 40½ chains double track; and in Phillip-street, between Bridge-street and Hunter-street, 15½ chains double track. Total length of single track, 3 miles 10½ chains.

With the exception of the relaying in Phillip-street, 60-lb. T rails have been used throughout. The line in Phillip-street has been specially treated, the 80-lb. T rails and special fish-plates having been milled and secured with machine-fitted bolts, and laid without any allowance for expansion. It is believed the saving in maintenance will more than recoup the extra cost incurred in preparing the joints, besides adding greatly to the comfort of the travelling public.

The Ocean-street Cable line is in good order throughout, with the exception of the crossings at King-street, which it is intended to renew next month.

The North Shore Cable, Military Road and Mosman's Bay Electric, and the Ashfield to Enfield lines are in very good order.

The power-houses, waiting-sheds, bridges, and culverts are generally in a good state of repair.

I have, &c.,

G. R. COWDERY,

Engineer for Tramways.

STATEMENT OF ACCOUNT OF THE EXPENDITURE AND REVENUE FOR YEAR 1897, WITH COMPARISONS FOR 1896.
DR. TRAMWAYS. CR.

EXPENDITURE.	YEAR ENDING JUNE 30, 1897.	CORRESPONDING PERIOD IN 1896.	REVENUE.	YEAR ENDING JUNE 30, 1897.	CORRESPONDING PERIOD IN 1896.
CITY AND SUBURBAN.	£	£		£	*
To MAINTENANCE OF WAY, WORKS, AND STATIONS	34,189	32,473			
LOCOMOTIVE POWER	96,424	93,235			
REPAIRS AND RENEWALS OF CARS, &C.	14,716	12,151			
TRAFFIC EXPENSES	42,437	41,278			
COMPENSATION	1,916	3,265			
GENERAL CHARGES	5,460	5,409			
	195,142	187,811			
NORTH SHORE CABLE.					
To MAINTENANCE OF WAY, WORKS, AND STATIONS	925	837			
RUNNING EXPENSES, &C.	5,541	4,043			
REPAIRS AND RENEWALS OF CARS, GRIPPERS, &C.	1,053	969			
TRAFFIC EXPENSES	2,461	2,410			
GENERAL CHARGES	190	190			
	10,170	8,449			
NEWCASTLE AND PLATTSBURG. (INCLUDING TIGHE'S HILL AND MEREWETHER.)					
To MAINTENANCE OF WAY, WORKS, AND STATIONS	2,223	1,912			
LOCOMOTIVE POWER	9,573	9,277			
REPAIRS AND RENEWALS OF CARS, &C.	920	1,386			
TRAFFIC EXPENSES	4,668	4,432			
GENERAL CHARGES	158	177			
	17,547	17,184			
ASHFIELD TO ENFIELD.					
To MAINTENANCE OF WAY, WORKS, AND STATIONS	303	314			
LOCOMOTIVE POWER	1,021	799			
REPAIRS AND RENEWALS OF CARS, &C.	60	139			
TRAFFIC EXPENSES	338	368			
GENERAL CHARGES	42	26			
	1,764	1,646			
NORTH SHORE ELECTRIC.					
To MAINTENANCE OF WAY, WORKS, AND STATIONS	532	447			
RUNNING EXPENSES, &C.	1,727	1,032			
REPAIRS AND RENEWALS OF CARS, &C.	385	100			
TRAFFIC EXPENSES	645	462			
	3,289	2,041			
OCEAN-STREET TO KING-STREET.					
To MAINTENANCE OF WAY, WORKS, AND STATIONS	1,407	1,388			
RUNNING EXPENSES, &C.	9,001	8,250			
REPAIRS AND RENEWALS OF CARS AND GRIPPERS	2,760	2,877			
TRAFFIC EXPENSES	7,801	6,637			
	20,969	19,152			
TOTAL WORKING EXPENSES£	248,881	236,283			
BALANCE, NET PROFIT£	57,814	52,898			
AFTER PAYING WORKING EXPENSES.					
GRAND TOTAL£	306,695	289,181			
			CITY AND SUBURBAN.		
			PASSENGER FARES.		
			1897. 1896.		
			By PASSENGERS—		
			FARES, &C.	55,859,740	53,317,979
				238,023	227,525
			NORTH SHORE CABLE.		
			By PASSENGERS—		
			FARES, &C.	2,982,298	2,721,682
				12,343	11,340
			NEWCASTLE AND PLATTSBURG. (INCLUDING TIGHE'S HILL AND MEREWETHER.)		
			By PASSENGERS—		
			FARES, &C.	5,150,475	4,685,689
				21,444	19,547
			ASHFIELD TO ENFIELD.		
			By PASSENGERS—		
			FARES, &C.	265,776	239,422
				1,107	997
			NORTH SHORE ELECTRIC.		
			By PASSENGERS—		
			FARES, &C.	649,782	530,215
				3,537	2,209
			OCEAN-STREET TO KING-STREET.		
			By PASSENGERS—		
			FARES, &C.	7,256,741	6,614,277
				30,241	27,563
			GRAND TOTAL£	306,695	289,181

APPENDIX XV.

SCHEDULES under Working Expenses for the Year ending 30th June, 1897, with comparisons for 1896.

CITY AND SUBURBAN TRAMWAYS.

Branches.	Year ending June 30, 1897.	Corresponding period in 1896.	Branches.	Year ending June 30, 1897.	Corresponding period in 1896.
Maintenance of Way and Works.			Traffic Expenses.		
Salaries, office expenses, and general superintendence	1,583	1,521	Traffic Manager's office and staff	1,852	2,258
Maintenance and renewals of permanent way, viz. :	22,522	21,084	Clerks	*1,820	1,004
{ Wages	9,853	9,534	Staffmen, pointsmen, and flagmen	3,682	4,095
{ Materials	231	334	Conductors	21,726	21,857
Repairs and renewals of buildings, &c.	34,189	32,473	Car-cleaners, shunters, and lamp-trimmers	3,951	3,814
			Stores	2,211	1,780
			Advertising, printing, and stationery	1,811	1,798
			Travelling and incidental	275	189
			Sundries	4,719	4,144
			£	42,047	40,939
Locomotive Power.			Compensation.		
Superintendence and clerks	2,252	2,088	For personal injury	1,720	2,941
Foremen and Clerks	1,758	1,748	For damage to vehicles, &c.	196	324
Drivers and firemen	43,787	42,527	£	1,916	3,265
Cleaners, coalmen, and labourers	8,400	8,543			
Coal, coke, and wood	12,026	10,071	Gratuities to widows and children of employees who have met with accident, also gratuities to staff on retirement and payments to the Civil Service Fund on account of pension allowance	1,173	356
Water	1,753	1,493			
Oil, tallow, waste, &c.	2,511	2,068			
Sundries	1,506	2,165			
Repairs and renewals of motors	18,706	18,510			
{ Wages	3,725	4,022			
{ Materials					
£	96,424	93,235			
Cars and Waggon.			General Expenses.		
Car repairs	7,181	6,317	Commissioners, Secretary, and office staff	1,332	1,332
{ Wages	7,514	5,808	Accountant's Branch	1,250	1,250
{ Materials	20	15	Audit Branch	*623	1,459
Waggon repairs	1	11	Stores Branch	443	422
£	14,716	12,151	Sundries	639	500
			£	4,287	5,053
Greasing and oiling	242	222			
{ Wages	148	117			
{ Materials					
{ Traffic charge					
£	390	330			
			GRAND TOTAL	£	195,142
					187,811

* Owing to clerks formerly shown under the head of "Audit Branch" now taken over by the Traffic Branch.

APPENDIX XVI. APPENDIX XVII.
 SCHEDULES under Working Expenses for the Year ending the 30th June, 1897, with comparisons for 1896.

North Shore Cable Tram.			Plattsburg, Tighe's Hill, and Merewether Lines (Steam).		
Branches.	Year ending June 30, 1897.	Corresponding period in 1896.	Branches.	Year ending June 30, 1897.	Corresponding period in 1896.
Permanent Way Branch.			Permanent Way Branch.		
Superintendence and Office Expenses	£ 44	£ 37	Superintendence and Office Expenses	£ 38	£ 39
Repairs and Renewals of Line, Sidings, Buildings, &c.	881	800	Maintenance of Lines, Sidings, Bridges, Buildings, &c.	2,190	1,873
	£ 925	£ 837		£ 2,228	£ 1,912
Locomotive Branch.			Locomotive Branch.		
RUNNING, &c.			Locomotive Superintendent, Foremen, and Clerks		
Superintendence and Office Expenses	242	301	Locomotive Drivers, Firemen, Cleaners, and others	5,305	5,309
Repairs to Machinery, Tools, &c.	104	191	Coal, Coke, Water, Oil, Tallow, Waste, &c.	2,054	1,838
Wages of Drivers, Firemen, Cleaners, Gripmen, and others	2,592	2,359	Repairs and Renewals of Engines	1,952	1,861
Cost of Fuel, Running Stores, &c.	726	614		£ 9,573	£ 9,277
Repairs to Stationary Engines, Cables, &c.	* 1,877	548			
	£ 5,541	4,043	Repairs to Cars, &c.	920	1,386
Repairs to Cars, Grippers, &c.	1,053	960			
Traffic Branch.			Traffic Branch.		
Management and Office Expenses	368	188	Traffic Manager and Office Staff	685	606
Wages of Conductors, and others	1,759	1,896	Conductors, Stationmen, Pointsmen, Car-cleaners, &c.	3,356	3,230
Sundry charges, including Stores, &c.	334	326	Sundry charges, including Stores, &c.	627	596
	£ 2,461	2,410		£ 4,668	£ 4,432
General Charges.			General Charges.		
Proportion of General Establishment, &c.	190	190	Proportion of General Establishment, &c.	158	177
GRAND TOTAL	£ 10,170	£ 8,449	GRAND TOTAL	£ 17,547	£ 17,184

* Includes cost of two Cable ropes.

APPENDIX XVIII.

The working of the Tram-lines in sections is as under:—

	1897.	1896.	1888.
CITY AND SUBURBAN LINES.			
<i>Length, 40 miles 25 chains.</i>			
Total Cost of Construction and Equipment	£968,925	£961,778	£742,555
Gross Revenue	£238,023	£227,525	£221,060
Working Expenses	£195,142	£187,811	£204,227
Profit on Working	£42,881	£39,714	£16,833
Percentage, Working Cost to Revenue	81·98	82·54	92·38
Total Mileage open	40 $\frac{1}{2}$	40 $\frac{1}{2}$	29 $\frac{1}{2}$
Passenger Fares collected	55,859,740	53,317,979	51,563,197
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ..	£4 8 6	£4 2 7	£2 5 4
ASHFIELD TO ENFIELD.			
<i>Length, 1 mile 78 chains.</i>			
Total Cost of Construction and Equipment	£16,371	£16,371	
Gross Revenue	£1,107	£997	
Working Expenses	£1,764	£1,646	
Interest on Capital	£373	£573	Not open.
Percentage, Working Cost to Revenue	211·11	222·57	
Total Mileage open	2	2	
LOSS ON WORKING ..	£1,230	£1,222	
NORTH SHORE CABLE TRAMWAY.			
<i>Length, 2 miles 11 chains.</i>			
Total Cost of Construction and Equipment	£115,471	£114,428	£71,519
Gross Revenue	£12,343	£11,340	£7,248
Working Expenses	£10,170	£8,449	£6,833
Profit on Working	£2,173	£2,891	£415
Percentage, Working Cost to Revenue	82·39	74·51	94·26
Total Mileage open	2 $\frac{1}{8}$	2 $\frac{1}{4}$	1 $\frac{1}{2}$
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ..	£1 17 8	£2 10 6	£0 11 7
OCEAN-STREET CABLE TRAMWAY.			
<i>Length, 2 miles 32 chains.</i>			
Total Cost of Construction	£177,421	£177,180	
Gross Revenue	£30,241	£27,563	
Working Expenses	£20,969	£19,152	Not open.
Profit on Working	£9,272	£8,411	
Percentage, Working Cost to Revenue	69·34	69·48	
Total Mileage open	2 $\frac{3}{8}$	2 $\frac{3}{8}$	
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ..	£5 4 6	£4 14 11	
NORTH SHORE—ELECTRIC TRAMWAY.			
<i>Length, 3 miles 50 chains.</i>			
Total Cost of Construction and Equipment	£36,844	£27,601	
Gross Revenue	£3,537	£2,209	
Working Expenses	£3,289	£2,041	Not open.
Profit on Working	£248	£168	
Percentage, Working Cost to Revenue	92·99	92·39	
Total Mileage open	3 $\frac{5}{8}$	2 $\frac{1}{2}$	
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ..	£0 15 8	£0 12 2	
NEWCASTLE TO PLATTSBURG.			
Merewether and Tighe's Hill Sections.			
<i>Length, 12 miles 1 chain.</i>			
Total Cost of Construction and Equipment	£137,638	£137,538	£63,170
Gross Revenue	£21,444	£19,547	£8,211
Working Expenses	£17,547	£17,184	£8,136
Profit on Working	£3,897	£2,363	£75
Percentage, Working Cost to Revenue	81·83	87·91	99·08
Total Mileage open	12	12	7 $\frac{1}{2}$
PERCENTAGE OF PROFIT TO CAPITAL INVESTED ..	£2 16 8	£1 14 4	£0 2 4

APPENDIX XIX.

RETURN showing the Number of City and Suburban Passenger Fares collected, Tram Mileage, Earnings, Working Expenses, Percentage of Working Cost to Earnings, Capital Spent on lines open, and Interest on Capital Invested for each year from 1879 to 1897 inclusive.

CITY AND SUBURBAN.

Year.	Length of Line.	Number of Passenger Fares collected.	Tram mileage.	Total Earnings.	Working Expenses.	Earnings per Tram Mile.	Working Cost per Tram Mile.	Percentage of Working Cost to Gross Earnings.	Net Earnings.	Capital spent on lines open.	Interest on Capital invested
	Miles			£	£				£	£	
1879*	1½	443,341	13,270	4,416	2,273	79.87	41.19	51.59	2,138	22,269	33.00
1880	4	2,086,897	84,074	18,980	13,444	64.18	39.58	70.83	5,536	60,218	12.34
1881	9½	7,090,125	296,906	62,549	52,107	50.56	42.12	83.31	10,442	169,450	6.16
1882	22	15,269,100	670,649	126,202	103,136	45.16	36.91	81.72	23,066	412,561	6.80
1883	25	25,684,285	1,076,096	190,699	178,877	42.53	39.89	93.80	11,822	544,105	2.22
1884	27½	30,202,303	1,242,491	219,942	215,167	42.48	41.56	97.83	4,775	643,111	0.76
1885	27½	39,594,753	1,220,500	223,310	207,995	43.01	40.90	93.13	15,315	708,109	2.17
1886	27½	52,977,578	1,222,913	226,367	201,797	44.42	39.59	89.12	24,570	742,113	3.37
1887	29½	50,103,256	1,220,026	214,125	201,458	42.12	39.63	94.08	12,667	731,582	1.76
1888	29½	51,563,197	1,246,543	221,060	204,227	42.56	39.32	92.38	16,833	742,555	2.22
1889	29½	52,810,026	1,333,386	225,833	206,092	40.49	36.95	91.25	19,741	771,255	2.56
1890	30½	57,463,650	1,474,646	249,508	207,517	40.60	36.46	83.17	41,991	790,555	5.31
1891	33½	62,676,636	1,553,048	270,365	221,505	41.78	34.23	81.92	48,860	857,455	5.74
1892	37	65,299,063	1,613,443	279,321	229,145	41.55	34.09	82.04	50,176	932,907	5.34
1893	38	63,588,895	1,681,232	271,041	214,824	38.69	30.67	79.26	56,217	947,775	5.91
1894	40½	58,773,091	1,737,846	250,809	206,554	34.64	29.53	82.35	44,255	954,035	4.64
1895	40½	54,173,917	1,740,235	230,583	186,081	31.80	25.66	80.70	44,502	962,037	4.62
1896	40½	53,317,979	1,845,626	227,525	187,811	29.59	24.42	82.54	39,714	961,778	4.13
1897	40½	55,859,740	2,121,017	238,023	195,112	26.93	22.68	81.98	42,881	968,925	4.42

* The line was opened for three and a half months only in 1879, and for part of this period was worked with horse-power.

† Up to the year 1885, 3d. cash fares and 2d. tickets were counted as single fares; from 1886, inclusive, all tickets issued were at 1d. values, and cash fares paid are in this Return calculated at same rate.

APPENDIX XX.

RETURN of the total Amount paid for Wages on the different Branches of the Tramways, year ending 30th June, 1897 and 1896.

Branches.	1897.	1896.
TEAMWAYS:—		
Maintenance Branch	£ 26,981	£ 25,307
Locomotive "	99,430	97,450
Traffic "	41,897	42,343
TOTAL, TEAMWAYS	£ 173,308	165,100

NOTE.—Includes all wages paid by the Department, whether on maintenance or new work.

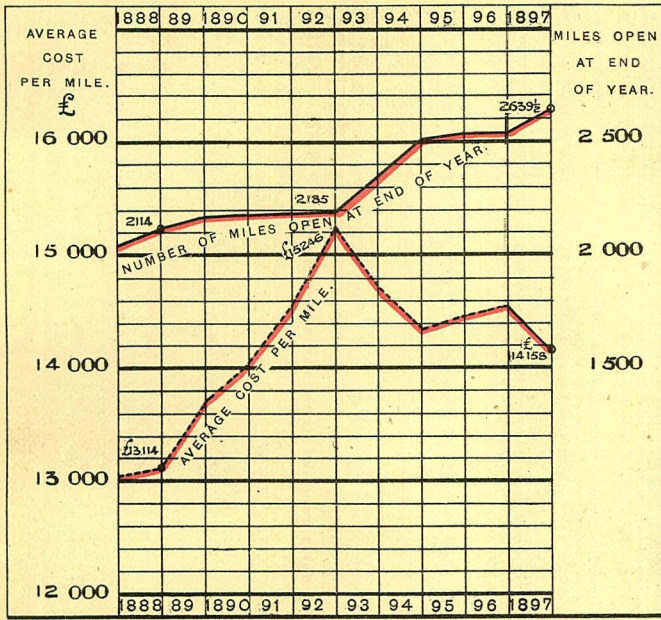
APPENDIX XXI.

TRAMWAY Rolling Stock, 30 June, 1897.

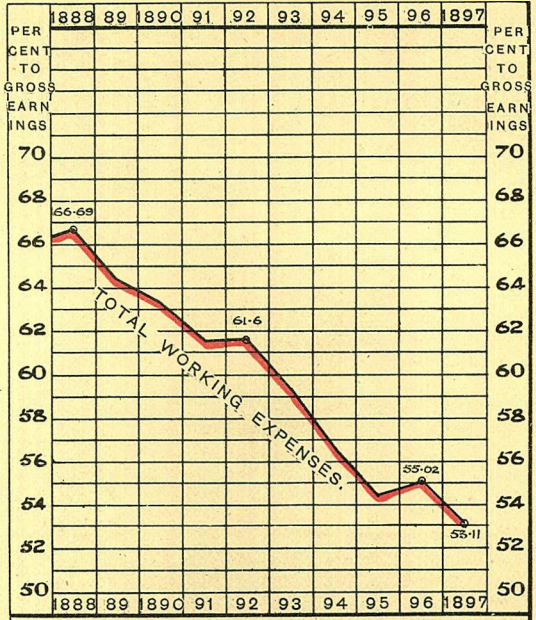
	Motors.	Dummies.	Cars.	Trucks.	Water Trucks.	Total.
Sydney, City, and Suburban	101		198	14	6	319
Military Road Electric			5			5
North Shore Cable		13	23			36
Ocean-street Cable			50			50
Newcastle District	13		28	3		44
Total	114	13	204	17	6	454

RAILWAYS

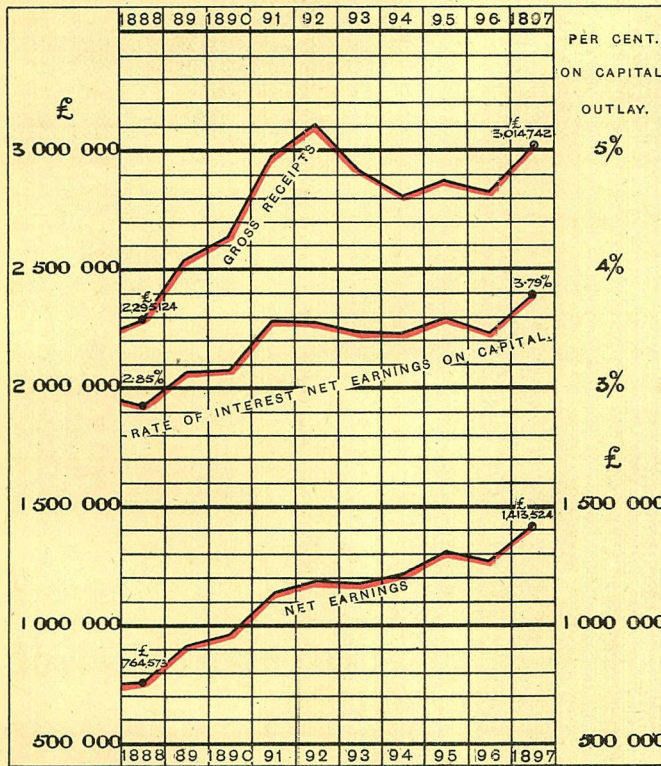
MILES OPEN AND AVERAGE COST PER MILE.



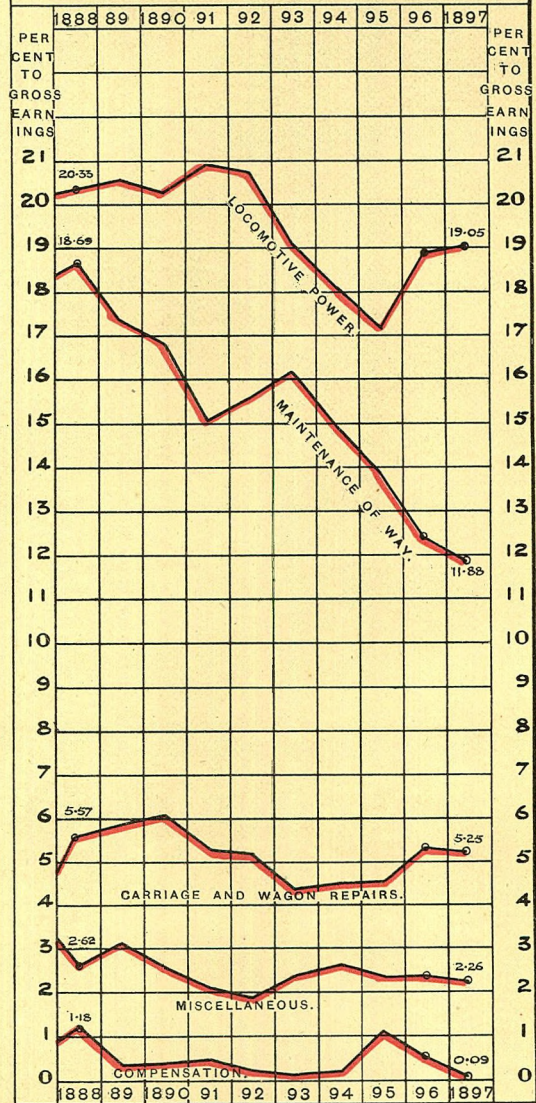
WORKING EXPENSES % OF GROSS EARNINGS.



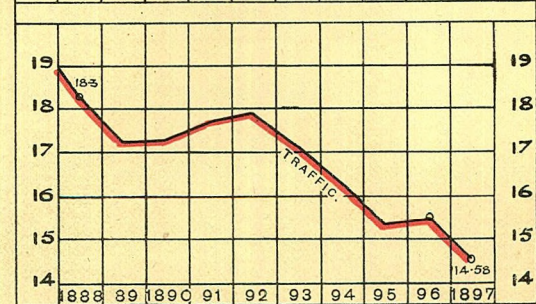
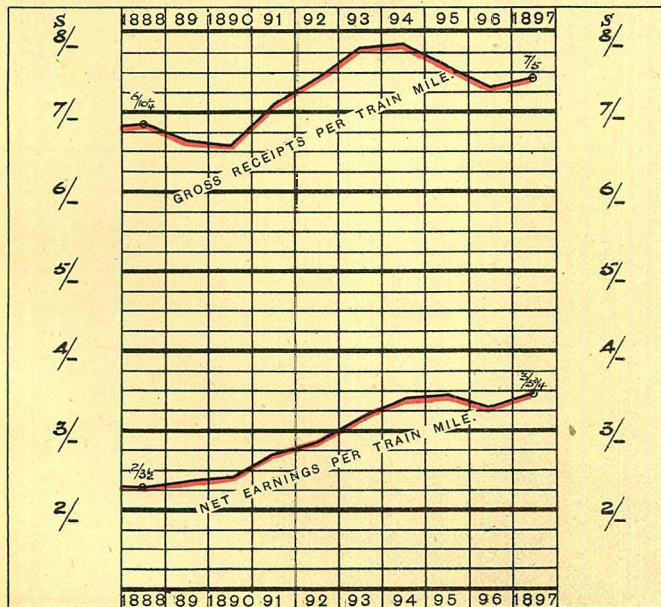
GROSS AND NET EARNINGS



DEPARTMENTAL WORKING EXPENSES.



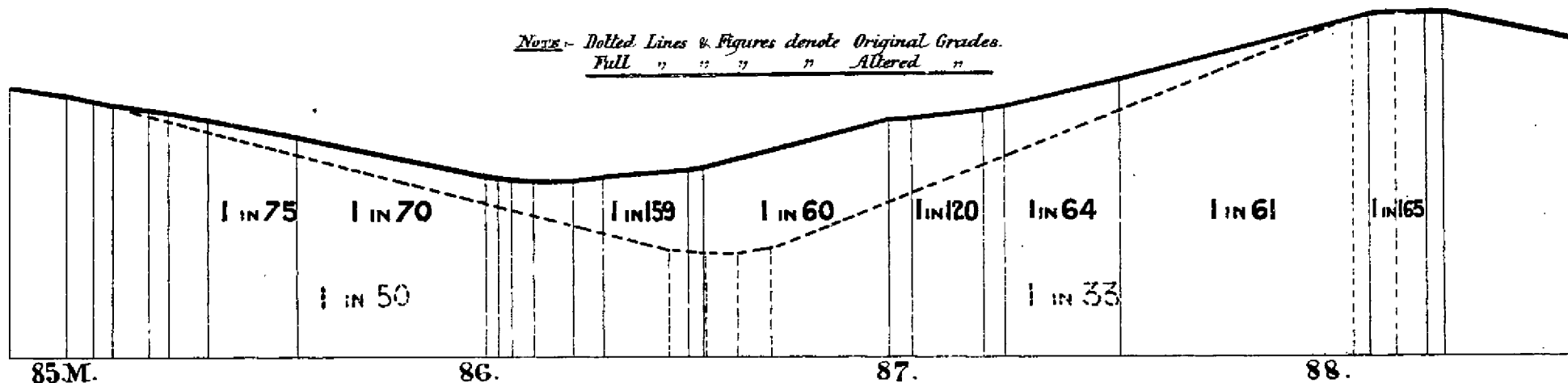
GROSS AND NET EARNINGS PER TRAIN MILE.



— Western Line. —

— Diagram shewing improvement of Grades at Dargan's Creek. — — and comparative loads under old and new systems of working. —

*Notes - Dotted Lines & Figures denote Original Grades.
Full " " " " " Altered "*



GOODS TRAINS

Year	Length of Train	Gross Tonnage exclusive of Engine & Tender.
1888	342 ^{ft}	171 Tons.
1897	936 ^{ft}	468 "

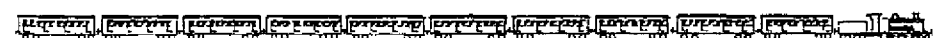
— Trains as hauled by most powerful class of Engine then existing over original Grade in 1888,
— and by improved " " " over altered Grade in 1897. —



PASS^{NGR} TRAINS

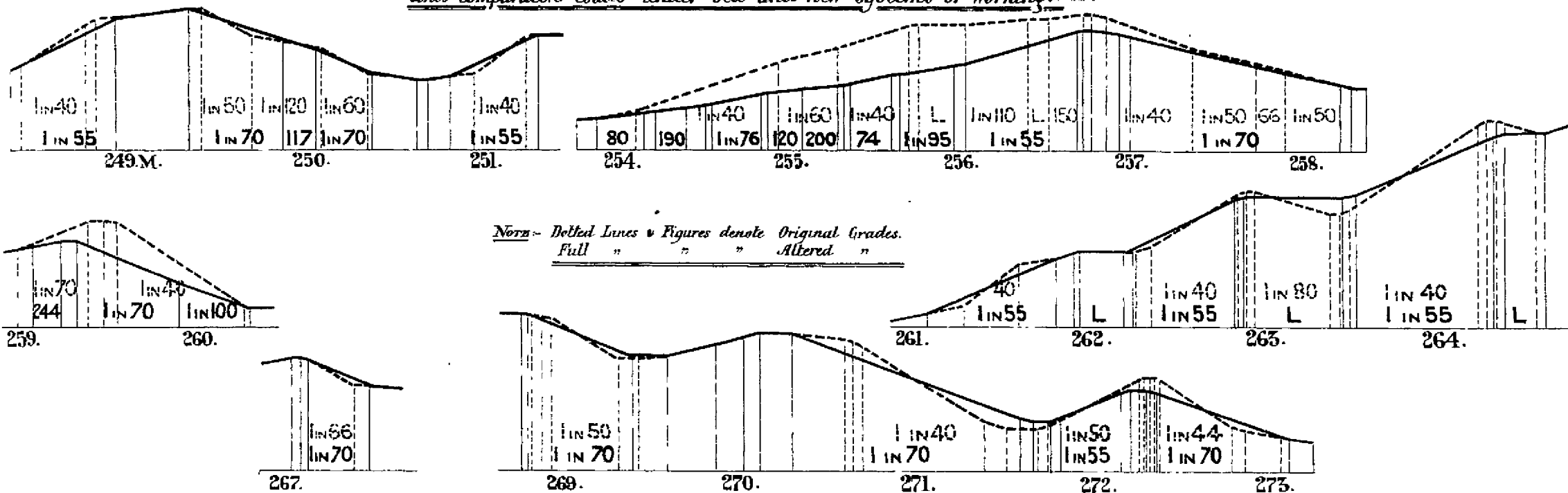
Year	Length of Train	Gross Tonnage exclusive of Engine & Tender.
1888	246 ^{ft}	100 Tons.
1897	492 ^{ft}	200 "

Direction of Train. » →



— Western Line. —

— Diagram showing improvement of Grades between Wellington and Dubbo. —
 — and comparative loads under old and new systems of working. —



GOODS TRAINS

Year	Length of Train	Gross Tonnage exclusive of Engine & Tender.
1888	360f	180 Tons.
1897	990.	495 "

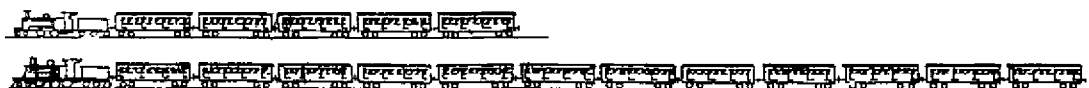
— Trains as hauled by most powerful class of Engine then existing over original Grade in 1888. —
 — and by improved " " " over altered Grade in 1897. —



PASS^{NGR} TRAINS

Year	Length of Train	Gross Tonnage exclusive of Engine & Tender.
1888	246f	100 Tons.
1897	591 "	240 "

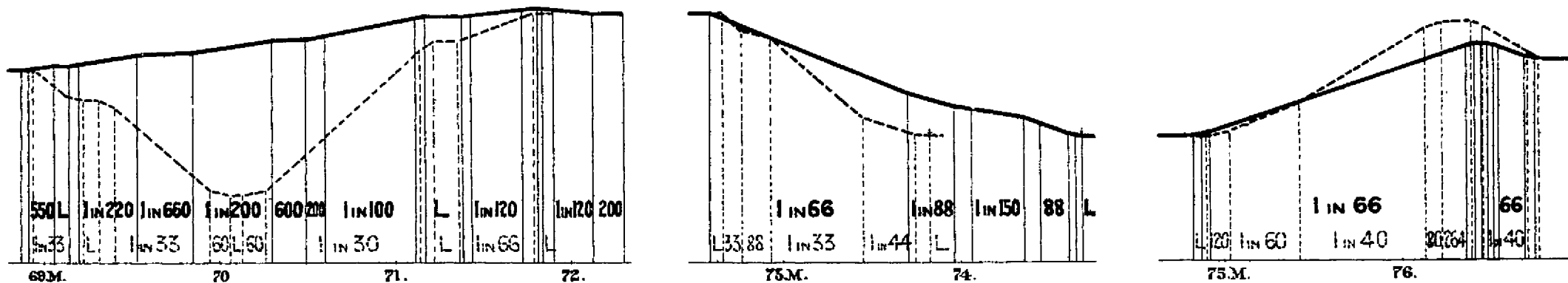
← Direction of Train.



— Southern Line. —

— Diagram shewing improvement of Grades between Hill Top & Mittagong. —
and comparative loads under old and new systems of working. —

Nota - Dotted Lines & Figures denote Original Grades.
 Full " " " " Altered "



*Trains as hauled by most powerful class of Engine then existing over original Grade in 1888,
 and by improved " " " over altered Grade in 1897.*

GOODS TRAINS

Year	Length of Train.	Gross Tonnage exclusive of Engine & Tender.
1888	306 ft	156 Tons.
1897	900 "	450 "



← Direction of Trains.

PASS^{NGER} TRAINS

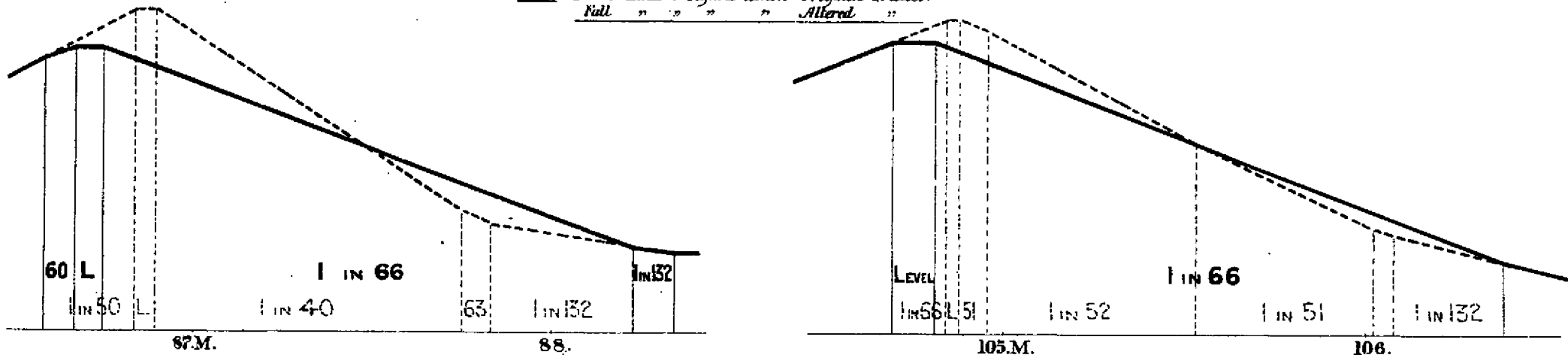
Year	Length of Train.	Gross Tonnage exclusive of Engine & Tender.
1888	295 ft	110 Tons.
1897	690 "	240 "



Southern Line.

Diagram shewing improvement of Grades between Moss Vale & Goulburn.
and comparative loads under old and new systems of working.

Note - Dotted Lines & Figures denote Original Grades.
 Full " " " " Altered "



*Trains as hauled by most powerful class of Engine then existing over original grade in 1888,
 and by improved " " " over altered Grade in 1897.*

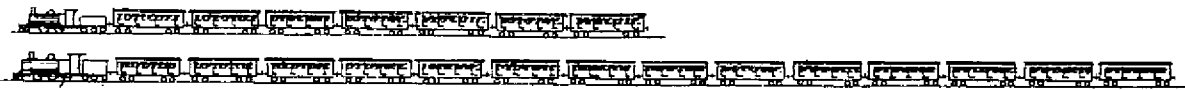
GOODS TRAINS

Year	Length of Train	Gross Tonnage exclusive of Engine & Tender
1888	432 ft	220 Tons.
1897	900 "	450 "



PASS^{NGR} TRAINS

Year	Length of Train	Gross Tonnage exclusive of Engine & Tender
1888	345 ft	125 Tons.
1897	690 "	240 "






← * Direction of Trains.

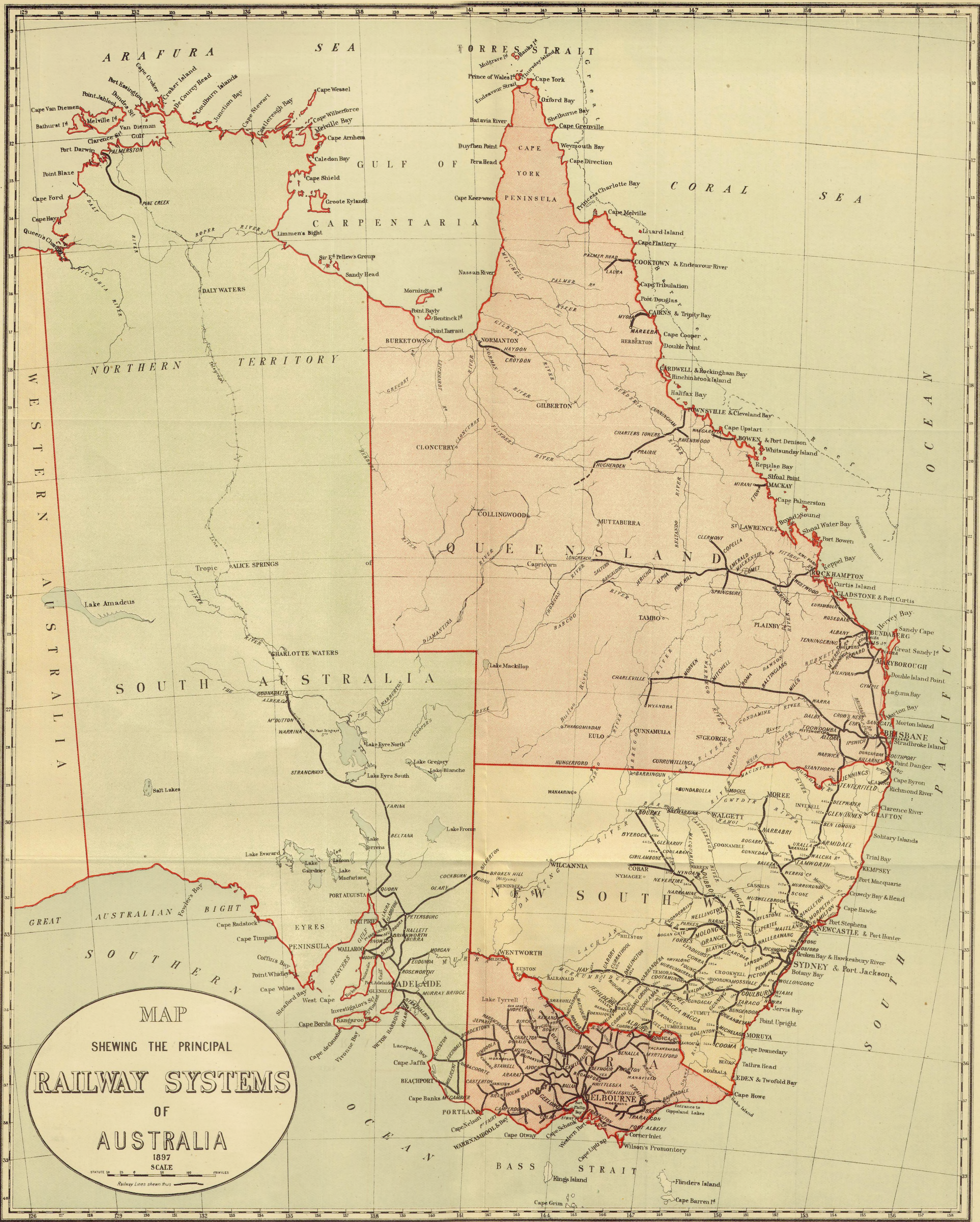


MAP
of
NEW SOUTH WALES RAILWAYS
showing
COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS

Scale. 60 Miles to an Inch

Explanation
 Railway lines marked thus 
 Coach routes do do 
 Railways under construction do 

1897



MAP
 SHEWING THE PRINCIPAL
RAILWAY SYSTEMS
 OF
AUSTRALIA
 1897
 SCALE
 STATUTE 0 25 50 100 MILES
 Railway Lines shown thus

Printed at the Department of Lands, Sydney N.S.W. N° of Lib. D.97-16.

APPENDIX XXII. RETURN of the number of LIVE STOCK forwarded on the New South Wales Government Railways for the year ending 30th June, 1897.

Table with columns: Stations, Number carried (Horses, Cattle, Calves, Sheep, Pigs), Stations, Number carried (Horses, Cattle, Calves, Sheep, Pigs). Lists various railway stations and their corresponding stock counts for 1896 and 1897.

APPENDIX XXIII.

STATEMENT of the number of Bales of WOOL forwarded on the New South Wales Railways, during the years ending 30th June, 1897 and 1896.

Stations.	Number of Bales.		Stations.	Number of Bales.		Stations.	Number of Bales.	
	1897.	1896.		1897.	1896.		1897.	1896.
Darling Harbour	11,585	9,070	Bringagee	2,725	2,500	Lyndhurst	1,223	1,045
Newtown	.....	5	Carrathool	7,639	7,553	Woodstock	2,019	1,867
Fairfield	263	79	Hay	13,914	16,239	Cowra	11,260	10,400
Liverpool	11,232	8,241	Morundah	3,800	2,552	Borenore	1,220	1,353
Ingleburn	4	.....	Jerilderie	6,892	7,398	Molong	5,660	5,570
Minto	113	8	Berrigan	234	.....	Manildra	1,430	997
Campbelltown	.....	3	Walla Walla	1,838	.....	Parkes	10,094	10,331
Menangle	2	12	Brocklesby	1,823	2,046	Bogan's Gate	10	.....
Douglas Park	9	.....	Corowa	2,129	198	Forbes	22,422	21,743
Mittagong	166	172	Kiama	.....	2	Hemdale	184	175
Bowral	17	.....	Gerringong	1	.....	Cobar	10,142	9,410
Moss Vale	469	182	St. Mary's	1	1	Hornsby Junction	131	.....
Wingello	14	31	Penrith	.....	31	Awaba	2	.....
Marulan	893	1,066	Emu Plains	7,216	6,150	Newcastle	72	12
Towrang	1,729	1,596	Blackheath	18	.....	Honeysuckle	.....	188
Goulburn	5,989	4,921	Mount Victoria	140	84	Morpeth	.....	165
Breadalbane	689	426	Isk Bank	.....	6	West Maitland	1,124	2,116
Razorback	.....	8	Bowenfels	131	136	Lochinvar	.....	2
Gunning	3,375	2,915	Wallerawang	688	1,056	Branxton	38	2
Jerrawa	131	90	Rydal	67	42	Whittingham	32	45
Yass Junction	1,744	2,453	Turana	585	490	Singleton	111	174
Yass Town	2,039	2,124	Lockaley	102	91	Glennie's Creek	21	19
Bowling	3,289	2,933	Brewongle	546	438	Ravensthorpe	24	297
Binalong	3,931	3,494	Raglan	157	146	Moswellbrook	6,343	7,085
Galong	2,364	2,414	Kesco	1,442	1,286	Aberdeen	2,317	2,804
Harder	1,747	1,690	Bathurst	2,969	2,354	Seone	4,690	5,109
Murrumburrah	261	322	Perth	1,423	1,361	Wingen	113	461
Demoadrille	468	533	George's Plains	67	58	Blandford	1,674	1,594
Wallendbeen	2,118	2,225	Wimbleton	293	348	Murrurundi	241	235
Cootamundra	4,866	5,198	Newbridge	1,110	1,118	Ardlen	844	761
Bethungra	767	1,106	Blayney	519	558	Willow Tree	4,187	3,015
Illabo	1,257	1,368	Miltorpe	190	188	Quirindi	7,652	7,856
Junee	3,802	3,965	Spring Hill	429	353	Werris Creek	804	523
Harefield	621	530	Orange	1,174	1,118	Currabubula	2,411	1,536
Wagga Wagga	6,961	8,648	Mullion Creek	816	732	West Tamworth	14,488	14,604
Uranquinty	583	1,115	Kerr's Creek	148	124	Tamworth	711	822
The Rock	2,997	3,527	Warne	1,098	1,013	Moonbi	1,430	1,138
Yerong Creek	2,691	3,647	Stuart Town	361	381	Woolbrook	464	590
Henty	655	634	Mumbil	1,320	1,405	Walcha Road	3,539	3,196
Ouleairn	4,080	4,862	Dripstone	398	399	Kentucky	1,761	1,322
Gerogery	134	136	Wellington	2,856	2,655	Uralla	7,052	6,490
Table Top	1,135	1,134	Mary Vale	223	253	Armidale	4,488	4,103
Albury	2,317	2,131	Geurie	692	565	Black Mountain	180	149
Camden	17	14	Murrumbidgee	1,768	1,482	Guyra	2,148	1,589
Tarago	678	778	Dubbo	18,016	17,505	Ben Lomond	673	845
Bungendore	2,220	2,205	Narromine	7,422	8,646	Glenceoe	222	152
Queanbeyan	3,811	3,684	Trangie	13,468	12,518	Glen Innes	9,538	8,201
Michelago	2,063	2,575	Nevertire	40,213	38,873	Deepwater	1,394	1,197
Cosma	8,616	8,815	Nyngan	10,614	8,031	Tenterfield	203	414
Young	11,735	12,326	Girtilambone	7,671	7,285	Jennings	86	111
Koorawatha	2,556	1,622	Coolabah	2,294	2,502	Breeza	1,930	2,449
Coolac	2,225	1,396	Byrock	11,155	9,738	Curlewis	1,055	904
Gundagai	6,378	6,548	Bourke	47,417	53,626	Gunnedah	7,906	6,653
Temora	7,176	7,017	Riverstone	.....	185	Boggabri	2,397	3,386
Old Junee	982	837	Piper's Flat	29	18	Bau Baa	577	472
Coolaman	2,551	2,552	Capertee	917	768	Narrabri West	77,007	77,919
Grong Grong	2,472	2,446	Rylstone	1,323	1,267	Moree	341	.....
Naranderra	17,660	17,739	Lue	609	.....		
Yanko	2,023	1,387	Mudgee	19,792	18,493			
Whitton	5,400	5,585	Carcoar	988	725			
Darlington	5,736	3,522	Mandurama	1,422	1,016			
						Total	664,227	644,858

APPENDIX XXIV.

STATEMENT OF **COAL, COKE, and SHALE** forwarded from the various Collieries during the years ending 30th June, 1896 and 1897.

Collieries.	1897.		1896.		Increase.		Decrease.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
<i>Coal and Coke.</i>								
A.A. Company	4,692	722	1,502	316	3,190	406	.....	.....
Anvil Creek	202	15	2,133	184	.....	.....	1,931	169
Anvil Creek New .....	.....	.....	663	61	.....	.....	663	61
Black Jack	817	240	875	243	.....	.....	58	3
Blackwall	2,554	766	1,933	637	621	129	.....	.....
Burwood No. 3	132,224	6,072	103,921	4,116	48,303	1,956	.....	.....
Cardiff	842	51	.....	.....	842	51	.....	.....
Cardiff East	3,889	234	.....	.....	3,889	234	.....	.....
Co-operative	177,247	7,687	127,137	5,250	50,110	2,437	.....	.....
Curlewis	1,304	383	372	108	932	275	.....	.....
Denton Park	1,137	74	5,513	348	.....	.....	4,376	274
Dudley	109,227	5,809	16,951	637	92,276	5,172	.....	.....
Dulwich	3,996	764	3,079	643	917	121	.....	.....
East Maitland	2,948	172	4,568	324	.....	.....	1,620	152
Elmore	20,583	808	16,630	650	3,953	158	.....	.....
Elliotts	31	9	.....	.....	31	9	.....	.....
Greta	53,322	4,395	72,300	6,048	.....	.....	18,978	1,653
Greta East	64,578	3,847	62,472	3,751	2,406	96	.....	.....
Greta South	4,173	287	8,200	536	.....	.....	4,027	249
Hartley Hall	155	7	.....	.....	155	7	.....	.....
Hetton	228,399	7,499	213,437	7,101	14,962	398	.....	.....
Hillside	251	10	688	29	.....	.....	437	19
Lambton	79,212	2,851	71,988	2,579	7,224	272	.....	.....
Lambton South New	40,735	1,531	24,051	914	16,684	617	.....	.....
Mummi (Duckenfield)	274,761	12,038	220,571	9,630	54,190	2,408	.....	.....
Muswellbrook	76	8	.....	.....	76	8	.....	.....
Newcastle	302,732	10,943	240,212	9,437	62,520	1,506	.....	.....
Northern Extended	57,227	3,259	48,267	2,408	8,960	851	.....	.....
Northumberland	8,054	581	5,417	315	2,637	266	.....	.....
Oak Vale	113	7	.....	.....	113	7	.....	.....
Pacific Co-operative	98,079	4,796	101,145	4,946	.....	.....	3,066	150
Purified	9,201	757	5,025	1,011	4,176	.....	.....	254
Rix's Creek	9,238	9,812	8,209	6,845	1,029	2,967	.....	.....
Singleton Coal Siding	6	2	.....	.....	6	2	.....	.....
Sneddon's (Wallsend)	31,388	1,288	34,027	1,357	.....	.....	2,639	60
West Maitland	68	14	139	27	.....	.....	71	13
Wallsend	291,933	11,964	351,443	14,041	.....	.....	59,510	2,077
Wallsend South	5,404	215	26,437	1,050	.....	.....	21,033	335
Wallsend West	86,037	3,837	82,499	3,633	3,538	154	.....	.....
Seaham	113,407	5,782	29,123	1,345	84,284	4,437	.....	.....
Waratah	62,614	2,285	54,272	2,017	8,342	268	.....	.....
Wickham and Bullock Island	186,880	4,444	132,358	3,225	54,522	1,219	.....	.....
Total, North	2,490,036	116,265	2,077,557	95,812	530,888	26,431	118,409	5,978
Austimmer .....	.....	.....	323	64	.....	.....	323	64
Bellambi	9,759	2,024	10,092	2,186	.....	.....	333	112
Bulli	26,850	3,000	10,222	2,085	16,628	1,815	.....	.....
Bong Bong .....	.....	.....	1,204	170	.....	.....	1,204	170
Box Vale .....	.....	.....	891	93	.....	.....	891	93
Carson's	4,854	885	5,698	1,767	.....	.....	844	882
Collins	1,330	202	.....	.....	1,330	202	.....	.....
Corrimal	130,960	2,421	97,488	1,859	33,472	562	.....	.....
Cox's .....	.....	.....	107	15	.....	.....	107	15
Erith	3,239	482	.....	.....	3,239	482	.....	.....
Irondule	1,471	323	1,548	384	.....	.....	77	61
Joadja .....	.....	.....	1,617	410	.....	.....	1,617	410
Lithgow Collieries	86,916	25,999	80,680	27,699	6,236	.....	.....	1,700
Metropolitan	115,844	15,211	131,646	17,702	.....	.....	15,802	2,491
Mount Kembla	2,876	800	8,088	4,755	.....	.....	5,212	3,955
Mount Kiera	87,342	365	87,564	255	.....	110	222	.....
Mount Pleasant	3,664	733	795	190	2,869	548	.....	.....
Portland .....	.....	.....	392	137	.....	.....	392	137
South Clifton	41,588	7,517	63,369	10,925	.....	.....	21,781	3,408
Total	516,693	60,867	501,724	70,646	63,774	3,719	48,805	13,498
Total, North	2,490,036	116,265	2,077,557	95,812	530,888	26,431	118,409	5,978
<i>Shale.</i>								
Capertee	13,640	6,879	8,650	4,132	5,030	2,747	.....	.....
Hartley Vale	3,574	1,194	10,002	3,381	.....	.....	6,428	2,187
Joadja	2,664	959	1,340	445	1,324	511	.....	.....
North's Siding	1,474	421	4,912	1,407	.....	.....	3,438	986
Total, Shale	21,392	9,453	24,904	9,368	6,354	3,258	9,866	3,173
Total, Coal and Coke	3,006,729	177,132	2,579,281	166,458	594,662	30,150	167,214	19,476
Grand Total, Coal, Coke, and Shale	3,028,121	186,585	2,604,185	175,826	601,016	33,408	177,080	22,649

APPENDIX XXV.

COAL EXPORTED FROM NEWCASTLE.

RETURN of the quantity of **COAL EXPORTED** from Newcastle to Foreign and Intercolonial Ports for the year ending 30th June, 1897, compared with the same period in 1896.

Countries.	1896-97.	1895-96.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Victoria	629,170	599,547	29,632	.....
New Zealand	145,902	134,922	10,980	.....
South Australia	254,714	173,011	81,703	.....
Tasmania	51,786	50,965	821	.....
Western Australia	152,528	71,257	81,271	.....
Fiji	7,113	2,600	4,513	.....
Queensland	23,354	21,859	1,495	.....
Total, Intercolonial	1,267,576	1,054,161	213,415	
Foreign—				
Peru	42,126	28,840	13,286	.....
New Caledonia	15,174	11,519	3,655	.....
India	55,381	36,091	19,290	.....
United States	270,491	229,277	41,214	.....
Hong Kong	53,011	19,982	33,059	.....
Mauritius	7,488	4,790	2,698	.....
Phillipine Islands	60,823	51,653	9,170	.....
Chili	329,209	326,838	2,371	.....
Sandwich Islands	57,603	52,142	5,461	.....
Java	55,629	6,781	48,748	.....
Mexico	26,700	12,040	14,660	.....
South Sea Islands	960	1,744	.....	784
Singapore	36,791	21,532	15,259	.....
Other Countries	63,671	41,797	21,874	.....
Total, Foreign	1,074,987	845,026	229,961	
Grand Total (Intercolonial and Foreign)...	2,342,563	1,899,187	443,376	

NUMBER of Tons and Value of Coal exported to Foreign and Intercolonial Ports for year ending 30th June, 1897.

1896-97.		1895-96.		Increase.	
Tons.	Value.	Tons.	Value.	Tons.	Value.
	£		£		£
2,342,563	813,494	1,899,187	669,822	443,376	143,672

PORT OF NEWCASTLE.

Foreign and Intercolonial Shipping out of Newcastle, from June to June.

1896-97.		1895-96.		Increase.	
No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
1,329	1,678,538	1,155	1,393,962	174	284,563

APPENDIX XXVII.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN showing the Appointments of Railway Employees from the 1st July, 1896, to the 30th June, 1897.

Date.	Name.	Position.	Rate.	Remarks.
CHIEF ACCOUNTANT'S BRANCH.				
1896.				
21 Sept.	Cromack, Cecil H.	Apprentice clerk	£30 per annum	Vice S. Solomons.
TRAFFIC AUDITOR'S BRANCH.				
1896.				
1 July	Tucker, Charles B.	Apprentice clerk	£40 per annum	} Transferred from extra staff.
1 "	Fisher, Edward W.	Apprentice clerk	£40 per annum	
2 Sept.	Hoovey, Herbert J.	Apprentice clerk	£30 per annum	Vice G. Hatton.
29 Oct	Green, Charles A.	Apprentice clerk	£30 per annum	Vice U. Wolinski.
7 Dec.	Kelly, Edward H.	Apprentice clerk	£50 per annum	Vice S. Morgan.
1897.				
1 Jan.	Bonamy, Henry W.	Apprentice clerk	£30 per annum	Vice C. H. Higgs
11 "	Row, William R.	Traffic auditor	£700 per annum	Transferred from the Auditor-General's Department, vice R. J. Sheridan.
17 May	Diamond, Patrick F.	Apprentice clerk	£30 per annum	Vice F. Carter.
15 "	Lovell, Archie S.	Apprentice clerk	£30 per annum	
18 "	Hagerty, Michael P.	Apprentice clerk	£30 per annum	
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
1896.				
1 July	Pouf, William A.	Apprentice clerk	£70 per annum	Vice A. Davies.
5 "	Feehan, Peter	Labourer	7/- per day	Vice T. Keeley.
21 "	Wilson, James	Fettler	7/6 per day	Vice J. Suthons.
31 "	McPadden, John	Fettler	7/6 per day	Vice J. Absalom.
7 Aug.	Tankshear, Charles	Office-boy	2/- per day	Vice P. Woods.
14 "	Gavenlock, Charles J.	Labourer	7/- per day	Vice M. Keeners.
19 "	Cubley, Charles	Iron-turner	8/- per day	Vice J. Crawford.
20 "	Hall, John	Labourer	6/6 per day	Vice J. Wilson.
28 "	Brough, John	Fettler	7/- per day	Transferred from extra staff.
4 Sept.	Wood, Joseph	Fettler	7/6 per day	Vice J. Ferguson.
5 "	McKervey, Patrick	Fettler	7/6 per day	Vice G. Burgess.
14 "	Ellis, Walter	Telephone-boy	2/- per day	Vice H. Bonamy.
15 "	Norton, John J.	Ganger	8/6 per day	Vice A. Marshall.
18 "	Brennan, Joseph	Fettler	7/6 per day	Vice W. Reed.
18 "	Castle, Alfred	Labourer	6/6 per day	Transferred from extra staff.
21 "	Pardon, John	Fettler	7/6 per day	Vice E. Holloway.
21 "	Miller, Charles	Fettler	7/6 per day	Vice C. Paton.
22 "	Perkins, John	Fettler	7/6 per day	Vice E. Swencov.
22 "	Burley, John	Fettler	6/6 per day	Vice H. Reynolds.
2 Oct.	Thomas, Jacob	Labourer	6/6 per day	Vice H. Langford.
9 "	Tyler, Frederick W.	Office boy	2/- per day	Vice F. Parsons.
10 "	James, William	Filter's improver	5/- per day	} Transferred from extra staff.
10 "	Webb, Herbert	Messenger	4/- per day	
14 "	Taylor, Alfred	Labourer	7/- per day	Vice J. Deacom.
14 "	Norton, William	Labourer	7/- per day	Vice C. Prime.
14 "	Jackson, John J.	Labourer	7/- per day	Vice J. Taig.
14 "	Brendon, Thomas	Labourer	7/- per day	Vice H. Dymond.
16 "	McGinn, Michael	Labourer	6/- per day	Transferred from extra staff.
17 "	Howlett, Thomas	Labourer	7/- per day	Vice E. Mc'Nuff.
19 "	Mayo, Alfred E.	Labourer	6/6 per day	Vice J. K. Martin, junior.
19 "	Lunn, George	Fencer	8/- per day	} Transferred from extra staff.
19 "	Jepson, John	Labourer	6/6 per day	
20 "	Lochin, Thomas	Office boy	2/- per day	Vice J. Lochrin.
27 "	Dean, Frederick	Labourer	7/6 per day	Vice T. Steel.
29 "	Maudsley, James.	Office boy	2/- per day	Vice J. Matthews
2 Nov.	Forward, Reginald N.	Office boy	2/- per day	Vice W. Forward.
10 "	Levitt, Walter W. C.	Office boy	2/- per day	Vice F. Dean.
16 "	Bradley, William John	Labourer	7/- per day	Vice W. O'Brien.
21 "	Wareham, George	Labourer	6/6 per day	Vice T. Brown.
25 "	Trunley, John	Labourer	7/- per day	} Transferred from extra staff.
27 "	Moir, James	Shop boy	3/- per day	
27 "	Richard, Robert Henry	Shop boy	3/- per day	Vice W. Fawcett.
28 "	Howe, Michael	Labourer	6/6 per day	Vice J. Hearne.
7 Dec.	Bradley, Thomas	Fettler	7/6 per day	Vice I. Erkerley.
5 "	Hedding, George	Fettler	7/6 per day	Vice W. Mabbott.
14 "	Murray, Robert	Labourer	6/6 per day	Vice J. Mitchell.
1897.				
4 Jan.	Lewis, Henry	Labourer	6/6 per day	Vice S. Driver.
16 "	Walters, Percy	Fettler	7/6 per day	Vice M. McGinn.
18 "	Lane, Francis	Fettler	7/6 per day	Vice P. McKervey.
18 "	Mawby, Harry	Office boy	2/- per day	Vice W. Ellis.
27 "	Hynes, Thomas	Fettler	7/6 per day	Vice G. Barrack.
17 Feb.	Tadd, Albert	Office boy	2/- per day	Vice J. Maudsley.
18 "	Moir, Peter	Boy	2/- per day	Vice J. Noonan.
5 Mar.	Cromack, Ellen	Office cleaner	2/- per week	Transferred from Extra Staff.
10 "	Snclair, Edward	Labourer	6/6 per day	Vice W. Thomas.
12 "	Whitehead, Sydney Austin K.	Office boy	2/- per day	Vice W. Keown.
15 "	Mostan, James.	Labourer	6/6 per day	Vice M. Caffrey.
19 "	Stephenson, George	Office boy	2/- per day	Vice F. Tyrer.
1 April	Cantwell, Lawrence	Labourer	6/6 per day	} New opening, Berrigan Line.
1 "	Sullivan, Timothy	Labourer	7/- per day	
1 "	Williams, Francis	Labourer	6/6 per day	} Vice G. Dowling.
13 "	Hapner, Lawrence	Labourer	7/6 per day	
14 "	Hall, Charles	Labourer	6/6 per day	Vice L. Williams.
14 "	T'nan, Thomas	Labourer	6/6 per day	Vice S. Carson.
25 "	Gallagher, Peter	Labourer	6/6 per day	Vice G. Puckett.
30 "	Madin, Bernard	Labourer	7/- per day	} New opening, Moree Line.
30 "	Jordan, John	Labourer	7/- per day	
30 "	Font, George	Fettler	7/6 per day	} Vice T. Green.
30 "	McCosker, Bernard	Fettler	7/6 per day	
30 "	Thomas, John	Fettler	7/6 per day	} Vice W. Elliott.
30 "	Archaud, George	Fettler	7/6 per day	
8 May	Ryan, Michael	Labourer	6/6 per day	Vice J. Hay.
12 "	Spooner, Harry	Labourer	6/6 per day	Vice P. Preen.
12 "	Grimola, George	Labourer	6/6 per day	Vice J. White.
17 "	Johnson, Anton E.	Office boy	2/- per day	Vice J. Doyle.
18 "	Churchill, Edward	Labourer	6/6 per day	Vice C. M.Carthy.
18 "	Rafter, Frederick	Office boy	2/- per day	} New opening, Parkes to Bogan Gate.
18 "	Ross, George	Labourer	6/6 per day	
28 "	Cavan, Charles	Labourer	6/6 per day	} Vice E. Lyons.
28 "	Smith, William	Labourer	6/6 per day	
31 "	Lane, John	Fettler	7/6 per day	Vice H. Webb.
9 June	Ambrey, Edward	Messenger	2/- per day	Vice R. Smith.
11 "	Marcey, Francis J.	Labourer	6/6 per day	Vice J. Morgan.
13 "	Coombs, William	Labourer	7/- per day	} New opening, Parkes to Bogan Gate.
25 "	Mullins, John	Labourer	6/6 per day	
25 "	Smith, John M.	Labourer	6/6 per day	} Vice T. Fleming.
25 "	Freeman, John	Labourer	6/6 per day	
25 "	Clary, John	Labourer	6/6 per day	

APPENDIX XXVII—continued.

Date.	Name.	Position	Rate.	Remarks.
1896. CHIEF MECHANICAL ENGINEER'S BRANCH				
6 July	Brown, Samuel G.	Apprentice	10d. per day	Vice J. Menzies.
8 "	Ireland, Rupert	Fuelman	6/6 per day	Vice W. Campbell.
10 "	Hempel, Charles	Storeman	7/- per day	
10 "	Fraser, Henry J.	Blacksmith	10/- per day	
10 "	Rose, Hugh	Car-builder	10/- per day	
10 "	Wilkins, Henry J.	Car-builder	10/- per day	
10 "	O'Connell, John	Car-builder	8/- per day	
10 "	Fisher, Sidney	Labourer	7/- per day	
10 "	Russell, William T.	Labourer	8/- per day	
10 "	Alexander, Albert	Labourer	7/- per day	
10 "	Murphy, James	Labourer	7/- per day	
10 "	Skeehan, Daniel	Labourer	7/6 per day	
10 "	Steel, Montague	Labourer	7/- per day	
10 "	Lancaster, William	Labourer	7/- per day	
10 "	McAlpine, Robert	Driller	7/- per day	
10 "	Mood, John C.	Painter	10/- per day	
10 "	Smith, William A. P.	Painter	8/- per day	
10 "	Kirwin, John	Painter's assistant	7/6 per day	
10 "	Wells, William	Painter's assistant	6/- per day	
10 "	McConville, Hugh	Painter's assistant	6/- per day	
10 "	Pinkstone, Claude	Painter's assistant	6/- per day	
10 "	Hawes, Charles R.	Painter's assistant	6/- per day	
10 "	Walker, Arthur	Painter's assistant	6/- per day	
10 "	Gibbs, George II.	Painter's assistant	6/- per day	
10 "	Conneff, Timothy	Painter's assistant	6/- per day	
10 "	Farrell, John	Labourer	7/- per day	
10 "	Morris, John	Examiner	7/6 per day	
10 "	Reid, John	Fuelman	7/- per day	
10 "	Conway, Christopher	Fuelman	7/- per day	
10 "	Hollow, John	Gasmaker	8/- per day	
10 "	Hammond, Arthur	Labourer	7/- per day	
10 "	Barrett, Richard	Striker	5/6 per day	
10 "	Sell, John	Labourer	7/- per day	
10 "	Austin, Richard	Labourer	7/- per day	
10 "	Kavanaugh, James	Blue-printer	4/- per day	
10 "	Tyrell, Henry	Fuelman	7/- per day	
17 "	Reid, Matthew	Turner	10/- per day	
17 "	Rodgers, John	Fitter	11/- per day	
17 "	Lusk, Arthur	Fitter	10/- per day	
17 "	Smith, Thomas G.	Boilermaker	10/- per day	
17 "	Sutcliffe, Enoch	Striker	7/- per day	
17 "	Wilson, John	Fitter	10/- per day	
17 "	Healey, Patrick	Labourer	7/- per day	
17 "	Rome, James	Fitter	10/- per day	
17 "	Lunney, Edward	Fuelman	7/- per day	
17 "	Pateron, Duncan	Fitter	10/- per day	
17 "	Trevallion, George	Fuelman	7/- per day	Transferred from Extra Staff.
17 "	King, Edward	Store-boy	4/- per day	
17 "	Richardson, Ernest	Office-boy	5/6 per day	
24 "	Anderson, Archibald	Apprentice	5/- per day	
24 "	Kavanaugh, John	Fitter	10/- per day	
24 "	Kerr, Edward	Crane attendant	5/- per day	
24 "	Daniels, John	Shop-boy	5/- per day	
24 "	Jones, Alfred	Moulder	8/- per day	
24 "	Black, William	Labourer	7/- per day	
24 "	Lewis, John	Apprentice	5/- per day	
24 "	Stride, Sidney	Apprentice	5/- per day	
24 "	Smith, Thomas F.	Apprentice	5/- per day	
24 "	Bryant, Leslie	Apprentice	5/- per day	
24 "	McCoy, Charles	Apprentice	5/- per day	
24 "	Key, Peter	Apprentice	5/- per day	
24 "	Kelso, Ernest	Apprentice	5/- per day	
24 "	Horsfield, William	Apprentice	5/- per day	
24 "	Porteous, Phillip	Apprentice	5/- per day	
24 "	Haken, George	Apprentice	5/- per day	
24 "	Hill, Joshua	Apprentice	5/- per day	
24 "	Paynter, Henry	Apprentice	5/- per day	
24 "	Goodfellow, James	Apprentice	5/- per day	
24 "	Savvy, William	Apprentice	5/- per day	
24 "	Carruthers, Henry	Apprentice	5/- per day	
24 "	Monk, Charles	Apprentice	5/- per day	
24 "	Evans, George	Apprentice	5/- per day	
24 "	Raper, John	Apprentice	5/- per day	
24 "	Hudley, Patrick	Apprentice	5/- per day	
24 "	Merritt, Walter	Apprentice	5/- per day	
24 "	Davison, William	Apprentice	5/- per day	
24 "	Hall, Richard	Fitter	10/- per day	
24 "	Gill, Richard	Labourer	7/- per day	
24 "	Middleton, Charles	Office boy	3/6 per day	
24 "	Smith, Nicholas	Labourer	7/- per day	
24 "	Phillips, Geo E	Boilermaker	10/- per day	
24 "	Howarth, Frederick	Fitter's improver	7/- per day	
24 "	Pike, Charles	Cleaner	7/- per day	
24 "	Robinson, Henry W.	Cleaner	7/- per day	
24 "	Dixon, Walter	Cleaner	5/6 per day	
24 "	Petit, James	Boilermaker	10/- per day	
24 "	Little, Albert	Labourer	7/- per day	
24 "	Sharp, William	Machinist	8/- per day	
24 "	Reidy, John	Cleaner	7/- per day	
24 "	Watson, Alexander	Office boy	5/- per day	
24 "	Poll, John	Fuelman	7/- per day	
25 "	Thompson, Alfred	Fuelman	7/- per day	Reinstated, vice R. Wickham
27 "	Hill, James	Apprentice	10d. per day	
28 "	Crowe, Patrick J.	Apprentice	10d. per day	
31 "	Wilson, Henry	Fitter	10/- per day	
31 "	Boa, Andrew	Boilermaker	9/4 per day	Transferred from extra staff.
31 "	Quick, William	Car builder	10/- per day	
6 Aug.	Edwards, William H.	Hammer boy	2/- per day	Vice H. Drewe
11 "	Cissold, Lawrence G.	Apprentice	10d. per day	Vice W. Kemp.
12 "	Vaughan, Horace	Apprentice	10d. per day	
18 "	Swinfield, George W.	Apprentice	10d. per day	Vice T. Robson.
21 "	Montgomery, Robert	Examiner	7/6 per day	
21 "	Howarth, Henry	Painter's assistant	7/- per day	
21 "	Smith, Stephen	Oiler	7/6 per day	
21 "	Platt, William	Labourer	8/- per day	
21 "	Inglis, William J.	Labourer	7/- per day	
21 "	Buchanan, George	Car builder	10/- per day	
21 "	Warren, James	Striker	7/- per day	
21 "	Bonner, Charles	Labourer	7/- per day	Transferred from extra staff.
21 "	Havard, James	Striker	7/- per day	
21 "	Pearce, James A.	Boilermaker's assistant	7/6 per day	
21 "	Turner, John	Fitter	10/- per day	
21 "	Whelan, William	Messenger	3/6 per day	
21 "	Munro, William	Fuelman	7/- per day	
21 "	Goodwin, John	Fuelman	7/- per day	
21 "	Brady, Thomas	Boilermaker	9/4 per day	
21 "	Allen, Christopher	Boilermaker	9/4 per day	

APPENDIX XXVII—continued.

Date.	Name.	Position.		Remarks.
1890.				
CHIEF MECHANICAL ENGINEER'S BRANCH—continued.				
24 Aug.	Plunkett, John.	Cleaner	6/- per day	Re-employed.
25 "	O'Grady, Stephen J.	Shop boy	2 3/4 per day	Vice F. Bowman
25 "	Hunter, James	Cleaner	5/- per day	Re-employed.
25 "	Stevenson, Arthur	Cleaner	6/- per day	
26 "	Grant, William	Cleaner	6/- per day	Vice J. Gow.
27 "	Saunders, Thomas	Shop boy	2/6 per day	
27 "	Mason, Robert	Shop boy	1/9 per day	Vice J. Smith.
27 "	Amos, William	Cleaner	6/- per day	Re-employed.
27 "	Jones, Evan J.	Cleaner	6/- per day	
27 "	McDonald, Albert	Cleaner	6/- per day	Re-employed.
28 "	Cavanagh, Richard	Cleaner	5/- per day	
29 "	Gallagher, James	Cleaner	6/- per day	Re-employed.
31 "	Rinkin, Henry	Cleaner	5/- per day	
31 "	Harper, John	Cleaner	5/6 per day	Re-employed.
31 "	Thomas, Joseph	Cleaner	6/- per day	
1 Sept.	Worrell, Frederick	Cleaner	5/- per day	Re-employed.
1 "	Worrell, George P.	Cleaner	5/6 per day	
1 "	Vinnicombe, Charles	Cleaner	6/- per day	Re-employed.
1 "	Quinn, Charles	Cleaner	5/6 per day	
1 "	Wallace, Henry	Cleaner	6/- per day	Re-employed.
1 "	Smith, Henry	Cleaner	6/- per day	
1 "	Stevenson, Maitland	Cleaner	6/- per day	Re-employed.
1 "	Saunders, George	Cleaner	5/6 per day	
1 "	Darlington, Alfred	Cleaner	5/6 per day	Re-employed.
4 "	Cummins, James	Shop boy	2/6 per day	
4 "	Quinn, Thomas	Cleaner	5/6 per day	Re-employed.
4 "	Kelly, John	Cleaner	5/- per day	
4 "	Kennedy, James	Cleaner	5/- per day	Re-employed.
4 "	Gale, Thomas	Cleaner	5/- per day	
4 "	Penfold, Walter	Cleaner	5/6 per day	Re-employed.
4 "	Grant, William	Cleaner	5/6 per day	
6 "	Horne, Arthur	Cleaner	5/6 per day	Re-employed.
7 "	Lane, Stephen	Hammer boy	2/3 per day	
7 "	Coffin, Allen	Cleaner	5/6 per day	Re-employed.
8 "	Walton, William	Cleaner	5/- per day	
8 "	Harris, Thomas	Cleaner	3/6 per day	Re-employed.
8 "	Webb, Albert V.	Cleaner	5/6 per day	
10 "	Kellerman, William	Cleaner	5/- per day	Re-employed, vice W. Peat.
10 "	Reidy, Cornelius	Cleaner	5/- per day	
10 "	Hayes, Reuben	Striker	6/8 per day	Re-employed, vice R. Broadfoot
11 "	Yates, Samuel	Cleaner	3/3 per day	Re-employed.
11 "	Hanney, Joseph C.	Cleaner	7/- per day	
11 "	Critchley, Joseph	Boilermaker's assistant	7/- per day	Transferred from extra staff
11 "	Wilson, William	Boilermaker's assistant	7/- per day	
13 "	Burke, Michael	Cleaner	6/- per day	Re-employed.
14 "	Green, Robert	Cleaner	5/- per day	
14 "	McElhinney, Thomas	Cleaner	5/- per day	Re-employed.
14 "	McNamara, William	Shop boy	2/3 per day	
14 "	Glanville, James R.	Springmaker	10/2 per day	Transferred from extra staff
14 "	Nugent, Alfred E.	Labourer	7/- per day	
14 "	Normoyle, James	Labourer	7/- per day	Transferred from extra staff
14 "	Crocker, Thomas	Striker	7/- per day	
15 "	Playford, William	Cleaner	5/- per day	Re-employed, vice E. Westwood.
18 "	Andrews, Alfred	Cleaner	5/- per day	
18 "	Mitchell, Alexander	Cleaner	5/6 per day	Re-employed.
19 "	McFadyen, William	Cleaner	5/- per day	
21 "	Flint, George W.	Cleaner	5/6 per day	Re-employed.
21 "	Carruthers, Alexander	Cleaner	5/- per day	
21 "	Hirnekle, Henry	Cleaner	5/6 per day	Re-employed.
21 "	Tickle, Joseph	Cleaner	5/6 per day	
22 "	Greaves, Arthur	Cleaner	5/- per day	Re-employed.
23 "	McCredie, John	Cleaner	5/- per day	
23 "	Egan, Patrick	Cleaner	5/6 per day	Re-employed, vice A. Knox.
23 "	Lidden, Henry	Cleaner	5/- per day	
23 "	Boach, George R.	Shop boy	1/9 per day	Vice G. Fell.
23 "	Ninmo, Matthew C.	Shop boy	2/6 per day	Re-employed.
23 "	Percy, James R.	Apprentice	10d. per day	
23 "	Holl, Hugh M.	Apprentice	10d. per day	Re-employed, vice E. Westwood.
24 "	Fellows, Joshua	Shop boy	3/- per day	
24 "	Higgins, Henry	Labourer	6/6 per day	Transferred from extra staff.
24 "	Walker, Horace	Fuelman	7/- per day	
24 "	Hill, George R.	Cleaner	5/- per day	Re-employed.
25 "	McKinney, James	Cleaner	5/- per day	
25 "	Smith, George	Call boy	2/6 per day	Vice W. Walker.
26 "	Chapman, Frederick	Cleaner	5/- per day	Re-employed.
28 "	Smith, Andrew J.	Cleaner	5/- per day	
20 "	Russell, Horatio	Apprentice	10d. per day	Vice A. White.
1 Oct.	King, Robert	Labourer	7/- per day	Transferred from extra staff.
1 "	Furness, Frederick	Shop boy	2/6 per day	Vice A. Nugent.
1 "	Shoalts, Richard	Apprentice	-10 per day	Vice P. Tidswell.
3 "	Harris, James	Messenger	2/- per day	Vice A. Hildare.
3 "	Davis, Claude	Cleaner	3/3 per day	Re-employed.
12 "	Hansworth, Hugh	Cleaner	5/- per day	
12 "	Best, Ernest	Cleaner	4/- per day	Vice E. Smith.
12 "	Appleby, Perry	Apprentice	-10 per day	
17 "	Linehan, John P.	Apprentice	-10 per day	Vice J. R. Taylor.
19 "	Melville, William R.	Apprentice	-10 per day	
19 "	Lloyd, Arthur E.	Apprentice	-10 per day	Vice P. Key.
19 "	Iserhood, Ernest H.	Telephone boy	3/3 per day	Vice M. Egan.
22 "	Patterson, Walter	Apprentice	-10 per day	Vice T. Plunkett.
22 "	Davieson, Alexander	Call boy	4/- per day	Re-employed.
22 "	Hammon, William	Telephone boy	4/- per day	
23 "	Ottaway, Alfred	Shop boy	2/6 per day	Vice J. Kavanagh.
24 "	Ferguson, Robert	Shop boy	2/3 per day	
26 "	Prosser, Harry	Office boy	2/6 per day	Vice D. Robertson
28 "	Shott, William	Apprentice	-10 per day	Vice W. Orr.
30 "	Bourne, Frank	Shop boy	2/6 per day	Vice E. Richardson.
2 Nov.	Munday, Augustus	Office boy	2/6 per day	Re-employed.
2 "	M'Fadzean, Thomas	Fuelman	2/6 per day	
3 "	Strange, Frank W.	Cleaner	6/6 per day	Vice E. Treadwell.
5 "	McNauara, Desmond	Cleaner	3/3 per day	
10 "	Nissen, Thomas	Apprentice	-10 per day	Vice W. Wilson.
10 "	Brooks, James	Apprentice	-10 per day	Vice L. Bryant
11 "	Farley, James	Cleaner	2/6 per day	Vice W. Cameron.
12 "	Reidy, Martin	Striker	6/8 per day	Transferred from extra staff.
12 "	Ashburner, Henry W.	Labourer	6/6 per day	Vice J. Schlunker.
12 "	Wallace, Howard	Apprentice	-10 per day	Vice J. Holloway.
13 "	Howell, Clifford	Cleaner	4/- per day	Re-employed.
13 "	Rose, Edward	Oiler	7/3 per day	
15 "	Brown, Thomas	Cleaner	5/6 per day	Vice A. Ramsay.
16 "	Crouch, Henry	Shop boy	2/- per day	Vice J. Miller.
20 "	Layton, David	Fuelman	6/6 per day	Vice G. Cumppling.
23 "	Wood, Newton	Cleaner	2/3 per day	Vice J. Smith.
23 "	Paton, Percy H.	Apprentice	-10 per day	New opening, Berrigan line.
24 "	Godlard, Alfred	Apprentice	-10 per day	Vice W. Hawkins.
25 "	Lane, George	Shop boy	2/6 per day	Re-employed.
27 "	Hutchison, David	Fuelman	6/6 per day	

APPENDIX XXVII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1896. CHIEF MECHANICAL ENGINEER'S BRANCH—continued.				
1 Dec.	Brennan, William	Shop boy	2 6 per day	
2 "	Randall, Sidney	Cleaner	3 3 per day	
4 "	Crawley, Albert	Shop boy	3 3 per day	Vice H. Burnell.
4 "	Brown, William	Cleaner	6/- per day	Vice T. Egan.
9 "	Terry, William	Boy	4/- per day	Vice D. Bussey.
10 "	Hickey, Frederick	Call boy	4/- per day	
10 "	Walter, William	Apprentice	10 per day	Vice C. Bernberg.
10 "	Garnett, George	Apprentice	10 per day	Vice J. Flannery.
12 "	Bingham, Charles	Oiler	6/8 per day	
18 "	Brown, Henry E.	Cleaner	5/- per day	Vice W. Williams
1897.				
1 Jan.	Letcher, John J.	Labourer	7/- per day	} Transferred from Extra Staff.
1 "	McGinley, Frank	Shop boy	5/- per day	
1 "	Stevens, Edward	Fuelman	6/6 per day	
1 "	Kennetts, Richard	Cleaner	3/3 per day	New opening, Bertigan Line.
7 "	Bryant, George	Shop boy	2 6 per day	
13 "	Wallace, Thomas	Shop boy	2 3 per day	Vice H. Ralph.
18 "	Simmons, Robert	Shop boy	2 6 per day	Vice H. Higgins.
28 "	Hartley, Frederick	Messenger	2/- per day	Vice J. Harris.
28 "	Graham, Robert	Shop boy	2/- per day	Vice J. Hennessy.
29 "	Thornton, Albert	Call boy	3 3 per day	Vice F. Lachlan.
15 Feb.	Adams, Samuel	Shop boy	2/- per day	Vice J. Pople.
15 "	Westbrook, Joseph	Shop boy	2/6 per day	Vice M. O'Sullivan.
16 "	Martin, Robert	Apprentice	10d. per day	
20 "	Giblett, Alfred	Fuelman	7/- per day	Vice J. Thompson.
22 "	Sutton, James	Shop boy	1 9 per day	Vice A. Lindley.
26 "	Gale, Walter	Apprentice	10d. per day	Vice J. Harkness.
1 Mar.	Smith, David	Apprentice	10d. per day	Vice J. McIntyre.
1 "	Cameron, Percy	Apprentice	10d. per day	Vice R. Hutchinson.
9 "	Lovett, Frederick	Apprentice	10d. per day	Vice A. Cheeseman.
11 "	Beardmore, William	Labourer	6 6 per day	Vice G. Cowling.
19 "	Harvey, George	Fuelman	6/6 per day	Vice F. Walker.
19 "	Goodfellow, George	Apprentice	10d. per day	Vice H. Goodwin.
28 "	Arnold, William	Apprentice	10d. per day	Vice J. Reid.
1 April	Aubrey, Francis	Cleaner	5/- per day	Transferred from Extra Staff
1 "	Nimmo, George	Cleaner	2 6 per day	Vice J. Early.
1 "	Gray, Reginald	Apprentice	10 per day	Vice W. Waspear.
2 "	Jones, Charles	Cleaner	5 6 per day	New opening, Moree Line.
8 "	Mutton, Friend	Shop boy	2/- per day	
8 "	Furness, George	Shop boy	2/- per day	
14 "	Picken, William	Shop boy	2/- per day	
15 "	Woolmer, Edward	Boilermaker's assistant	7/- per day	Vice F. Hiley.
15 "	Moses, Edgar	Shop boy	4/- per day	
16 "	Funnell, Frederick	Cleaner	4/- per day	New opening, Moree Line.
22 "	Doyle, James	Shop boy	2 6 per day	
3 May	Edgar, Albert	Cleaner	3/3 per day	New opening, Moree Line.
5 "	M'Hugh, John J.	Apprentice	10 per day	Vice A. Molt.
18 "	Hawkings, Ernest	Shop boy	2/6 per day	
20 "	Culroy, Oscar	Shop boy	2 6 per day	Vice E. Fenwick.
20 "	Brown, John J.	Apprentice	10 per day	Vice H. Robinson.
21 "	Bingham, William	Shop boy	2 3 per day	
21 "	Ryan, Edward	Oiler	6 6 per day	Vice W. Daniels.
27 "	Maxwell, William	Apprentice	10 per day	Vice C. Dean.
27 "	Pedersen, Emil	Shop boy	2/- per day	Vice J. Nicholls.
27 "	Apps, Janet	Upholstresses	4/- per day	
27 "	Quincy, Charles	Apprentice	10 per day	Vice J. Dibbs.
27 "	Timbrell, James	Shop boy	2 3 per day	Vice F. Schroeder.
4 June	O'Brien, Charles D.	Apprentice	10 per day	
7 "	Holler, Oscar	Fuelman	6/6 per day	Vice J. Farrham.
7 "	Corkery, James	Apprentice	10 per day	Vice W. Walker.
8 "	Shubert, Edwin	Cleaner	5/- per day	
10 "	Brown, Michael	Cleaner	5/- per day	
14 "	Duff, Robert	Apprentice	10 per day	
14 "	Hunter, John	Apprentice	10 per day	Vice W. Baker.
17 "	Sharp, Robert E.	Cleaner	2/6 per day	Vice H. Baldwin.
21 "	Cunnington, Robert	Cleaner	4/- per day	
23 "	Atkinson, Patrick	Shop boy	2 3 per day	Vice C. Groves.
28 "	Harvey, Richard	Cleaner	5/- per day	
1896. CHIEF TRAFFIC MANAGER'S BRANCH.				
10 June	O'Sullivan, Fanny	Parrack attendant	7/6 per week	
19 "	Reynolds, Catharine	Gatekeeper	7/- per week	Vice Mrs. Taylor.
26 "	Taylor, Alfred	Junior porter	2 6 per day	Transferred from Extra Staff.
26 "	Jamieson, Mary	Gatekeeper	Free house	Vice E. Bray.
26 "	Wood, Emily	Gatekeeper	Free house	Vice Mrs. Herring.
26 "	Allen, Ethel	Gatekeeper	7/6 per week	Vice J. Allen.
26 "	Price, Kate	Gatekeeper	7/- per week	
27 "	Colley, Janet	Gatekeeper	Free house	Vice Mrs. Thomas.
2 July	Rowland, Cecelia	Gatekeeper	Free house	Vice E. Rowland.
3 "	Waulhop, Hugh	Telephone boy	10/- per week	Vice H. Bonamy.
4 "	Wright, Charles	Junior porter	2/6 per day	Vice I. Ashie.
6 "	Nicoll, William	Telegraph probationer	2 6 per week	Vice T. Winder.
8 "	Hextall, Albert	Apprentice clerk	£30 per annum	Vice A. Crease.
9 "	Stumbies, Arthur	Junior porter	2 6 per day	Vice Mrs. Richard.
10 "	Ganfield, Emily	Gatekeeper	7/- per week	Vice M. Ganfield.
14 "	Mayer, Richard	Telephone boy	10/- per week	Vice J. Robinson.
17 "	Hewston, Mrs. Ellen	Gatekeeper	7/- per week and house.	Vice Mrs. Davis.
20 "	Gardner, Emma	Office assistant	10/- per week	
21 "	Cox, Elizabeth	Gatekeeper	15/- per week and house.	Vice K. Hutson.
24 "	Smith, John	Probationer	10/- per week	Transferred from extra staff.
27 "	Cromack, Alfred	Junior porter	4/2 per day	
27 "	Clifton, Ernest	Telegraph probationer	2 6 per week	Vice C. Lawes
28 "	Allmark, Henry	Junior porter	2/6 per day	Vice J. Webster.
29 "	Forrest, James	Telegraph probationer	2 6 per week	Vice D. O'Neil.
30 "	Golley, George	Telephone boy	10/- per week	Vice G. Davies.
30 "	Barelay, William	Junior porter	2 6 per day	Vice W. Pringle.
3 Aug.	Fagan, Michael	Junior porter	3/4 per day	Transferred from extra staff.
6 "	Brown, John	Porter	7/- per day	Vice F. Read.
6 "	Pope, George Martin	Gatekeeper	10/- per week	Vice H. Parker.
11 "	James, Charles	Junior porter	2/6 per day	Vice W. Hives
12 "	Brown, Frederick	Gatekeeper	15/- per week	Vice W. Wharton.
12 "	West, Sydney	Junior porter	2 6 per day	Vice E. Jones.
12 "	Jones, Frederick	Junior porter	2 6 per day	Vice W. Davies.
14 "	Brown, William	Gatekeeper	15/- per week	Transferred from extra staff.
17 "	McEwen, Nestor	Junior porter	2 6 per day	Vice J. Anderson.
17 "	Pringle, William	Junior porter	2 6 per day	
18 "	Spicer Tom Sidney	Telegraph probationer	2 6 per week	Vice R. Pringle.
18 "	McJannett, William	Telegraph probationer	2 6 per week	Vice W. Butler.
19 "	Hankins, Herbert	Junior porter	2 6 per day	Vice C. Thomson.
26 "	Booth, James	Junior porter	2 6 per day	Vice M. Flannery.
26 "	Gale, Reginald	Apprentice clerk	£30 per annum	
26 "	Wilkinson, William	Apprentice clerk	£30 per annum	
26 "	Frawley, William	Apprentice clerk	£30 per annum	

APPENDIX XXVII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1890				
CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
27 Aug.	Primrose, Carlton	Junior porter	2/6 per day	Vice T. Boswell.
27 "	Graham, Walter	Junior porter	2/6 per day	Vice J. Robinson.
29 "	Elholt, Robert	Telegraph probationer	2/6 per week	
31 "	Jordan Albert	Telegraph probationer	2/6 per week	Vice L. Morgan.
31 "	Jackson, Henry	Apprentice clerk	£30 per annum	
1 Sept.	Drewe, Mrs. Anne	Gatekeeper and platform attendant.	10/- per week	
1 "	Scott, David	Junior porter	2/6 per day	Vice H. O'Connor.
1 "	Nicholas, George	Postal assistant	5/- per week	
2 "	Muller, Richard	Junior porter	2/6 per day	Vice T. Webb
3 "	Dent, Stuart	Junior porter	2/6 per day	Vice E. Miller.
5 "	Donnellan, James	Junior porter	2/6 per day	Vice H. Fletcher.
7 "	Witney, Edmund	Junior porter	2/6 per day	Vice H. Kinshela.
8 "	Smith, Percival	Telegraph probationer	2/6 per week	Vice A. Dames.
9 "	Jones, Sarah	Gatekeeper	Free house	Vice K. Newcombe.
9 "	Leckie, Arthur	Gatekeeper	15/- per week	Vice T. Peacy.
9 "	Kerr, William	Junior porter	2/6 per day	Vice P. Puckin.
9 "	Lindsay, William	Junior porter	2/6 per day	Vice C. Alexander.
10 "	Smith, George	Junior porter	2/6 per day	Vice A. Surene.
11 "	Aspinall, James	Gatekeeper	15/- per week	Vice A. Killingly.
14 "	Williams, John	Telegraph probationer	2/6 per week	Vice J. Jones.
14 "	Canham, Matthew	Junior porter	2/6 per day	Vice P. Audler.
15 "	Thomson, John	Apprentice clerk	£30 per annum	Vice W. Gathber.
15 "	Jones, Albert	Apprentice clerk	£30 per annum	Vice P. Roxby.
18 "	McGlynn, Mary	Gatekeeper	Free house	Vice A. Holloway.
21 "	Cutts, Susan	Gatekeeper	7/- per week	
22 "	Bail, Ellen	Gatekeeper	7/- per week	Vice I. Ball.
22 "	Proctor, Arthur	Porter	6/- per day	
22 "	Taylor, Archibald	Apprentice clerk	£30 per annum	Vice A. Roberts.
22 "	Solomons, Alex.	Apprentice clerk	£30 per annum	Vice H. Bray.
23 "	Dickey, Arthur	Telephone boy	10/- per week	Vice R. O'Neill.
23 "	Spence, George	Junior porter	2/6 per day	Vice R. Baker.
23 "	Meyer, Henry	Junior porter	2/6 per day	Vice G. Cooke.
24 "	Chandler, William	Junior porter	2/6 per day	Vice T. Whitesak.
24 "	White, Henry	Junior porter	2/6 per day	Vice W. Allen.
24 "	O'Brien, Joseph	Junior porter	2/6 per day	Vice F. Smith.
24 "	Mayne, Thomas	Junior porter	2/6 per day	Vice J. Pearce.
24 "	Cromack, Robert	Junior porter	2/6 per day	Vice F. Groves.
25 "	Doran, Denis	Gatekeeper	15/- per week	Vice J. Colgan.
28 "	Bressington, Annie	Gatekeeper	Free house	Vice I. Jones.
28 "	Matthews, Thomas	Gatekeeper	30/- per week	Vice A. Adam.
24 "	Monte, John	Apprentice clerk	£30 per annum	Vice G. Brown.
29 "	Ransford, Perse	Telephone boy	10/- per week	Vice C. Douglas.
30 "	McKenzie, William	Junior porter	2/6 per day	Vice H. Carpenter.
30 "	McLennan, Herbert	Junior porter	2/6 per day	Vice J. Burrell.
30 "	Tavers, John	Junior porter	2/6 per day	
30 "	Smith, Fredrick	Junior porter	2/6 per day	
2 Oct.	Dickey, Andrew	Junior porter	2/6 per day	Vice G. Stead.
2 "	Williams, John	Telegraph probationer	2/6 per week	
8 "	McIntosh, Charles	Apprentice clerk	£30 per annum	Vice H. Pryor.
16 "	Colless, Edwin	Junior porter	2/6 per day	Vice H. Hainsworth.
16 "	Wright, George	Porter	7/- per day	Re-employed.
19 "	Golding, Jane	Gatekeeper	Free house	
19 "	Rochester, William	Telegraph probationer	2/6 per week	
19 "	Stair, George	Telegraph probationer	2/6 per week	
19 "	Bryant, John	Junior porter	2/6 per day	Vice F. Smith.
19 "	Ward, Robert	Telegraph probationer	2/6 per week	
19 "	Stibbard, Alfred	Junior porter	3/4 per day	Vice D. Melville.
22 "	Street, Charles	Telegraph probationer	2/6 per week	
23 "	Woods, Perry	Telegraph probationer	2/6 per week	
23 "	Colliter, Herbert	Junior porter	3/4 per day	Vice E. Hicks.
23 "	Taylor, Joseph	Telegraph probationer	2/6 per week	
23 "	Oyson, Francis	Junior porter	2/6 per day	Vice J. Dickey.
30 "	Anderson, John	Telephone boy	10/- per week	Vice J. Kelly.
30 "	Timewell, Thomas	Porter	6/- per day	Vice R. Harman.
2 Nov.	Maher, Thomas	Junior porter	2/6 per day	Vice W. Ball.
2 "	Smith, Adeline	Barrack attendant	10/- per week	
2 "	Balloy, Patrick	Telegraph probationer	2/6 per week	
2 "	Pringle, Ralph	Junior porter	2/6 per day	Vice R. Carus.
2 "	Norman, George	Junior porter and gatekeeper.	2/6 per day	Vice J. Cassin.
2 "	Collins, Jane	Gatekeeper	7/- per week	Vice M. Harris.
5 "	Johnson, William	Telegraph probationer	2/6 per week	
5 "	Wright, Francis	Telegraph probationer	2/6 per week	
6 "	Dries, Jane	Gatekeeper	7/- per week	Vice M. Adams.
6 "	Hogan, Daniel	Junior porter	5/- per day	Vice A. Brown.
12 "	Sims, Mary	Gatekeeper	7/- per week	Vice E. Sims.
17 "	Hunter, William	Porter	6/- per day	Vice P. O'Donnell.
18 "	Lloyd, Henry	Telephone boy	10/- per week	Vice J. Buckley.
18 "	Edmunds, Edgar	Telephone boy	10/- per week	Vice A. Christison.
18 "	O'Sullivan, Patrick	Telegraph probationer	2/6 per week	Vice G. Fulton.
18 "	Sargent, John	Junior porter	3/4 per day	Vice H. Jolly.
18 "	Bourke, Anne	Gatekeeper	Free house	Vice J. Cairns.
14 "	Clarkson, Henry	Telephone boy	10/- per week	Vice P. Ransford.
15 "	Soiling, William	Gatekeeper	15/- per week	Vice J. Ralph.
16 "	Mcguire, Percy	Junior porter	5/- per day	Vice A. Spencer.
16 "	Buckpitt, Mary	Gatekeeper	Free house	Vice E. Sinclair.
17 "	Fearnside, William	Telegraph probationer	2/6 per week	
18 "	Kelly, William	Junior porter	2/6 per day	Vice T. Elkin.
18 "	Willis, John	Telegraph probationer	2/6 per week	
20 "	Francis, William	Gatekeeper	15/- per week	Vice S. Stanton.
20 "	Doyle, Edward	Junior porter	3/4 per day	Vice T. Moore.
23 "	Lidman, Mary	Platform attendant	2/6 per week	
23 "	Tucker, Herbert	Porter	7/- per day	Re-employed.
23 "	Tracy, Mrs. Ellen	Gatekeeper	7/- per week	Vice A. Wilson.
24 "	Dingle, Oswald	Telegraph probationer	2/6 per week	
24 "	Myelchreist, John	Telegraph probationer	2/6 per week	
25 "	Simons, Ernest	Telegraph probationer	2/6 per week	
25 "	Smith, Adrian	Telegraph probationer	2/6 per week	
25 "	Adams, Herbert	Telegraph probationer	2/6 per week	
25 "	McLennan, Leslie	Junior porter	2/6 per day	Vice J. McMahon.
27 "	Bell, John	Telephone boy	10/- per week	Vice A. Cromack.
27 "	Harding, Sarah	Gatekeeper	7/- per week	
27 "	Bryan, Bridget	Gatekeeper	Free house	Vice M. Smith.
28 "	Piggott, David	Junior porter	2/6 per day	Vice D. Scott.
28 "	Christison, Alexander	Porter	7/6 per day	Vice W. Lord.
30 "	Foster, James	Telegraph probationer	2/6 per week	
30 "	Munson, William	Porter	6/- per day	Re-employed.
1 Dec.	Pike, John	Junior porter	5/- per day	Vice G. Bennett.
2 "	Crawford, James	Junior porter	2/6 per day	Vice M. Wolfenden.
2 "	Bryant, Walter	Postal assistant	£30 per annum	Vice A. Hartman.
3 "	Croke, John	Gatekeeper	15/- per week	Vice H. Tucker.
4 "	Hast, Lucy	Gatekeeper	15/- per week	Vice S. Bowden.
4 "	Graddy, Mary	Gatekeeper	Free house	Vice M. Dunne.
4 "	Watts, John	Porter	6/- per day	Vice G. La Roche.
4 "	Prothorpe, Mrs. Anne	Platform attendant	7/- per week	
7 "	Cumpin, Mrs.	Gatekeeper	Free house	Vice A. Owen.

APPENDIX XXVII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1896. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
8 Dec.	Lansdowne, Walter	Telegraph probationer.	2/6 per week	
14 "	Wright, Athol	Telegraph probationer.	2/6 per week	
14 "	Spencer, Charles	Junior porter	2/6 per day	
14 "	Walker, Sydney	Junior porter	2/6 per day	Vice B. Braug.
15 "	Nye, Alfred J.	Junior porter	2/6 per day	Vice E. Writter.
15 "	Lyons, Joachim	Telegraph probationer.	2/6 per week	Vice W. Sullivan.
15 "	Buckley, Jeremiah	Porter	7/6 per day	Re-instated.
18 "	Holden, Thomas	Junior porter	2/6 per day	Vice H. Deal.
18 "	Deas, James	Junior porter	2/6 per day	Vice J. Owen.
22 "	Hodgins, Andrew	Junior porter	5/- per day	Vice F. Watts.
23 "	Thew, Georgina	Gatekeeper	15/- per week & house.	Vice M. Mayne.
23 "	Blade, John	Junior porter	2/6 per day	
24 "	Muglven, Patrick	Junior porter	3/4 per day	Vice W. Flanders.
24 "	Nelson, John	Junior porter	2/6 per day	Vice P. Teague.
25 "	Alley, George	Junior porter	2/6 per day	Vice H. Davidson.
25 "	Collins, Donald	Junior porter	2/6 per day	Vice D. Gleeson.
25 "	Pugh, Charlotte	Platform attendant	5/- per week	
28 "	Thompson, Richard	Junior porter	2/6 per day	
28 "	Hands, Sidney	Telephone-boy	10/- per week	Vice T. Hughes.
28 "	Wall, William	Junior porter	2/6 per day	Vice H. Wakeham.
30 "	Russell, John	Apprentice clerk	£30 per annum	Vice H. Bonamy.
30 "	Russell, John	Junior porter	2/6 per day	Vice G. Moore.
30 "	McGregor, John	Telegraph probationer	2/6 per week	
30 "	Norton, William	Gatekeeper	5/- per week and house.	Vice M. Norton.
30 "	Russell, John	Apprentice clerk	£30 per annum	Vice H. Bonamy.
30 "	Nelson, John	Junior porter	2/6 per day	Vice P. Teague.
1897.				
1 Jan.	Roach, Herbert	Junior porter	2/6 per day	Vice A. Flanders.
1 "	Tanner, Edgar	Night officer	£120 per annum	Re-employed, vice C. Coombes
1 "	Fulljames, William	Apprentice clerk	£30 per annum	Vice E. Simms.
2 "	Thompson, Stephen	Gatekeeper	15/- per week	Vice A. Brown.
6 "	Hogan, Michael	Junior porter	2/6 per day	Vice P. Pryor.
7 "	O'Brien, Patrick	Junior porter	2/6 per day	Vice P. Moran.
7 "	Greaves, George	Junior porter	2/6 per day	Vice W. Short.
8 "	Burgess, Alfred	Telegraph probationer.	2/6 per week	
8 "	Stone, James	Telegraph probationer	2/6 per week	
8 "	Denning, Aubrey	Telegraph probationer.	2/6 per week	Vice F. Cottingham.
8 "	Rowlandson, Leslie	Porter	6/- per day	Vice W. Hives.
8 "	Bruce, Alexander	Telegraph probationer	2/6 per week	Vice F. Pickering.
8 "	Lenan, Francis	Junior porter	2/6 per day	Vice F. White.
8 "	Quinn, James	Porter	6/- per day	Vice H. Camper.
8 "	Hughson, William	Junior porter	2/6 per day	Vice R. Landrey.
8 "	Little, Charles	Junior porter	3/4 per day	Vice F. Pudewick.
8 "	Hannon, Sarah	Gatekeeper	7/- per week	Vice M. Hannon.
8 "	O'Connor, Edward	Apprentice clerk	£30 per annum	Vice T. Kear.
9 "	Ryan, Mary	Gatekeeper	Free house	Vice S. Cowie.
11 "	Hopkins, John	Telegraph probationer.	2/6 per week	
11 "	Smith, Edward	Junior porter	2/6 per day	
13 "	Ralph, Henry	Crossing keeper	15/- per week	Vice A. Green.
15 "	Bowman, Mrs.	Gatekeeper	7/- per wk & h'se	Vice Mrs. Hewston.
18 "	Duckson, Job	Telegraph probationer	2/6 per week	Vice O. Seldon.
18 "	McGarney, Joseph	Gatekeeper	15/- per week	Vice B. McDavell.
18 "	Follen, Mary	Platform attendant	10/- per week	Vice Mrs. Hemstley.
19 "	Penfold, John	Gatekeeper	15/- per week	Vice W. Costello.
21 "	Lee, Eleanor	Gatekeeper	7/- per week	Vice A. Lee.
22 "	Nelson, Elizabeth	Gatekeeper	Free house	Vice M. Guthrie.
22 "	Wilson, Townsend	Porter	6/- per day	Vice C. Jones.
22 "	Cantwell, Michael	Junior porter	2/6 per day	Vice J. Tiethevey.
25 "	Stokes, Ernest	Telegraph probationer.	2/6 per week	
26 "	Sharp, Victor	Telegraph probationer	2/6 per week	
26 "	O'Shea, Rebecca	Gatekeeper and plat- form attendant.	7/- per week	
27 "	Rabb, Walter	Apprentice clerk	£30 per annum	Vice E. Wolfenden.
29 "	Michael, Hedley	Shunter	7/- per day	Vice R. Vidler.
29 "	Leese, John	Junior porter	2/6 per day	
29 "	White, Walker	Telegraph probationer.	2/6 per week	
30 "	Fuller, Albert	Junior porter	2/6 per day	
30 "	Gehrig, Lawrence	Junior porter	2/6 per day	Vice J. Lang.
4 Feb.	Sainsbury, John	Apprentice clerk	£30 per annum	Vice W. Gallagher.
5 "	Roberts, Percy	Shunter	7/- per day	Vice T. Porteus.
6 "	Beavis, Frederick	Porter	6/- per day	Vice W. Hicks.
8 "	Bennett, Francis	Telegraph probationer.	2/6 per week	
8 "	Collins, Mary	Platform attendant	Free house	Vice L. McDougall.
8 "	Goodnow, Henry	Gatekeeper	7/- per week	Vice L. Hast.
8 "	McKinley, Thomas	Telegraph probationer.	2/6 per week	Vice E. Madden.
8 "	Writer, Alexander	Porter	6/- per day	Vice O'McGrail.
8 "	Dennis, Anne	Gatekeeper	7/- per week	
8 "	Green, Ellen	Gatekeeper	Free house	Vice B. McGrail.
12 "	Dedman, Emily	Gatekeeper	10/- per week	Vice Mrs. Wethered.
12 "	Birrell, Randolph	Gatekeeper	15/- per week	Vice W. Stephenson.
17 "	Smith, Ambrose	Gatekeeper	Free house	Vice K. Daley.
17 "	Nelson, John	Apprentice clerk	£30 per annum.	
17 "	Ward, Robert	Telegraph probationer.	2/6 per week	
18 "	Porter, Sidney	Junior porter	2/6 per day	
18 "	Smith, William	Junior porter	2/6 per day	
18 "	Taylor, Mary	Gatekeeper	7/- per week and house.	
18 "	Odds, Christina	Platform attendant	20/- per week and house.	Vice W. McCarthy.
19 "	Dickenson, John	Junior porter	3/- per day	Vice J. Ralton.
19 "	Northwood, Emily	Gatekeeper	Free house	Vice M. Crowe.
19 "	Walton, Ethel	Gatekeeper	Free house	Vice V. Walton.
19 "	Barton, George	Porter	6/- per day	Vice A. Probert.
19 "	Reilly, Maurice	Shunter	7/- per day	Vice P. H. Bond.
19 "	Barrett, Thomas	Junior porter	5/- per day	Vice J. Crossett.
23 "	Robinson, Albert	Telegraph probationer.	2/6 per week	Vice C. Greedy.
24 "	Colc, Caroline	Gatekeeper	7/- per week	Vice E. Greaves.
25 "	Marchant, William	Junior porter	2/6 per day	Vice G. Hankin.
26 "	Brown, Walter	Junior porter	2/6 per day	
1 Mar.	Murphy, Bridget	Gatekeeper	7/- per week	Vice T. White.
1 "	Wallace, Edward	Telegraph probationer.	2/6 per week	
3 "	Eay, Myra	Gatekeeper	Free house	Vice M. Newman.
8 "	Buckland, Arthur	Junior porter	2/6 per day	
5 "	Dawson, Arthur	Junior porter	3/4 per day	Vice J. Dunne.
9 "	Tucker, Henry	Junior porter	2/6 per day	Vice J. Goldthorpe.
9 "	Gannan, Mary	Gatekeeper	Free house	Vice T. Eather.
10 "	Gowanlock, James	Gatekeeper	15/- per week	Vice N. Mexier.
11 "	Kennedy, Walter	Junior porter	3/4 per day	Vice F. Hayck.
12 "	Adams, Ernest	Junior porter	5/- per day	Vice G. Rothwell.
12 "	Charlton, Arthur	Junior porter	2/6 per day	Vice G. Harris.
12 "	Sproule, Arthur	Probationer	10/- per week	Vice W. Pilty.
12 "	Gray, James	Junior porter	2/6 per day	Vice J. Devor.
12 "	Reardon, Edward	Junior porter	2/6 per day	Vice L. Webb.
13 "	O'Toole, Lawrence	Postal assistant	10/- per week	Vice W. Bryant.
14 "	Sykes, Kate	Gatekeeper, and plat- form attendant.	7/- per week	

APPENDIX XXVII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1897. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
15 Mar	Walker, Frederick	Junior porter	2/6 per day	Vice W. Lord.
16 "	Watts, George	Porter	6/- per day	Vice W. Wilson.
17 "	Dunsha, Andrew	Junior porter	4/2 per day	Vice A. Cowie.
19 "	Munro Edward	Telephone boy	10/- per week	
19 "	Cannon Richard	Porter	6/- per day	
19 "	Frew, Margaret	Gatekeeper	Free house	Vice Mrs. Smith.
19 "	Burke Michael	Porter	6/- per day	Vice A. Norton.
19 "	Sanderson, James	Junior porter	3/4 per day	Vice E. Moodie.
19 "	Dogger, Cornelius	Porter	6/- per day	Vice J. Knight.
19 "	Deane, Mary	Gatekeeper	10/- per week	Vice M. Horne.
19 "	McMahon, Joseph	Junior porter	2/6 per day	Vice T. Colgan.
22 "	Morris, Thomas	Junior porter	4/2 per day	Vice F. Lillycrop.
24 "	Gulliver, George	Telephone boy	2/6 per week	Vice J. Howlett.
24 "	Matthews, Herbert	Gatekeeper	15/- per week	Vice E. Cooper.
26 "	Smith, Walter	Junior porter	2/6 per day	
29 "	Lamb, Isabella	Gatekeeper	7/- per week	Vice J. Bowen.
1 April	Brown, Herbert	Apprentice clerk	£30 per annum	Vice F. O'Rourke.
1 "	King, Patrick	Shunter	7/- per day	Re-employed.
1 "	Healion, Thomas	Telegraph probationer.	2/6 per week	
1 "	Webb, Arthur	Telegraph probationer.	2/6 per week	
2 "	Smith, George	Junior porter	3/4 per day	Vice C. Atwell
2 "	Faulkner, Rose	Gatekeeper	Free house	Vice H. Faulkner.
4 "	Blunt, Mrs.	Gatekeeper	Free house	Vice Mrs. Redding.
7 "	O'Connor, Thomas	Junior porter	2/6 per day	
9 "	Humphreys, Harriet	Gatekeeper	6/- per week and house.	Vice A. Smith.
9 "	Sutherland, Christina	Gatekeeper	15/- per week	Vice M. Donnellan.
15 "	Lackey, William	Junior porter	2/6 per day	Vice W. Pringle
15 "	Dawson, Thomas	Junior porter	3/4 per day	Vice R. Pringle.
16 "	Cambridge, John	Porter	6/- per day	Re-employed, vice W. Henebery.
19 "	Steele, John	Porter	6/- per day	Vice T. Vaughan.
30 "	Kane, Martin	Block lad	10/- per week	Vice T. Hodges.
1 May	Carter, Septimus	Telegraph probationer.	2/6 per week	Vice W. Dargan.
1 "	Appleby Ann	Gatekeeper	7/- per week	Vice S. Wilson.
2 "	Winter, Ellen	Laundress	12/6 per week	Vice M. Winter.
3 "	Cook, Richard	Porter	6/- per day	Vice T. Arbuster
3 "	Hartigan, Sarah	Gatekeeper	Free house	Vice J. Duncan.
6 "	Pinkney, John	Telegraph probationer	2/6 per week	Vice W. King.
7 "	Rolph, Eleanor	Gatekeeper	7/- per week	Vice M. Malcolm.
10 "	Guthrie, Mrs. Mary	Gatekeeper	5/- per week and house.	Vice J. Smith.
13 "	Reid, Nora	Gatekeeper	Free house	
18 "	Mulloon, Mrs. Ann	Gatekeeper	7/- per week	Vice M. Croak
19 "	Fox, Thomas	Probationer	10/- per week	
19 "	Coyne, Blanche	Gatekeeper	Free house	Vice G. Kelly.
20 "	Thomas, Mary	Platform attendant	Free house	
20 "	Hibbert, Mrs. Mary	Gatekeeper and platform attendant.	10/- per week and house.	Vice A. Drewe
21 "	Draft, Walter	Gatekeeper	15/- per week	
25 "	Hunt, Robert	Junior porter	4/2 per day	Vice G. Buckpitt.
25 "	Lewis, John	Junior porter	5/- per day	Vice J. Hooper
25 "	Fishburn, Lawrence	Office boy	1/- per week	
25 "	Babington, James	Telegraph probationer.	2/6 per week	
26 "	Pudock, Linden	Apprentice clerk	£30 per annum	Vice A. Solomons.
28 "	Welch, William	Porter	6/- per day	Vice J. Crockett.
31 "	Hooker, Clarence	Block lad	10/- per week	
31 "	Collins, James	Gatekeeper	15/- per week	
31 "	Bradwell, Elizabeth	Gatekeeper	Free house	Vice M. Winter.
1 June	Hawken, Joseph	Gatekeeper	15/- per week	
1 "	Hanne, Ada	Gatekeeper	Free house	Vice E. Cleaver.
3 "	McKervey, Annie	Gatekeeper	7/- per week	Vice S. Ait.
4 "	Faint, Martha	Gatekeeper	7/- per week and house.	Vice J. Kludnist.
4 "	Casey, William	Porter	6/- per day	
4 "	Forrest, William	Junior porter	2/6 per day	
6 "	Dogger, Agnes	Barrack attendant	7/6 per week	Vice F. O'Sullivan.
6 "	Taylor, Bridget	Gatekeeper	15/- per week and house.	Vice S. Houghton.
7 "	Morris, Cecilia	Gatekeeper	Free house	Vice M. Watts
7 "	Rothwell, George	Night officer	£150 per annum	Re-employed, vice C. Smith
8 "	Tiernan, James	Junior porter	3/4 per day	Vice J. Maloney.
8 "	Hollman, John	Telegraph probationer.	2/6 per week	Vice R. Elliott.
9 "	Taylor, Teresa	Gatekeeper	7/- per week	Vice E. Regan.
9 "	Dries, John	Telegraph probationer	2/6 per week	
11 "	McLeod, Arthur	Junior porter	2/6 per day	Vice R. Milligan
11 "	Givney, Arthur	Junior porter	2/6 per day	Vice W. Fulljames
11 "	Devine, Mary	Gatekeeper	7/- per week	Vice M. Dick
11 "	Smith, Minnie	Gatekeeper	7/- per week	Vice H. Lawrence.
11 "	Collins, Joseph	Telegraph probationer.	2/6 per week	
11 "	Wrightson, Charles	Gatekeeper	15/- per week	
11 "	McLean, Catherine	Gatekeeper	7/- per week	
14 "	Butler, Thomas	Telegraph probationer.	2/6 per week	Vice A. Hilbert.
16 "	Dunne, James	Junior porter	5/- per day	Vice J. Anderson.
18 "	Walker, Joseph	Junior porter	5/- per day	Vice W. Moffatt.
24 "	Lawrence, George	Junior porter	4/2 per day	
24 "	Harris, Charles	Junior porter	4/2 per day	
24 "	Blair, Alfred	Junior porter	4/2 per day	
24 "	Appel, Herbert	Junior porter	4/2 per day	
24 "	Ehroy, George	Junior porter	4/2 per day	
24 "	Javes, Archibald	Junior porter	5/- per day	
24 "	O'Brien, John	Junior porter	5/- per day	
24 "	Wood, Archibald	Junior porter	5/- per day	
24 "	West, David	Junior porter	4/2 per day	
24 "	Brian, Henry	Junior porter	5/- per day	
24 "	Benson, Harold	Junior porter	5/- per day	
24 "	Lyne, Charles	Junior porter	4/2 per day	
25 "	Kay, Eliza	Gatekeeper	Free house	Vice Mrs. Williams
25 "	Kennedy, Michael	Junior porter	5/- per day	
26 "	Green, Roland	Junior porter	4/2 per day	
28 "	Johnston, Christopher	Junior porter	5/- per day	
28 "	Gilland, Ernest	Telegraph probationer.	2/6 per week	
28 "	Frost, Mary	Linen attendant	25/- per week	Vice A. Reilly
29 "	Caven, Ernest	Junior porter	4/2 per day	
30 "	Mulleron, James	Porter	6/- per day	
30 "	Thurlock, William	Apprentice clerk	£30 per annum	
1896 SIGNAL AND INTERLOCKING BRANCH				
19 July	Auld, Thomas	Signal fitter	10/- per day	Transferred from extra staff.
5 Nov.	Hanes, William	Pattern maker	10/- per day	
5 "	Usher, Daniel	Labourer	6/6 per day	
5 "	Childs, David	Labourer	6/6 per day	
5 "	Dafe, Arthur	Labourer	6/6 per day	
1897.				
12 Feb.	Swinfield, George	Thsmith	10/- per day	
12 "	Davidson, Samuel	Assistant signal fitter.	8/- per day	
12 "	Jones, William	Labourer	7/- per day	

APPENDIX XXVII—continued.

Date.	Name.	Position.	Rate.	Remarks
ELECTRICAL ENGINEER'S BRANCH.				
1896.				
21 Aug.	Jenter, Ernest	District Inspector	9/- per day	} Transferred from Extra Staff.
1 Dec. 1897.	Brearley, Joseph H. D.	Electrical assistant	£200 per annum	
5 Feb.	Paton, Albert H. C.	Telegraph messenger	1/8 per day	
5 "	Chasing, William	Telegraph messenger	2/- per day	
5 "	McMillan, Archibald	Telegraph messenger	1/8 per day	
5 "	Douglas, Thomas	Telegraph messenger	1/8 per day	
5 "	Wilcoxon, Arthur	Electrical cadet	1/8 per day	
5 "	Fritzler, William T.	Probationer	2/6 per week	
5 "	Nicholas, Samuel	Probationer	2/6 per week	
5 "	Swadling, Charles J.	Telegraph messenger	5/- per week	
5 "	Hainsworth, Henry J.	Telegraph messenger	1/8 per day	
5 "	Compsey, William J.	Probationer	2/6 per week	
12 "	Hart, George	Probationer	2/6 per week	
12 "	Freeman Ernest	Telegraph messenger	1/8 per day	
19 "	Mansfield, Augustus	Telegraph messenger	1/8 per day		} Vice R. Cliff.
19 "	Russell, Roy Y.	Electrical cadet	1/8 per day	
26 "	Tiches, Alfred J. R.	Probationer	2/6 per week	
30 April	Lacey, Mathew J.	Electrical cadet	1/8 per day	
20 May	Webb, Augustus	Electrical cadet	2/3 per day	
25 "	Robertson, William M.	Telegraph messenger	5/- per week	
11 June	Timson, Harold	Probationer	2/6 per week	
PROPERTY AND ESTATE BRANCH.				
1896.				
1 July	Bullock, Arthur P.	Apprentice clerk	£30 per annum	} Transferred from extra staff.
1 "	Paul, Charles R.	Apprentice clerk	£35 per annum	
3 "	McDonald, Joseph	Lad	10/- per week	
3 "	Hlanders, Amos	Foreman	9/- per day	
3 "	Paterson, Ernest J.	Labourer	6/6 per day	
20 Oct.	Lewis, Frank L.	Apprentice clerk	£30 per annum	} Vice R. B. Little.
26 "	Teggart, John G.	Apprentice clerk	£30 per annum	
COMPTROLLER OF STORES BRANCH.				
1896.				
17 Sept.	Kneeshaw, John G.	Messenger	10/- per week	} Vice A. Hatton.
1 Oct. 1897.	Gilbert, Leopold W.	Apprentice clerk	£30 per annum	
26 May	M'Callum, Daniel	Messenger	10/- per week	
SOLICITOR'S BRANCH.				
1896.				
3 Dec.	Brennan, Arthur L.	Messenger	10/- per week	Vice T. Sheridan.
Tramway Employees.				
TRAMWAYS—LOCOMOTIVE BRANCH.				
1896.				
2 July	Hassett, Stephen	Cleaner	3/9 per day	} Extra service, Crown-street Line.
2 "	Kennedy, Edmund T.	Cleaner	3/9 per day	
2 "	Holt, William J.	Cleaner	3/9 per day	
2 "	Abbott, Edgar	Cleaner	3/9 per day	
3 "	Wills, Edward A.	Cleaner	6/- per day	
17 "	Proctor, Charles G.	Apprentice	10d per day	
30 "	Ward, Walter A.	Shop boy	2/3 per day	
3 Aug.	Keyward, Richard	Apprentice	10d per day	
4 "	Arnold, Albert H.	Boy labourer	3/- per day	
5 "	Lewis, William	Apprentice	10d per day	
5 "	Hadaway, Bertie A.	Cleaner	3/9 per day	
23 "	Mitchell, Peter A.	Cleaner	7/6 per day	
2 Sept.	Wickham, James R.	Boy labourer	3/- per day	
3 "	Winfield, Alfred R.	Shop boy	3/- per day	
7 Oct.	Fountain, Harry E.	Cleaner	3/9 per day	
9 "	Andrews, Percy	Relieving fireman and topman.	7/6 per day	
9 "	Grimmins, William	Cleaner	3/9 per day	} Additional staff for Relief and new timetable for improved Tram Service.
9 "	Dixon, Charles F.	Cleaner	3/9 per day	
9 "	Rollings, John	Cleaner	5/6 per day	
10 "	Burrows, John	Cleaner	3/9 per day	
12 "	Moran, Charles F.	Cleaner	3/- per day	
14 "	Pollard, Thomas	Cleaner	3/9 per day	
21 "	McCarthy, Charles	Cleaner	3/9 per day	
20 "	Boden, Joseph	Driver	11/- per day	
20 Nov.	Ryan, Walter	Labourer	6/6 per day	
20 "	Warr, Alfred J.	Painter's assistant	6/6 per day	
18 Dec.	Stewart, Leslie S.	Cleaner	4/6 per day	} Vice C. Wight
18 "	Walker, Samuel R.	Labourer	6/6 per day	
1897.				
1 Jan.	Bingham, Herbert J.	Cleaner	3/- per day	} Vice T. Apps. Vice R. Monro. Vice W. Noyce. Vice H. Gardiner. Vice W. Wanklin. Vice W. Walker. Vice C. Strachan. Vice T. Harland. Vice S. Sparkes.
1 "	Harvey, William J.	Cleaner	3/- per day	
2 "	Pate, Alfred E.	Boy labourer	4/- per day	
2 "	Evans, David	Boy labourer	2/6 per day	
5 "	Parker, William F.	Cleaner	5/6 per day	
10 "	Jones, Horace G.	Cleaner	5/9 per day	
7 Feb.	Allen, Thomas A.	Cleaner	5/6 per day	
11 "	Patten, Charles	Fuehman	6/6 per day	
18 "	Lyne, James J.	Boy labourer	2/- per day	
10 "	Weimar, George	Shop boy	2/- per day	
22 "	Welsh, Hugh	Shop boy	2/3 per day	
18 Mar.	Beckett, William	Shop boy	7/- per day	
22 "	Dodds, William P.	Apprentice	10d per day	
8 April	Dickie, James	Apprentice clerk	£30 per annum	
8 "	Everest, Arthur F.	Boy labourer	2/6 per day	
12 "	Chapman, Henry	Lamp-trimmer	4/- per day	
28 "	Hylund, Joseph J.	Boy labourer	2/6 per day	
28 May	Ball, Nathan F.	Lamp-trimmer	2/6 per day	
3 June	Betts, George	Cleaner	4/6 per day	
4 "	Atkinson, St. Clair	Brassmoulder	10/- per day	
4 "	M'Rae, George	Labourer	6/6 per day	
18 "	Tubby, Henry J.	Cleaner	5/6 per day	
23 "	Holland, Frederick	Shop boy	2/3 per day	
23 "	Daley, Augustus	Shop boy	2/4 per day	

APPENDIX XXVII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1896. TRAMWAYS—TRAFFIC BRANCH.				
1 July	Sherring, Edward G.	Apprentice clerk	£50 per annum	
1 "	Parker, Albert E.	Shorthand clerk	£90 per annum	
3 "	Tighe, Herbert G.	Gripman	7/6 per day	
3 "	Meaney, John	Gripman	7/6 per day	
3 "	Baylis, Walter	Conductor	6/6 per day	
3 "	Campbell, Archibald S.	Junior conductor	6/6 per day	Transferred from extra staff.
3 "	Davidson, William	Messenger	4/2 per day	
3 "	Bennett, Alfred J.	Junior conductor	6/- per day	
3 "	Conn, John W.	Junior conductor	6/6 per day	
3 "	Rogers, Benjamin	Junior conductor	6/6 per day	
9 "	Harris, William J.	Car-cleaner	7/- per day	Re-employed, vice P. Day
14 "	Neale, Charles N.	Office lad	11/8 per week	To look after lost property.
13 Aug.	Tunks, Spencer	Junior car-cleaner	2/6 per day	
14 "	Campbell, William	Gripman	7/6 per day	
14 "	Potter, Charles	Gripman	7/6 per day	
14 "	Brown, Luis	Gripman	7/6 per day	Transferred from extra staff.
14 "	Sproule, William	Gripman	7/6 per day	
14 "	Bales, Charles H.	Starter	7/- per day	
14 "	Murray, Alfred H.	Conductor	6/6 per day	
26 "	Gaudry, George L.	Junior car-cleaner	2/6 per day	Vice J. Bolton.
28 "	Byrne, Charles M.	Junior conductor	6/6 per day	Transferred from extra staff.
28 "	Doyle, Joseph P.	Gripman	7/6 per day	
16 Sept.	Chambers, John	Junior car-cleaner	2/6 per day	Vice C. Brooks.
6 Oct.	Rogers, William	Junior conductor	6/- per day	Vice T. Hughes.
8 "	Jackson, Walter	Assistant lamp-trimmer	2/6 per day	Transferred from extra staff.
8 "	Low, Andrew S.	Telephone boy	10/- per week	
15 "	Brennan, George	Gripman	7/6 per day	Re-employed.
4 Nov.	Murphy, John	Junior conductor	6/- per day	Vice T. Wood.
6 "	Blackstone, Frederick A.	Car-cleaner	6/- per day	
6 "	Turner, Thomas	Gripman	7/6 per day	
6 "	Knight, Frederick	Gripman	8/- per day	Transferred from extra staff.
6 "	Munroe, George	Flagman	6/- per day	
6 "	Peters, Englebert	Flagman	6/- per day	
18 "	Barrack, George	Car-cleaner	6/- per day	Vice F. Day.
21 "	O'Connor, Bartholomew	Car-cleaner	6/- per day	Vice T. O'Donnell
24 "	Brown, Arthur J.	Junior car-cleaner	2/6 per day	Vice S. Tunks.
1 Dec.	Gibbins, Alfred S.	Junior conductor	6/- per day	Vice W. Little.
2 "	O'Donnell, John P.	Conductor	6/6 per day	Vice W. Cook.
9 "	Hook, Benjamin J.	Junior conductor	6/- per day	Vice P. Pickin.
14 "	Naylor, Patrick	Point-cleaner	6/- per day	Vice G. Tracey.
17 "	Hinton, James	Conductor	6/6 per day	Vice G. Fulton.
22 "	Moore, Joseph	Conductor	6/6 per day	Vice G. Vidler.
22 "	Wood, John E.	Junior conductor	6/- per day	Transferred from extra staff.
1897.				
4 Jan.	Hayes, John P.	Conductor	6/6 per day	Vice W. C. Morris.
6 "	Bonamy, Oswald	Office boy	10/- per week	
8 "	Hutton, Joseph T.	Junior conductor	6/- per day	Vice L. Morgan.
14 "	King, Herbert G.	Conductor	6/6 per day	
20 "	Lloyd, George	Conductor	6/6 per day	Vice H. Wilson.
20 "	Wullan, James	Point cleaner	6/- per day	Vice A. Middleton.
21 "	Millington, Walter	Conductor	6/6 per day	Vice J. Smethurst.
21 "	Hutson, George W.	Conductor	6/6 per day	Vice F. Porter.
29 "	Bell, William	Junior conductor	6/- per day	
29 "	Wicks, William H.	Conductor	6/3 per day	Transferred from Extra Staff.
29 "	Beckinsale, Alfred H.	Conductor	6/6 per day	
29 "	Smith, Thomas R.	Junior conductor	6/- per day	Vice R. Keating.
3 Feb.	Summers, John	Junior conductor	6/- per day	Vice T. G. Bray.
11 "	Dunnin, Frederick	Junior conductor	6/- per day	Vice H. Lester.
13 "	Russell, Reginald	Conductor	6/6 per day	Vice J. Fitzosborne.
13 "	Bland, William C.	Junior conductor	6/- per day	Vice P. Day.
18 "	Bishop, James E.	Office boy	10/- per week	
18 "	Schofield, John	Junior conductor	6/- per day	Vice C. Mann.
22 "	Pendergast, James	Conductor	6/6 per day	Vice G. Fulton
26 "	Cran, George	Junior conductor	6/- per day	Transferred from Extra Staff
10 Mar.	Croall, Arthur	Junior conductor	6/- per day	Vice H. Fraser.
15 "	Burke, Francis J.	Conductor	6/6 per day	Vice W. B. Coutts.
26 "	Hippitt, Henry J.	Junior conductor	6/- per day	Transferred from Extra Staff.
27 "	Lewis, William	Conductor	6/6 per day	Vice B. Hayercroft.
9 April	Szytek, Arthur H.	Junior conductor	6/- per day	Vice N. Deaman.
12 "	Clay, Alfred	Point cleaner	6/- per day	Vice G. Thomas.
12 "	Hughes, Thomas	Junior conductor	6/- per day	
23 "	Byrne, Richard	Junior conductor	6/- per day	
23 "	Campbell, William J.	Junior conductor	6/- per day	Transferred from extra staff.
23 "	Vaughan, Edward	Junior conductor	6/- per day	
23 "	Johnstone, Alfred	Junior conductor	6/- per day	
8 May	M'Grath, John J.	Conductor	6/6 per day	Vice I. Groves.
19 "	King, David S.	Junior conductor	6/- per day	Vice W. A. Campbell.
19 "	Mitchell, Daniel R.	Flagman	6/- per day	Vice H. Millington.
21 "	Hurst, Alfred	Junior conductor	6/- per day	Transferred from extra staff.
2 June	Hutton, Henry	Junior conductor	6/- per day	Vice M. Williams.
4 "	Barker, William H.	Conductor	6/3 per day	
4 "	Northey, James T.	Junior conductor	6/- per day	Transferred from extra staff.
4 "	Wilson, Robert S.	Junior conductor	6/- per day	
1896. TRAMWAYS—MAINTENANCE BRANCH.				
3 July	M'Donald, John A.	Tool collector	2/- per day	
3 "	Simpson, William	Tool collector	2/- per day	
17 "	Crowley, Jeremiah	Labourer	7/- per day	
17 "	Jarrett, Thomas	Labourer	7/- per day	
17 "	Riley, Michael	Labourer	7/- per day	
17 "	Duggan, James	Labourer	7/- per day	
17 "	Cornan, John	Labourer	7/- per day	
17 "	Malone, Joseph	Labourer	7/- per day	
17 "	Couroy, John	Labourer	7/- per day	
17 "	Gibson, George	Labourer	7/- per day	
17 "	Quine, James	Labourer	7/- per day	
17 "	Fulton, Charles	Junior labourer	6/- per day	
17 "	Young, Ernest	Junior labourer	6/- per day	
17 "	Parley, James	Junior labourer	6/- per day	
17 "	Newton, William J.	Junior labourer	6/- per day	Transferred from extra staff.
31 "	Bourke, Thomas W.	Labourer	7/- per day	
31 "	Larkin, Michael	Labourer	7/- per day	
11 Sept.	Chapman, Richard	Labourer	6/6 per day	
11 "	Miffen, Edward	Labourer	6/6 per day	
11 "	Ward, Edward	Labourer	6/6 per day	
11 "	Brown, Charles	Labourer	6/6 per day	
20 Nov.	Mayne, Edward	Labourer	7/- per day	
20 "	Warr, James	Labourer	7/- per day	
20 "	Harrington, John	Labourer	6/6 per day	
20 "	Dowling, Charles	Labourer	6/6 per day	
20 "	Ahern, Michael	Labourer	6/6 per day	
1897.				
7 May	Harris, James	Labourer	6/6 per day	
18 June	Gunn, Walter	Labourer	6/6 per day	

APPENDIX XXVIII.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

RETURN showing the Removals of Railway Employees from the 1st July, 1896, to the 30th June, 1897.

Date.	Name.	Position.	Rate.	Remarks.
1896. CHIEF ACCOUNTANT'S BRANCH.				
11 Aug.	Solomons, Simeon	Apprentice Clerk.	£70 per annum	Resigned.
1896. TRAFFIC AUDITOR'S BRANCH.				
22 Aug.	Hatton, George	Junior clerk	£80 per annum	Resigned.
13 Sept.	Sheridan, Robert J.	Traffic Auditor	£700 per annum	Deceased.
24 Oct.	Wolinski, Ury	Apprentice clerk	£70 per annum	Resigned.
9 Nov.	Morgan, Sydney A.	Apprentice clerk	£80 per annum	Deceased.
29 "	Moloney, Patrick J.	Junior clerk	£120 per annum	Resigned.
12 Dec.	Higgs, Charles H.	Clerk	£200 per annum	Resigned.
1897.				
8 May.	Carter, Frederick S.	Apprentice clerk	£70 per annum	Resigned.
29 June	Hancock, Samuel D.	Inspector	£395 per annum	Deceased.
1896. ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
5 July.	Suthons, Joseph	Fettler	7/6 per day	Deceased.
17 "	Dymond, Henry	Fettler	7/6 per day	Deceased.
23 "	Burgess, George	Ganger	9/- per day	Discharged.
25 "	Holloway, Edward	Fettler	7/6 per day	Deceased.
30 "	O'Brien, William	Fettler	7/6 per day	Retired.
30 "	Ab-salom, John	Fettler	7/6 per day	Retired.
30 "	Deacom, James	Labourer	7/8 per day	Retired.
30 "	Hearne, Joseph	Fettler	7/6 per day	Retired.
30 "	Prime, Charles	Labourer	7/6 per day	Retired.
31 "	Mitchell, Joseph	Fettler	7/6 per day	Resigned.
1 Aug.	Miller, Henry	Messenger	8/6 per day	Retired.
4 "	Langford, Henry	Fettler	7/6 per day	Resigned.
13 "	Keckers, Matthew E.	Fettler	7/6 per day	Resigned.
15 "	M'Nuff, Edward	Fettler	7/6 per day	Resigned.
21 "	Taig, John	Labourer	7/6 per day	Deceased.
25 "	Martin, John R., Junior	Labourer	6/6 per day	Resigned.
27 "	Paton, Charles	Fettler	7/6 per day	Retired.
29 "	Cummins, Richard	Fettler	7/6 per day	Deceased.
29 Sept.	Steel, Thomas	Labourer	7/6 per day	Deceased.
10 Oct.	O'Hea, John	Labourer	7/6 per day	Resigned.
22 "	Brown, Thomas	Fettler	7/6 per day	Deceased.
24 "	Smith, Robert	Fettler	7/6 per day	Retired.
29 "	Mabbott, William	Fettler	7/6 per day	Resigned.
31 "	Eskersley, Isaac	Foreman blacksmith	14/- per day	Retired.
31 "	Hay, John	Fettler	7/6 per day	Discharged.
9 Dec.	Puckett, George	Fettler	7/6 per day	Deceased.
23 "	Driver, Samuel	Fettler	7/6 per day	Retired.
1897.				
12 Jan.	Noonan, John	Fettler	7/6 per day	Deceased.
23 "	Caffrey, Michael	Ganger	8/6 per day	Deceased.
28 "	Moran, Patrick	Fettler	7/6 per day	Retired.
28 "	Schroder, Henry	Fettler	7/6 per day	Retired.
28 "	Jones, Frank	Ganger	6/- per day	Deceased.
10 Feb.	Carson, Samuel	Fettler	7/6 per day	Retired.
13 "	Thomas, William	Labourer	7/6 per day	Retired.
17 "	Hazelwood, Charles	Ganger	9/- per day	Retired.
25 "	Dowling, George	Fettler	7/6 per day	Retired.
6 Mar.	Tyree, Frederick W.	Office boy	2/- per day	Resigned.
8 "	Williams, Louis	Fettler	7/6 per day	Retired.
31 "	Farnsworth, Edward	Sub-Inspector	£230 per annum	Retired.
31 "	White, John	Sub-Inspector	£230 per annum	Retired.
10 April	Green, Thomas	Fettler	7/6 per day	Resigned.
20 "	Lyons, Eugene	Ganger	9/- per day	Deceased.
22 "	Billett, William	Labourer	7/6 per day	Deceased.
23 "	Duggan, John	Ganger	9/- per day	Deceased.
29 "	Coote, William	Fettler	7/6 per day	Retired.
11 May.	Hannan, John	Fettler	7/6 per day	Deceased.
22 "	Williams, James	Labourer	7/6 per day	Deceased.
27 "	Fleming, Thomas	Labourer	7/6 per day	Retired.
24 June	Smith, Charles	Ganger	9/- per day	Retired.
25 "	Roberts, Edward	Fettler	7/6 per day	Retired.
1896. CHIEF MECHANICAL ENGINEER'S BRANCH.				
3 July.	Haste, Frank	Striker	7/6 per day	Resigned.
6 "	Drews, Herbert	Striker	7/6 per day	Resigned.
7 "	White, Arthur W.	Fitter	10/- per day	Retired.
9 "	Kemp, Walter J. R.	Apprentice	13/- per day	Resigned.
9 "	Knox, Andrew	Gland picker	8/- per day	Resigned.
20 "	Dunn, James	Labourer	6/6 per day	Deceased.
23 "	Poster, Robert	Painter	9/- per day	Retired.
23 "	Robson, Thomas	Painter	9/8 per day	Retired.
23 "	Fleming, John	Painter	9/- per day	Retired.
23 "	Bowman, Frank	Painter's assistant	7/6 per day	Retired.
23 "	Aubrey, David	Driver	12/- per day	Retired.
23 "	Vercoe, John	Fuchman	7/6 per day	Retired.
23 "	Walker, William	Gland picker	10/- per day	Retired.
23 "	M'Pherson, James	Labourer	7/- per day	Retired.
24 "	Treadwell, Edward	Pumper	8/8 per day	Deceased.
25 "	Petrie, Frederick	Pumper	8/8 per day	Deceased.
27 "	Egan, Michael	Storeman	6/6 per day	Deceased.
30 "	Plunkett, Thomas	Driver	14/- per day	Retired.
31 "	Peat, William	Fireman	10/- per day	Deceased.
31 "	Lemon, William	Labourer	7/6 per day	Deceased.
6 Aug.	Smith, James	Cleaner	7/- per day	Resigned.
8 "	Schlinder, John	Furnaceman	9/6 per day	Deceased.
8 "	Tidswell, Walter	Apprentice	5/- per day	Resigned.
13 "	Kry, Percy	Apprentice	5/- per day	Resigned.
15 "	Robertson, David	Fitter	10/- per day	Discharged.
20 "	Anderson, James	Labourer	7/- per day	Resigned.
21 "	M'Donald, James	Fireman	8/- per day	Discharged.
24 "	Roney, Nelson	Boilermaker's assistant	7/6 per day	Deceased.
29 "	Taylor, James R.	Car builder	10/- per day	Resigned.
14 Sept.	Smith, William	Fireman	10/- per day	Discharged.
17 "	Fell, George F.	Shop boy	5/- per day	Resigned.
17 "	Harkness, John	Boilermaker	11/6 per day	Resigned.
19 "	Egan, Timothy	Fireman	10/- per day	Retired.
24 "	Westwood, Edwin	Striker	7/6 per day	Resigned.
25 "	Orr, William	Painter's assistant	7/3 per day	Deceased.
26 "	Cameron, William	Fireman	9/- per day	Deceased.
29 "	Smith, John	Labourer	7/8 per day	Resigned.
1 Oct.	Bernberg, Coleman	Apprentice	5/- per day	Resigned.

APPENDIX XXVIII—continued.

Date.	Name.	Position.	Rate	Remarks.
1896. CHIEF MECHANICAL ENGINEER'S BRANCH—continued.				
1 Oct.	Hawkins, Wilham	Car builder	10/- per day	Deceased.
4 "	Jennell, Henry	Painter	8/- per day	Deceased.
7 "	Bryant, Leslie	Apprentice	5/- per day	Resigned.
7 "	Thompson, John	Fireman	10/- per day	Discharged.
15 "	Scott, Albert	Fuelman	7/- per day	Resigned.
16 "	Wilson, William	Apprentice	5/- per day	Resigned.
18 "	Ramsay, Andrew	Examiner	10/- per day	Deceased.
22 "	Miller, Joseph	Cleaner	7/- per day	Resigned.
22 "	Campbell, George	Turner	10/- per day	Resigned.
26 "	Flannery, James	Apprentice	2/- per day	Resigned.
9 Nov.	Williams, William	Gland packer	9/- per day	Resigned.
14 Dec.	Walker, William	Boiler inspector	£300 per annum	Deceased.
17 "	Lachlan, Frederick	Call boy	3-3 per day	Left the Service
19 "	Dowhurst, Eli	Fitter	10/- per day	Discharged.
19 "	Hennessy, John	Labourer	6-6 per day	Discharged.
19 "	Higgins, Henry	Labourer	6-6 per day	Discharged.
31 "	Cheeseman, Arthur	Apprentice	2/- per day	Resigned.
1897.				
9 Jan.	McIntyre, John	Apprentice	5/- per day	Resigned.
9 "	Reid, John	Fitter	11/- per day	Deceased.
14 "	Frost, Arthur	Steam-shed inspector	£375 per annum	Deceased.
14 "	O'Sullivan, Michael	Fitter	10/- per day	Resigned.
16 "	Snelton, Richard	Cleaner	7/- per day	Resigned.
21 "	Cowling, George	Lifter	9/2 per day	Resigned.
23 "	Harris, James	Messenger	2/- per day	Discharged.
28 "	Hutchison, Ralph	Boiler-maker	11/6 per day	Discharged.
29 "	Schroeder, Frederick	Labourer	7-6 per day	Resigned.
5 Feb.	Dodd, Thomas	Boiler-maker	10-6 per day	Deceased.
8 "	Walker, Frederick	Pumper	3/8 per day	Deceased.
15 "	Copperwaite, Thomas	Pumper	3/8 per day	Deceased.
25 "	Goodwin, Herbert	Car-builder	10/6 per day	Deceased.
4 Mar.	Earley, James	Cleaner	2-6 per day	Discharged.
6 "	Winspear, William	Apprentice	5/- per day	Resigned.
8 "	Nicholls, John	Crane attendant	7-6 per day	Deceased.
17 "	Taylor, William	Examiner	9/- per day	Deceased.
20 "	Hiley, Francis	Boiler-maker's assistant	8/- per day	Deceased.
23 "	Dibbs, John	Apprentice	5/- per day	Resigned.
23 "	Fenwick, Edward	Cleaner	7/- per day	Resigned.
24 "	Moir, Alexander	Wagon-builder	10/- per day	Resigned.
7 April	Robinson, Henry	Carriage builder	16/6 per day	Deceased.
10 "	Daniels, William	Turner	11/- per day	Resigned.
10 "	Richards, William H.	Labourer	7-6 per day	Discharged.
12 "	Cook, George	Stowman	8/- per day	Resigned.
14 "	Simpson, Frederick	Painter	8/- per day	Deceased.
28 "	Farnham, John	Pumper	8/6 per day	Deceased.
29 "	Knowles, William	Boilermaker's assistant	7/- per day	Deceased.
1 May.	Weeks, George	Assistant examiner	8/- per day	Resigned.
3 "	Dean, Charles	Fitter	10/8 per day	Resigned.
7 "	Baldwin, Horace	Apprentice	3/- per day	Resigned.
8 "	Foster, Charles	Fitter	3/- per day	Resigned.
8 "	Baker, William R.	Carriage builder	10/6 per day	Resigned.
10 "	Lydon, William	Labourer	7-6 per day	Discharged.
16 "	Fieub, George	Labourer	8/- per day	Deceased.
24 "	Dodds, James	Driver	13/- per day	Deceased.
10 June.	Robinson, William	Pumper	3/8 per day	Retired.
12 "	Goodwin, George	Apprentice	7/10 per day	Resigned.
17 "	Cameron, Percy	Apprentice	7/10 per day	Discharged.
17 "	Gumbert, Phillip	Labourer	7/6 per day	Deceased.
18 "	Hall, George	Striker	7/6 per day	Deceased.
24 "	Inglis, Allan	Blacksmith	11/- per day	Deceased.
30 "	Hubbard, James	Steam shed inspector	£250 per annum	Retired.
1898.				
CHIEF TRAFFIC MANAGER'S BRANCH.				
25 June	Herring, Fanny	Gatekeeper	Free house	Resigned.
25 "	Allen, James	Gatekeeper	7/6 per week	Resigned.
1 July	McCullum, Donald	Porter	7/- per day	Deceased.
1 "	Owen, Richard	Porter	7/- per day	Discharged.
2 "	Rowland, Esther	Gatekeeper	Free house	Resigned.
4 "	Joswell, Thomas	Gatekeeper	7/6 per day	Deceased.
9 "	Morris, Cecelia	Gatekeeper	Free house	Discharged.
9 "	Holloway, Annie	Gatekeeper	Free house	Resigned.
9 "	Ganfield, Matilda	Gatekeeper	7/- per week	Resigned.
10 "	Danes, Abel	Porter	7/6 per day	Discharged.
11 "	Richard, Mrs.	Platform attendant	5/- per week	Discharged.
15 "	Butler, Walter H.	Junior porter	5/- per day	Resigned.
18 "	Davis, Matilda	Gatekeeper	7/- per week	Resigned.
20 "	Hutson, Keziah	Gatekeeper	Free house	Discharged.
21 "	Stead, George	Officer-in-charge	£140 per ann.	Resigned.
21 "	Jones, Evan	Porter	3/8 per day	Deceased.
22 "	Killingly, Alfred	Porter	7/6 per day	Discharged.
23 "	Pringle, William	Junior porter	2-6 per day	Discharged.
23 "	Miller, John	Junior porter	4/2 per day	Discharged.
25 "	Prior, Thomas	Porter	7/- per day	Discharged.
27 "	Clifford, William	Shunter	7/6 per day	Resigned.
27 "	Dickson, James	Junior porter	5/- per day	Deceased.
28 "	O'Neil, Robert	Operator	£90 per annum	Resigned.
28 "	La Roche, George	Relieving officer-in-charge.	£150 per annum	Resigned.
30 "	Clarke, Charles	Porter	7-6 per day	Retired.
30 "	Flannery, Michael	Porter	7-6 per day	Retired.
30 "	Partington, William	Porter	8/- per day	Retired.
31 "	Brown, William	Junior clerk	£100 per annum	Resigned.
31 "	M'Neale, James	Porter-in-charge	36/- per week and house	Resigned.
31 "	Davies, George	Clerk	£150 per annum	Resigned.
31 "	Jaques, Joseph	Clerk	£200 per annum	Resigned.
31 "	Daniel, Frederick	Clerk	£170 per annum	Resigned.
1 Aug	Chandler, Stephen	Porter	7/6 per day	Retired.
2 "	Warren, Joseph	Porter	8/- per day	Deceased.
4 "	Porteus, John A.	Clerk	£130 per annum	Resigned.
4 "	Carberry, William	Junior clerk	£90 per annum	Resigned.
4 "	Webb, Thomas	Signalman	11/- per day	Retired.
4 "	Thomson, Charles	Junior porter	5/- per day	Resigned.
4 "	O'Connor, Henry	Porter	6/- per day	Resigned.
6 "	Reed, Francis	Porter	6/- per day	Resigned.
6 "	Anderson, John	Clerk	£165 per annum	Retired.
7 "	Matthews, Thomas	Porter	8/- per day	Retired.
7 "	Wright, George	Guard	10/6 per day	Retired.
10 "	Hall, Thomas	Porter	7/- per day	Resigned.
12 "	Pearcy, Thomas	Night officer	£140 per ann.	Resigned.
12 "	Cronack, Alfred	Officer-in-charge	£150 per ann.	Deceased.
12 "	Cottingham, Frank	Telegraph probationer.	2-6 per week	Resigned.
12 "	Hall, William	Night watchman	7/- per day	Retired.
13 "	Colgan, John	Clerk	£130 per ann.	Resigned.

APPENDIX XXVIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1896. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
17 Aug.	Pringle, Ralph	Telegraph probationer.	2 6 per week	Discharged.
17 "	Tucker, Herbert	Signalman	9 6 per day	Discharged.
20 "	Davies, William	Porter	7/- per day	Resigned.
21 "	Jones, Lillian	Gatekeeper	Free house	Resigned.
25 "	Futton, Walter	Junior porter	5/- per day	Resigned.
25 "	Flanders, William	Junior porter	5/- per day	Resigned.
26 "	Yeo, James	Porter	7/- per day	Retired.
27 "	Hicks, Ernest	Junior porter	4 2 per day	Resigned.
27 "	Ambler, Percy	Junior porter	5/- per day	Resigned.
27 "	Dickey, James	Officer-in-charge	£140 per ann.	Discharged.
27 "	Selden, Oswald	Relieving station-master	£180 per annum	Resigned.
28 "	Fletcher, Henry	Junior porter	3 4 per day	Resigned.
28 "	Flanders, Archibald	Junior clerk	£80 per annum	Resigned.
28 "	Seckold, Herbert	Junior porter	5/- per day	Resigned.
29 "	Moore, Thomas	Junior porter	5/- per day	Resigned.
29 "	Dunn, Patrick	Junior porter	5/- per day	Resigned.
31 "	Price, William	Station-master	£170 per ann.	Retired.
31 "	Pontey, Robert	Junior clerk	£100 per ann.	Resigned.
31 "	Drew, Sidney Charles	Officer-in-charge	£180 per ann.	Resigned.
1 Sept.	Douglas, Charles	Porter	7 6 per day	Discharged.
2 "	Bray, Herbert	Junior porter	5/- per day	Resigned.
4 "	Simms, Charles	Junior porter	3 4 per day	Resigned.
4 "	Roberts, Arthur	Porter	7/- per day	Resigned.
8 "	Newcombe, Kate	Gatekeeper	Free house	Resigned.
8 "	Elkin, Thomas	Junior clerk	£100 per ann.	Resigned.
10 "	Kinsela, Herbert	Junior porter	6/- per day	Resigned.
12 "	Hartman, Alfred	Junior porter	4 2 per day	Resigned.
12 "	Casson, James	Porter	7/- per day	Resigned.
14 "	Pickering, Frank	Clerk	£130 per ann.	Resigned.
16 "	Knox, Alexander	Clerk	£230 per ann.	Resigned.
17 "	Smith, Frederick	Clerk	£150 per ann.	Resigned.
21 "	Bowden, Sarah	Gatekeeper	15/- per week	Deceased.
22 "	Ball, Isabella	Gatekeeper	7/- per week	Discharged.
22 "	Kellick, Frederick	Clerk	£200 per ann.	Resigned.
23 "	Allen, William	Station-master	£160 per ann.	Resigned.
23 "	Brown, George	Operator and clerk	£80 per ann.	Deceased.
24 "	Cuthbert, William	Junior clerk	£80 per ann.	Resigned.
24 "	Roxby, Peter	Apprentice clerk	£70 per ann.	Resigned.
25 "	Kelly, James	Porter-in-charge	40/- per week	Resigned.
30 "	Pearce, James	Porter	8/- per day	Retired.
30 "	Hutton, John	Special inquiry officer.	£146 per annum	Resigned.
30 "	Pryor, Havelock	Junior clerk	£80 per annum	Resigned.
1 Oct.	Nash, Catherine	Gatekeeper	Free house	Resigned.
2 "	O'Regan, Joseph	Junior porter	4 2 per day	Discharged.
7 "	Casey, Michael	Porter	7/- per day	Retired.
7 "	Buckley, Jeremiah	Porter	7 6 per day	Discharged.
11 "	Spencer, Alfred	Junior porter	3 4 per day	Deceased.
14 "	Bennett, George	Junior porter	5/- per day	Discharged.
16 "	Hartman, Richard	Porter	7 6 per day	Discharged.
21 "	Simms, Edward	Junior clerk	£90 per annum	Resigned.
29 "	Harris, Mary	Gatekeeper	7/- per week	Resigned.
30 "	Ralph, Joseph	Gatekeeper	15/- per week	Resigned.
31 "	Rainsford, Persus	Telephone boy	10/- per week	Resigned.
31 "	Helmstey, Clara	Platform attendant	5/- per week	Resigned.
31 "	King, Ernest	Junior porter	4 2 per day	Discharged.
31 "	McMahon, John	Junior porter	3 4 per day	Discharged.
4 Nov.	Robinson, Joseph	Porter	7/- per day	Retired.
4 "	Burgess, William	Guard	10 6 per day	Deceased.
5 "	Sullivan, William	Telegraph probationer.	2 0 per week	Discharged.
5 "	Shepherd, Sarah	Platform attendant	5/- per week	Discharged.
5 "	Cairns, James	Gatekeeper	Free house	Resigned.
5 "	Adams, Mary	Gatekeeper	7/- per week	Resigned.
11 "	Christison, Alexander	Porter	7 6 per day	Discharged.
11 "	O'Donnell, Patrick	Night officer	£130 per annum	Resigned.
12 "	Simms, Emma	Gatekeeper	7/- per week	Discharged.
13 "	Bragg, Benjamin	Porter	7 6 per day	Discharged.
15 "	Wright, Edward	Shunter	7/- per day	Deceased.
16 "	Sinclair, Elizabeth	Gatekeeper	Free house	Resigned.
20 "	Scott, David	Junior porter	2 6 per day	Resigned.
29 "	Dennis, Ann	Gatekeeper	7/- per week	Discharged.
30 "	Taylor, Mary	Gatekeeper	7/- per week and house.	Discharged.
21 "	Wolfenden, Milton	Junior porter	2 6 per day	Resigned.
22 "	Wilson, Miss Anne	Gatekeeper	7/- per week	Resigned.
23 "	Brown, Alexander	Porter	6/- per day	Resigned.
27 "	Smith, Mary	Gatekeeper	Free house	Resigned.
28 "	McDowell, Benjamin	Junior porter	5/- per day	Discharged.
28 "	Costello, William	Junior porter	5/- per day	Discharged.
30 "	Sutcliffe, Walter	Junior clerk	£80 per annum	Resigned.
30 "	Moore, George	Clerk	£150 per annum	Resigned.
2 Dec.	Railton, James	Junior clerk	£90 per annum	Resigned.
2 "	Lovell, Thomas	Officer-in-charge	£140 per annum	Discharged.
4 "	Dunne, Mary	Gatekeeper	Free house	Resigned.
6 "	Wilson, William T.	Porter	7/- per day	Deceased.
9 "	Vidler, Robert	Shunter	7/- per day	Resigned.
9 "	Owen, Mrs. Agnes	Gatekeeper	Free house	Resigned.
11 "	White, Francis	Junior porter	2 6 per day	Discharged.
11 "	Svkes, Kate	Gatekeeper	7/- per week	Discharged.
12 "	Madden, Ernest	Telegraph probationer.	2 6 per week	Resigned.
13 "	Camper, Henry	Night station-master	£150 per annum	Resigned.
18 "	Watson, Robert	Guard	12/- per day	Deceased.
20 "	Hast, Lucy	Gatekeeper	15/- per week	Resigned.
21 "	McGrail, Bridget	Gatekeeper	Free house	Resigned.
23 "	Mayne, Margaret	Gatekeeper	15/- per week and house.	Resigned.
29 "	Wethered, Mrs. Frances	Gatekeeper	10/- per week and house.	Resigned.
29 "	Lindley, Richard	Junior porter	2 6 per day	Discharged.
29 "	Norton, Mary	Gatekeeper	5/- per week and house.	Deceased.
30 "	Blunt, Edward	Guard	10 6 per day	Deceased.
30 "	Kear, Theophilus	Apprentice clerk	£70 per annum	Resigned.
31 "	Beal, Henry	Junior clerk	£100 per annum	Discharged.
31 "	Tretwey, John	Junior porter	2 6 per day	Discharged.
1897.				
1 Jan.	Laing, Joseph	Porter	7 6 per day	Deceased.
1 "	Moran, Patrick	Junior clerk	£120 per annum	Resigned.
1 "	Pryor, Phillip	Apprentice clerk	£70 per annum	Resigned.
1 "	King, William	Guard	10 6 per day	Discharged.
1 "	Odds, William	Officer-in-charge	£155 per annum	Deceased.
1 "	Gallagher, William	Junior clerk	£80 per annum	Resigned.
1 "	Combes, Cecil	Night officer	£140 per annum	Resigned.
1 "	Kielev, Thomas	Junior porter	5/- per day	Resigned.
1 "	Wolfendor, Edgar	Apprentice clerk	£80 per annum	Resigned.
2 "	Wright, Sidney	Officer-in-charge	£140 per annum	Deceased.

APPENDIX XXVIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1897. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
4 Jan.	Hewston, Mrs.	Gatekeeper	7/- per week & house.	Resigned.
4 "	Lord, William	Station-master	£200 per annum	Resigned.
7 "	Green, Alfred	Crossingkeeper	15/- per week	Discharged.
7 "	Cowie, Alexander	Night officer	£130 per annum	Resigned.
9 "	Cowie, Sarah	Gatekeeper	Free house	Resigned.
9 "	Hannon, Mrs. Margaret	Gatekeeper	7/- per week	Resigned.
14 "	Teague, Phillip	Junior clerk	£35 per annum	Resigned.
14 "	Pidcock, Frederick	Junior clerk	£90 per annum	Resigned.
19 "	Watts, John	Porter	6/- per day	Discharged.
21 "	Lee, Annie	Gatekeeper	10/- per week	Resigned.
22 "	Guthrie, Mrs. Mary	Gatekeeper	Free house	Resigned.
26 "	M'Dougall, Louisa	Platform attendant	Free house	Resigned.
28 "	Stinford, Henry	Stationmaster	£175 per annum	Resigned.
1 Feb.	Probert, Arthur	Signalman	8/6 per day	Resigned.
2 "	Stephenson, William	Junior porter	5/- per day	Resigned.
4 "	Hayek, Francis	Porter	7/- per day	Discharged.
5 "	Bryant, Walter	Postal assistant	£30 per annum	Resigned.
8 "	Crossett, James	Porter	35/- per week	Discharged.
9 "	Arblaster, Thomas	Porter	9/- per day	Deceased.
11 "	Vaughan, Thomas	Junior porter	5/- per day	Discharged.
11 "	Moodie, Edward	Porter-in-charge	45/- p. wk. & h'se	Discharged.
11 "	Henebery, William	Shunter	7/6 per day	Discharged.
11 "	Knight, John	Porter	8/- per day	Resigned.
12 "	Colgan, Timothy	Night officer	£150 per annum	Resigned.
16 "	Daley, Kate	Gatekeeper	Free house	Resigned.
18 "	Small, Robert	Relieving officer	£140 per annum	Resigned.
18 "	Dargan, William	Telegraph probationer	2/6 per week	Resigned.
18 "	Crowe, Mildred	Gatekeeper	5/- p. wk. & h'se	Resigned.
18 "	Howlett, James	Night officer	£140 per annum	Deceased.
19 "	Walton, Violet	Gatekeeper	Free house	Resigned.
19 "	Rothwell, George	Signalman	11/6 per day	Discharged.
20 "	O'Rourke, Frank	Junior clerk	£80 per annum	Resigned.
20 "	Harkin, George	Junior porter	2/6 per day	Discharged.
22 "	Garnier, John	Shunter	7/6 per day	Deceased.
24 "	Creaves, Emma	Gatekeeper	7/- per week	Resigned.
26 "	Bunne, James	Junior porter	5/- per day	Discharged.
1 Mar.	White, Susan	Gatekeeper	7/- per week	Resigned.
3 "	Newman, Mary	Gatekeeper	Free house	Resigned.
4 "	Brook, Arthur	Junior porter	5/- per day	Resigned.
5 "	Pringle, Ralph	Junior porter	2/0 per day	Resigned.
8 "	Lillycrop, Frederick	Porter	6/- per day	Resigned.
6 "	Attwill, Charles	Junior porter	3/4 per day	Resigned.
9 "	Eather, Selma	Gatekeeper	Free house	Resigned.
18 "	Hodges, Thomas	Junior porter	5/- per day	Resigned.
20 "	Bartholomew, Rose	Office cleaner	20/- per week	Discharged.
20 "	Manson, George	Relieving stationmaster	£200 per annum	Resigned.
20 "	Horne, Mary	Gatekeeper	10/- per week	Discharged.
26 "	Donnellan, Margaret	Gatekeeper	15/- per week	Resigned.
27 "	Pringle, William	Junior porter	3/4 per day	Discharged.
29 "	Bowen, Joseph	Gatekeeper	7/- per week	Resigned.
31 "	Mellivraith, James	Stationmaster	£165 per annum	Resigned.
31 "	Gelding, Thomas	Junior clerk	£90 per annum	Resigned.
1 April	Faukner, Henry	Gatekeeper	Free house	Discharged.
5 "	Redding, Mrs.	Gatekeeper	Free house	Discharged.
6 "	Smith, Jane	Gatekeeper	5/- per week and house.	Resigned.
8 "	Duckpitt, George	Porter	7/- per day	Deceased.
13 "	Smith, Ambrose	Gatekeeper	Free house	Discharged.
20 "	Moffatt, William	Shunter	7/0 per day	Resigned.
21 "	Anderson, James	Porter	7/- per day	Resigned.
26 "	Crook, Margaret	Gatekeeper	7/- per week	Resigned.
26 "	Hibbert, Albert	Porter	7/- per day	Deceased.
27 "	Foston, William	Ticket collector	8/- per day	Discharged.
30 "	Wilson, Sarah	Gatekeeper	7/- per week	Resigned.
30 "	Fliott, Robert	Telegraph probationer	2/6 per week	Resigned.
1 May	Whiter, Matilda	Gatekeeper and laundress	£20 per week and house.	Deceased.
3 "	Williams, Mrs.	Gatekeeper	20/- per week and house.	Resigned.
3 "	Duncan, Jane	Gatekeeper	Free house	Resigned.
5 "	Cambourne, Annie	Gatekeeper	Free house	Resigned.
6 "	M'Ladden, Agnes	Gatekeeper	7/- per week	Resigned.
7 "	Malcolm, Mary	Gatekeeper	7/- per week	Resigned.
8 "	Alt, Henry	Officer-in-charge	£140 per annum and £58 per annum postal.	Deceased.
13 "	Drewe, Annie	Attendant and gatekeeper	10/- per week	Resigned.
19 "	Kelly, Georgina	Gatekeeper	Free house	Resigned.
21 "	Miligan, Robert	Junior porter	2/6 per day	Discharged.
23 "	Maloney, John	Junior porter	3/4 per day	Discharged.
26 "	Smith, Charles	Officer-in-charge	£140 per annum	Resigned.
31 "	Davidson, Nabel	Porter	8/- per day	Resigned.
1 June	Cleaver, Isabella	Platform attendant	Free house	Resigned.
2 "	All, Sarah	Gatekeeper	7/- per week	Resigned.
4 "	Kfinduist, Jane	Gatekeeper	7/- per week and house.	Resigned.
5 "	Solomons, Alexander	Apprentice clerk	£70 per annum	Resigned.
5 "	Houghton, Sarah	Gatekeeper	15/- per week and house.	Resigned.
5 "	O'Sullivan, Fanny	Barack attendant	7/8 per week	Resigned.
7 "	Watts, Minnie	Gatekeeper	Free house	Resigned.
8 "	Regan, Elizabeth	Gatekeeper	7/- per week	Resigned.
10 "	Walsh, Mrs. Jane	Platform attendant	Free house	Discharged.
10 "	Lawrence, Honora	Gatekeeper	7/- per week	Resigned.
11 "	Dick, Margaret	Gatekeeper	7/- per week	Resigned.
15 "	Fullames, William	Apprentice Clerk	£30 per annum	Discharged.
16 "	Fielding, Thomas	Clerk	£160 per annum	Resigned.
18 "	Proctor, Patrick	Porter	6/- per day	Discharged.
18 "	Kelly, Thomas	Quark	10/6 per day	Deceased.
22 "	Hives, William	Porter	8/- per day	Deceased.
24 "	Atkins, Alfred	Junior Porter	5/- per day	Resigned.
24 "	Blanch, Theophilus	Junior Porter	4/- per day	Resigned.
30 "	Crooke, John	Gatekeeper	15/- per week	Discharged.
30 "	Green, Charles	Clerk	£140 per annum	Retired.
1900. SIGNAL AND INTERLOCKING ENGINEERS' BRANCH				
16 July	Squires, Peter	Driller	8/- per day	Resigned.
31 Dec.	Notman, William	Driller	7/6 per day	Resigned.
1897.				
16 Mar.	Murphy, William	Carpenter	10/- per day	Discharged.
20 May	Boulton, William	Labourer	7/6 per day	Resigned.
22 "	Shurey, Frederick	Labourer	7/6 per day	Deceased.

APPENDIX XXVIII—continued.

Date.	Name.	Position.	Rate.	Remarks.
1896. ELECTRICAL ENGINEER'S BRANCH.				
2 Aug.	Charlton, William H.	Junior fitter	4/- per day	Deceased.
22 "	McCrae, Oliver	Telegraph messenger	3/10 per day	Resigned.
11 Dec.	Hoare, Walter J.	Electrical light attendant, Eveleigh.	£220 per annum	Discharged.
1897.				
27 Jan.	Murdock, Archibald	Fitter	9/- per day	Resigned.
27 "	Cliff, Richard	Electrical cadet	2/3 per day	Resigned.
31 "	Palmer, Charles	Electric light attendant	10/8 per day	Deceased.
17 Mar.	Thurmer, Herman	District Inspector	9/- per day	Resigned.
27 May.	Fritzler, William	Probationer	2/6 per week	Discharged.
1893. PROPERTY AND ESTATE BRANCH.				
28 Sept. 1897.	Little, Robert B.	Junior clerk	£110 per annum	Deceased.
1 Feb.	Vernon, John	Property & estate agent	£725 per annum	Transferred to Treasury Department.
Tramway Employees.				
1896. TRAMWAYS—LOCOMOTIVE BRANCH.				
10 July	Dennison, Oliver	Labourer	6/6 per day	Discharged.
18 "	Boden, Joseph	Driver	13/- per day	Retired.
30 "	Noyce, George W.	Apprentice	5/- per day	Resigned.
3 Aug.	Byrne, John	Labourer	7/- per day	Retired.
4 "	Rogers, John C.	Fitter	10/- per day	Retired.
5 "	Boxall, Joseph	Watchman	7/6 per day	Retired.
18 "	McAnulty, William	Painter's assistant	7/6 per day	Resigned.
14 Sept.	Newlands, Stephen	Cleaner	3/- per day	Resigned.
24 "	Heness, George G.	Labourer	7/- per day	Deceased.
28 "	Kelly, John	Car lifter	5/6 per day	Deceased.
2 Nov.	Ellis, John	Driver	11/- per day	Discharged.
20 "	Magnall, William	Driver	11/- per day	Discharged.
30 "	Wight, Charles	Car lifter	8/6 per day	Deceased.
9 Dec.	Apps, Thomas	Lamp trimmer	7/- per day	Deceased.
1897.				
5 Jan.	Monro, Robert G.	Cleaner	7/- per day	Discharged.
9 Feb.	Noyce, William	Driver	13/- per day	Resigned.
11 "	Stephenson, Michael	Stationary engine-driver	9/- per day	Discharged.
23 "	Gardiner, Henry	Fitter	10/2 per day	Resigned.
10 Mar.	Walker, Walter	Fireman	8/- per day	Resigned.
13 "	Strachan, Charles E.	Labourer	7/- per day	Resigned.
24 "	Wanklin, William	Driver	13/- per day	Resigned.
10 April	Walker, George A.	Brassmoulder	10/- per day	Discharged.
21 "	Harland, Thomas	Driver	11/- per day	Resigned.
6 May.	Burness, William	Labourer	7/- per day	Resigned.
13 "	Sparkes, Sidney H.	Cleaner	3/9 per day	Discharged.
11 June	McLean, Alexander	Cleaner	6/6 per day	Discharged.
19 "	Clarke, James T.	Blacksmith	12/- per day	Deceased.
1896. TRAMWAYS—TRAFFIC BRANCH.				
13 July	Jenkins, Edward	Point cleaner	7/- per day	Resigned.
18 "	Day, Philip	Car cleaner	7/- per day	Retired.
23 "	Breman, George	Gripman	7/8 per day	Resigned.
25 "	Synn, Ernest A.	Gripman	7/0 per day	Resigned.
27 "	Keating, Richard	Flagman	7/- per day	Discharged.
3 Aug.	Bolton, John	Car-cleaner	7/- per day	Deceased.
4 "	Wilson, Neil J.	Senior conductor	8/6 per day	Discharged.
10 "	King, John	Senior conductor	9/- per day	Discharged.
10 "	Matthews, John	Senior conductor	9/- per day	Discharged.
10 "	Williams, Charles	Senior conductor	9/- per day	Discharged.
10 "	Hunby, Arthur C.	Junior conductor	7/- per day	Discharged.
14 "	England, James	Senior conductor	9/- per day	Resigned.
14 "	McCallum, Charles	Junior conductor	7/- per day	Discharged.
21 "	Downie, Robert J.	Junior conductor	6/- per day	Resigned.
1 Oct.	O'Grady, Timothy	Gripman	7/6 per day	Discharged.
3 Nov.	O'Donnell, Thomas	Senior conductor	9/- per day	Deceased.
24 "	Day, Frederick O.	Car cleaner	6/- per day	Discharged.
28 "	Tracy, George J.	Junior conductor	6/- per day	Resigned.
30 "	Vidler, George E.	Conductor	6/6 per day	Discharged.
1897.				
4 Jan.	Fulton, George	Conductor	6/6 per day	Deceased.
8 "	Morgan, Leslie	Junior conductor	6/- per day	Resigned.
12 "	Murray, Alfred H.	Conductor	6/6 per day	Discharged.
12 "	Porter, Frederick S.	Conductor	6/6 per day	Discharged.
12 "	Wilson, Henry	Conductor	6/6 per day	Discharged.
12 "	Smethurst, John E.	Conductor	6/6 per day	Discharged.
15 "	Middleton, Alexander	Junior conductor	6/6 per day	Resigned.
28 "	Harris, William J.	Junior conductor	7/- per day	Discharged.
2 Feb.	Lester, Hiram	Junior conductor	7/- per day	Discharged.
5 "	Bray, Thomas G.	Senior conductor	9/- per day	Resigned.
16 "	Mann, Charles	Conductor	8/- per day	Resigned.
26 "	Fraser, Hugh	Gripman	8/- per day	Discharged.
22 Mar.	Payne, Christopher	Point cleaner	7/- per day	Discharged.
31 "	Van Houten, John	Flagman	7/- per day	Retired.
1 April	Thomas, George W.	Junior conductor	6/- per day	Resigned.
26 "	Frazier, George E.	Senior conductor	9/- per day	Discharged.
27 "	Campbell, William A.	Junior conductor	7/- per day	Discharged.
27 "	Millington, Herbert	Junior conductor	7/- per day	Discharged.
27 "	Large, Joseph	Junior conductor	6/6 per day	Discharged.
30 "	Bristow, George	Pointsman	8/- per day	Discharged.
6 May.	Groves, Frederick	Conductor	6/6 per day	Resigned.
13 "	Williams, Matthew	Senior conductor	9/- per day	Deceased.
18 June	Morris, Patrick	Senior conductor	9/- per day	Deceased.
1896. TRAMWAYS—MAINTENANCE BRANCH.				
2 July	Ench, Matthew	Labourer	7/6 per day	Retired.
16 "	Evans, Thomas	Labourer	7/0 per day	Retired.
16 "	Kellerman, William	Ganger	9/- per day	Retired.
3 Aug.	Casey, Morty	Labourer	7/0 per day	Deceased.
8 "	Sheehan, Jeremiah	Labourer	7/6 per day	Deceased.
1897.				
9 April	Carter, Thomas	Labourer	7/6 per day	Retired.

1897.

LEGISLATIVE ASSEMBLY,
NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS, QUARTER ENDING DECEMBER, 1896.)

Presented to Parliament, pursuant to Act 51 Vic. No. 35, sec. 44.

Printed under No. 2 Report from Printing Committee, 6 May, 1897.

Offices of the Railway Commissioners of New South Wales,
21st January, 1897.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 31st December, 1896, upon the subjects specified, viz. :—

I.—STATE OF THE TRAFFIC.

RAILWAYS.				Quarter ending 31st Dec., 1895.	Quarter ending 31st Dec., 1896.
Miles open	...	...	...	2,531½	2,576½
Revenue	...	1895.	1896.	£870,838	£909,575
	{ Passenger ...	£280,472	£289,012		
	{ Merchandise...}	£590,366	£620,563		
Expenditure	...	...	...	£413,867	£426,195
Train miles run	...	...	...	2,095,314	2,175,454
Earnings per train mile	...	...	...	8/3¼	8/4¼
Expenditure per train mile	...	...	...	3/11½	3/11
Percentage—Expenditure to earnings	...	...	...	47·52	46·86
Number of passengers	...	...	...	5,357,918	5,810,483
Tonnage of goods traffic	...	...	...	1,019,069	1,094,110
Tonnage of live stock traffic	...	...	...	50,495	46,720

TRAMWAYS.				Quarter ending 31st Dec., 1895.	Quarter ending 31st Dec., 1896.
Miles open	...	...	...	61	61
Revenue from all sources	...	...	...	£73,728	£77,027
Expenditure	...	...	...	£62,879	£65,166
Tram miles run	...	...	...	672,973	759,751
Earnings per tram mile	...	...	...	2/2¼	2/0½
Expenditure per tram mile	...	...	...	1/10½	1/8½
Percentage—Expenditure to earnings	...	...	...	85·29	84·60
Number of fares collected	...	...	...	17,407,300	18,225,383

*5.—

RAILWAYS.

II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—SPECIAL RATES.

A statement of the special rates, and the reasons for making the same, will be found as an Appendix, page 4.

IV.—STAFF.

These returns are given as an Appendix, pages 5 to 8.

GENERAL REMARKS.

The line from Jerilderie to Berrigan, a distance of 21 miles 65 chains, was opened for traffic on the 14th of October last, and a section of the Condobolin Line, Parkes to Bogan Gate, a distance of 23 miles 38 chains, was opened on the 15th of December.

The earnings for the quarter show an increase of	£38,737
and the expenses an increase of	12,328
leaving an improved net result of	26,409

The working expenses represent 46·86 per cent. of the gross traffic. Liberal provision for renewals has been made.

The traffic generally shows a satisfactory improvement in all branches, the only exception being with the live stock, the better rainfall recently experienced having enabled the pastoralists to retain their stock to a larger extent than was practicable last year, when the country was afflicted with drought; this present loss will, however, lead to improved business later on.

The increase in the various sections of the traffic is as under :

Coaching traffic, £8,540; 452,565 additional passenger journeys were made.

(Goods—

General merchandise	£22,585
Agricultural produce	9,131
Wool	15,194
Minerals and Sundries... ..	961

The live stock revenue decreased by £17,674.

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The lines are in excellent order and all needful provision is being made for the improving traffic.

TRAMWAYS.

TRAMWAYS.

The traffic shows signs of permanent improvement, the increase
 in revenue for the quarter amounting to £3,299
 The expenses have increased by 2,287
 additional services having been given to the extent of 86,778 miles.

The permanent-way and rolling stock are in good order.

The aggregate revenue from the Railways and Tramways
 for the half-year, 1st July to 31st December,
 amounted to £1,794,393
 being an increase of 78,582
 on the revenue for the corresponding period of 1895.

The Railway working expenses for the half-year represent $50\frac{1}{2}$ per cent. of
 the gross traffic.

We have the honor to be,

Sir,

Your most obedient servants,

E. M. G. EDDY,
 Chief Commissioner.

CHARLES OLIVER,
 Commissioner.

W. M. FEHON,
 Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

Report on Condition of Way and Works for the Quarter ending
31st December, 1896.

Sir,

Office of Engineer-in-Chief for Existing Lines, 6 January, 1897.

I have the honor to report, for the information of the Commissioners, that the permanent-way and works have been satisfactorily maintained during the past quarter, while special attention has been given to the renovation of station-buildings, a large number of which have been repainted.

Re-laying, re-sleepering, and re-ballasting operations have been vigorously carried on.

The curve improvements near Katoomba and Blackheath, and the grade improvement south of Moss Vale Station, have been opened for traffic.

The grade improvements between Maryvale and Geuric have been completed and taken over from the contractor.

The contract for improving the grade between Dargan's Creek and Clarence is progressing.

I have, &c.,

THOMAS R. FIRTH,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the Special Rates which have been made, and the reasons for making such rates, quarter ending 31st December, 1896.

Article.	Rate.	Reason for rate.
Cyanide of potassium	In small quantities, 2nd class rates and conditions.....	To secure traffic.
Coal.....	Bulli to Port Kembla, in owners' trucks, hauled by owners' engines. 1d. per ton per mile. In Commissioners' trucks, hauled by owners' engines, 1d. per ton per mile.	To equalise rates.
Fire curls	In bags, B rates and conditions.....	New rate.
Limestone	Portland to Dapto, 8s. 11d. per ton; Portland to Cockle Creek, 10s. 2d. per ton, provided the traffic is worked in truck loads at the convenience of the Department.	To encourage traffic.
Mining produce	Ores, quartz, pyrites, tailings, and concentrates to be charged through rates when carried over brunch lines.	To encourage traffic.
Machinery	Darling Harbour to Dapto, 10s. per ton, until 31st December, 1896.	To encourage traffic.
Old common bottles	In lots of not less than 5 tons, "A" class rates	To equalise rates.
Pressed zinc ceilings in caes	First-class rates and conditions	New rate.
Paper and paper bags ...	Liverpool to Newcastle, in truck loads of 6 tons—A class rates	To secure traffic.
Shunting charge	2s. 6d. per four and 5s. per six or eight wheeled truck to be charged on traffic shunted on to or from Sandown Siding, Rosehill line—Minimum, 10s. per shunt.	To equalise rates.
Tin plates	Darling Harbour to Penrith, 8s. 1d. per ton	To encourage traffic.
Greasy wool	Darling Harbour to Fairfield, in truck loads of not less than 5 tons. 3s. 9d. per ton.	To equalise rates.
Wormo Specifico	B rates and conditions	New rate.
Wheat.....	Berrigan to Melbourne, in truck loads, 30s. per ton; charge to be apportioned:—Berrigan to Albury, 16s. 11d. per ton; Albury to Melbourne, 13s. 1d. per ton.	To secure traffic.
Bicycles	Between Sydney and Melbourne to be charged 5s. each when accompanied by owners; if conveyed as parcels to be charged at ordinary parcels rates, plus 50 per cent.	To encourage traffic.
Ice	Sent from Sydney to stations on all Branch Lines to be charged the through rate.	Extra facilities.

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employees from the 1st October to the 31st December, 1896.

Date.	Name.	Position.	Rate.	Remarks.
1896. TRAFFIC AUDITOR'S BRANCH.				
29 Oct.	Green, Charles A.	Apprentice clerk	£30 per annum	Vice U. Wolinski.
7 Dec.	Kelly, Edward H.	Apprentice clerk	£50 per annum	Vice S. Morgan.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
19 Aug.	Cubley, Charles	Iron-turner	8/- per day	Vice J. Crawford.
15 Sept.	Norton, John J.	Ganger	8/6 per day	Vice A. Marshall.
18 "	Castle, Alfred	Labourer	6/6 per day	Transferred from extra staff.
22 "	Burley, John	Fettler	6/6 per day	Vice H. Reynolds.
2 Oct.	Thomas, Jacob	Labourer	6/6 per day	Vice H. Langford.
9 "	Tyrer, Frederick W.	Office boy	2/- per day	Vice F. Parsons.
10 "	James, William	Fitter's improver	5/- per day	Transferred from extra staff.
10 "	Webb, Herbert	Messenger	1/- per day	
14 "	Taylor, Alfred	Labourer	7/- per day	Vice J. Deacom.
14 "	Norton, William	Labourer	7/- per day	Vice C. Prime.
14 "	Jackson, John J.	Labourer	7/- per day	Vice J. Taig.
14 "	Breadon, Thomas	Labourer	7/- per day	Vice H. Diamond.
16 "	McGann, Michael	Labourer	6/- per day	Transferred from extra staff.
17 "	Howlett, Thomas	Labourer	7/- per day	Vice E. McNuff.
19 "	Mayo, Alfred E.	Labourer	6/6 per day	Vice J. R. Martin, junior.
19 "	Lamb, George	Fencer	2/- per day	Transferred from extra staff.
19 "	Jepson, John	Labourer	6/6 per day	
26 "	Loehrin, Thomas	Office boy	2/- per day	Vice J. Lochrin.
27 "	Denn, Frederick	Labourer	7/6 per day	Vice T. Steel.
29 "	Maudsley, James	Office boy	2/- per day	Vice J. Matthews.
2 Nov.	Forward, Reginald N.	Office boy	2/- per day	Vice W. Forward.
10 "	Levitt, Walter W. C.	Office boy	2/- per day	Vice F. Dean.
16 "	Burdley, William John	Labourer	7/- per day	Vice W. O'Brien.
24 "	Wareham, George	Labourer	6/6 per day	Vice T. Brown.
25 "	Trunley, John	Labourer	7/- per day	Transferred from extra staff.
27 "	Moir, James	Shop boy	3/- per day	Vice W. Fawcett.
27 "	Richards, Robert Henry	Shop boy	3/- per day	
28 "	Howe, Michael	Labourer	6/6 per day	Vice J. Hearne.
5 Dec.	Bailey, Thomas	Fettler	7/6 per day	Vice L. Ekersley.
6 "	Harding, George	Fettler	7/6 per day	Vice W. Mabbott.
14 "	Murray, Robert	Labourer	6/6 per day	Vice J. Mitchell.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 Oct.	King, Robert	Labourer	7/- per day	Transferred from extra staff.
1 "	Furness, Frederick	Shop boy	2/6 per day	Vice A. Nugent.
2 "	Shonlts, Richard	Apprentice	-10 per day	Vice P. Tidswell.
3 "	Harris, James	Messenger	2/- per day	Vice A. Hillarc.
3 "	Davis, Claude	Cleaner	3/3 per day	At Junee.
12 "	Hansworth, Hugh	Cleaner	5/- per day	At Penrith.
12 "	Rust, Ernest	Cleaner	4/- per day	At Bathurst.
12 "	Appleby, Percy	Apprentice	-10 per day	Vice E. Smith.
17 "	Linehan, John P.	Apprentice	-10 per day	At Newcastle.
19 "	Melville, William R.	Apprentice	-10 per day	Vice J. R. Taylor.
19 "	Lloyd, Arthur E.	Apprentice	-10 per day	Vice P. Key.
19 "	Izenhood, Ernest H.	Telephone boy	3/3 per day	Vice M. Egan.
22 "	Patterson, Walter	Apprentice	-10 per day	Vice T. Plunkett.
22 "	Davidson, Alexander	Call boy	4/- per day	At Eveleigh.
22 "	Harmon, William	Telephone boy	4/- per day	
23 "	Ottaway, Alfred	Shop boy	2/6 per day	At Wellington.
24 "	Ferguson, Robert	Shop boy	2/3 per day	At Newcastle.
26 "	Prosser, Harry	Office boy	2/6 per day	Vice J. Kavanagh.
24 "	Short, William	Apprentice	-10 per day	Vice D. Robertson.
30 "	Bourne, Frank	Shop boy	2/3 per day	Vice W. Orr.
2 Nov.	Munday, Augustus	Office boy	2/6 per day	Vice E. Richardson.
2 "	McFadzean, Thomas	Fuelman	6/6 per day	At Coulburn.
3 "	Strange, Frank W.	Cleaner	3/3 per day	
5 "	McNamara, Desmond	Cleaner	2/6 per day	Vice E. Treadwell.
10 "	Nissen, Thomas	Apprentice	-10 per day	Vice W. Wilson.
10 "	Brooks, James	Apprentice	-10 per day	Vice L. Bryant.
11 "	Earley, James	Cleaner	2/6 per day	Vice W. Cameron.
12 "	Reidy, Martin	Striker	6/8 per day	Transferred from extra staff.
12 "	Ashburner, Henry W.	Labourer	6/8 per day	Vice J. Schlinker.
12 "	Wallace, Howard	Apprentice	-10 per day	Vice J. Holloway.
13 "	Howell, Clifford	Cleaner	4/- per day	At Picton.
13 "	Rose, Edward	Oiler	7/8 per day	Vice A. Ramsay.
16 "	Brown, Thomas	Cleaner	5/6 per day	Vice J. Miller.
16 "	Crouch, Henry	Shop boy	2/- per day	Vice G. Camping.
20 "	Layton, David	Fuelman	0/6 per day	Vice J. Smith.
23 "	Wood, Newton	Cleaner	3/3 per day	New opening, Berrigan line.
23 "	Paton, Percy H.	Apprentice	-10 per day	At Eveleigh.
24 "	Goddard, Alfred	Apprentice	-10 per day	Vice W. Hawkins.
25 "	Laue, George	Shop boy	2/6 per day	At Eveleigh.
27 "	Hutchison, David	Fuelman	6/6 per day	Vice W. Passfield.
1 Dec.	Brennan, William	Shop boy	2/6 per day	At Eveleigh.
2 "	Randall, Sidney	Cleaner	3/3 per day	At Penrith.
4 "	Crawley, Albert	Shop boy	3/3 per day	Vice H. Burnell.
4 "	Brown, William	Cleaner	6/- per day	Vice T. Egan.
9 "	Terry, William	Boy	4/- per day	Vice D. Bussey.
10 "	Hickey, Frederick	Call boy	4/- per day	At Bathurst.
10 "	Walker, William	Apprentice	-10 per day	Vice C. Bornberg.
10 "	Garnett, George	Apprentice	-10 per day	Vice J. Flannery.
12 "	Bingham, Charles	Oiler	0/6 per day	At Eveleigh.
18 "	Brown, Henry E.	Cleaner	5/- per day	Vice W. Williams.
CHIEF TRAFFIC MANAGER'S BRANCH.				
25 Sept.	Doran, Denis	Gatekeeper	15/- per week	Vice J. Colgan.
23 "	Monro, John	Apprentice clerk	£30 per annum	Vice G. Brown.
2 Oct.	Dickey, Andrew	Junior porter	2/6 per day	Vice G. Stead.
2 "	Williams, John	Telegraph probationer	2/6 per week	At Blayney.
8 "	McIntosh, Charles	Apprentice clerk	£30 per annum	Vice H. Pryor.
16 "	Colless, Edwin	Junior porter	2/6 per day	Vice H. Hansworth.
16 "	Wright, George	Porter	7/- per day	Re-employed.
19 "	Golding, Jane	Gatekeeper	Free house	At Fairfield.
19 "	Rochester, William	Telegraph probationer	2/6 per week	At Gundagai.
19 "	Starr, George	Telegraph probationer	2/6 per week	At Orange.
19 "	Bryant, John	Junior porter	2/6 per day	Vice F. Smith.
19 "	Ward, Robert	Telegraph probationer	2/6 per week	At Gosford.
19 "	Stebbard, Alfred	Junior porter	3/4 per day	Vice J. McMillan.
22 "	Street, Charles	Telegraph probationer	2/6 per week	At Dubbo.
23 "	Woods, Perry	Telegraph probationer	2/6 per week	At Wagga.
24 "	Collier, Herbert	Junior porter	5/4 per day	Vice E. Hicks.
26 "	Taylor, Joseph	Telegraph probationer	2/6 per week	At West Maitland.
28 "	Dyson, Francis	Junior porter	2/6 per day	Vice J. Dickey.
30 "	Anderson, John	Telephone boy	10/- per week	Vice J. Kelly.
30 "	Tunewell, Thomas	Porter	6/- per day	Vice R. Hawman.
2 Nov.	Maier, Thomas	Junior porter	2/6 per day	Vice W. Hall.

APPENDIX III.—continued.

Date.	Name.	Position.	Rate.	Remarks.
1896.				
CHIEF TRAFFIC MANAGER'S BRANCH <i>continued</i>				
2 Nov.	Smith, Adeline	Barrack attendant	10/- per week	At Hay.
2 "	Dalley, Patrick	Telegraph probationer.	2/6 per week	At Lyndhurst.
2 "	Pringle, Ralph	Junior porter	2/6 per day	Vice R. Cairns.
2 "	Norman, George	Junior porter and gate-keeper.	2/6 per day	Vice J. Cassin.
2 "	Collins, Jane	Gatekeeper	7/- per week	Vice M. Harris.
5 "	Johnson, William	Telegraph probationer.	2/6 per week	At Milson's Point.
5 "	Wright, Francis	Telegraph probationer.	2/6 per week	At Mittagong.
6 "	Pries, Jane	Gatekeeper	7/- per week	Vice M. Adams.
6 "	Hogan, Daniel	Junior porter	5/- per day	Vice A. Brown.
12 "	Sims, Mary	Gatekeeper	7/- per week	Vice E. Sims.
13 "	Hunter, William	Porter	6/- per day	Vice P. O'Donnell.
13 "	Lloyd, Henry	Telephone boy	10/- per week	Vice J. Buckley.
13 "	Edmonds, Edgar	Telephone boy	10/- per week	Vice A. Christison.
13 "	O'Sullivan, Patrick	Telegraph probationer.	2/6 per week	Vice G. Fulton.
13 "	Sargent, John	Junior porter	3/4 per day	Vice H. Jolly.
13 "	Bourke, Anne	Gatekeeper	Free house	Vice J. Cairns.
14 "	Clarkson, Henry	Telephone boy	10/- per week	Vice U. Rainsford.
15 "	Solling, William	Gatekeeper	15/- per week	Vice J. Ralph.
16 "	Maguire, Percy	Junior porter	5/- per day	Vice A. Spencer.
16 "	Buckpit, Mary	Gatekeeper	Free house	Vice E. Sinclair.
17 "	Fearnside, William	Telegraph probationer.	2/6 per week	At Bathurst.
18 "	Kelly, William	Junior porter	2/6 per day	Vice T. Ekin.
18 "	Willis, John	Telegraph probationer.	2/6 per week	At Yass Junction.
20 "	Francis, William	Gatekeeper	15/- per week	Vice S. Stanton.
20 "	Doyle, Edward	Junior porter	3/4 per day	Vice T. Moore.
23 "	Lidman, Mary	Platform attendant	2/6 per week	At Leura.
23 "	Tucker, Herbert	Porter	7/- per day	Re-employed.
23 "	Tracy, Mrs. Ellen	Gatekeeper	7/- per week	Vice A. Wilson.
24 "	Dingle, Oswald	Telegraph probationer.	2/6 per week	At Nvgan.
24 "	Myhreist, John	Telegraph probationer.	2/6 per week	At Waterfall.
25 "	Sumus, Ernest	Telegraph probationer.	2/6 per week	At Tamworth.
25 "	Sulth, Adrian	Telegraph probationer.	2/6 per week	At Narrabri.
25 "	Adams, Herbert	Telegraph probationer.	2/6 per week	At Moss Vale.
25 "	McLennan, Leslie	Junior porter	2/6 per day	Vice J. McMahon.
27 "	Reil, John	Telephone boy	10/- per week	Vice A. Cromack.
27 "	Harding, Sarah	Gatekeeper	7/- per week	At 140 miles South.
27 "	Ryan, Bridget	Gatekeeper	Free house	Vice M. Smith.
28 "	Piggott, David	Junior porter	2/6 per day	Vice D. Scott.
28 "	Christison, Alexander	Porter	7/6 per day	Vice W. Lord.
30 "	Foster, James	Telegraph probationer.	2/6 per week	At Goulburn.
30 "	Munson, William	Porter	6/- per day	Re-employed.
1 Dec.	Price, John	Junior porter	5/- per day	Vice G. Bennett.
2 "	Crawford, James	Junior porter	2/6 per day	Vice M. Wolfenden.
2 "	Bryant, Walter	Postal assistant.	£30 per annum	Vice A. Hartman.
3 "	Crook, John	Gatekeeper	15/- per week	Vice H. Tucker.
4 "	Hast, Lucy	Gatekeeper	15/- per week	Vice S. Bowden.
4 "	Greedy, Mary	Gatekeeper	Free house	Vice M. Dunne.
4 "	Watts, John	Porter	6/- per day	Vice G. La Roche.
4 "	Prothorpe, Mrs. Anne	Platform attendant	7/- per week	At Coomong.
7 "	Crempin, Mrs.	Gatekeeper	Free house	Vice A. Owen.
8 "	Lansdowne, Walter	Telegraph probationer.	2/6 per week	At Breadalbane.
14 "	Wright, Athol	Telegraph probationer.	2/6 per week	At Beccroft.
14 "	Spencer, Charles	Junior porter	2/6 per day	At Car-washing Department, Sydney
14 "	Walker, Sydney	Junior porter	2/6 per day	Vice B. Bragg.
15 "	Nye, Alfred J.	Junior porter	2/6 per day	Vice E. Witter.
15 "	Lyons, Joachim	Telegraph probationer.	2/6 per week	Vice W. Sullivan
15 "	Buckley, Jeremiah	Porter	7/6 per day	Re-instated.
18 "	Holden, Thomas	Junior porter	2/6 per day	Vice H. Beal.
18 "	Deas, James	Junior porter	2/6 per day	Vice J. Owen, to Broadmeadow.
22 "	Hodgins, Andrew	Junior porter	5/- per day	Vice F. Watts, to assistant guard.
23 "	Thew, Georgina	Gatekeeper	15/- per week & house.	Vice M. Mayne.
23 "	Blade, John	Junior porter	2/6 per day	At Sydney.
24 "	Magriven, Patrick	Junior porter	3/4 per day	Vice W. Flandels
24 "	Nelson, John	Junior porter	2/6 per day	Vice P. Teague.
28 "	Thompson, Richard	Junior porter	2/6 per day	At Central Office.
28 "	Hands, Sidney	Telephone-boy	10/- per week	Vice T. Hughes, to Petersham.
28 "	Wall, William	Junior porter	2/6 per day	Vice H. Wakeham.
30 "	Russell, John	Apprentice clerk	£30 per annum	Vice H. Bonamy.
30 "	Russell, John	Junior porter	2/6 per day	Vice G. Moore.
30 "	McGregor, John	Telegraph probationer.	2/6 per week	At Hurlville
30 "	Norton, William	Gatekeeper	5/- per week and house.	Vice M. Norton
SIGNAL AND INTERLOCKING ENGINEERS' BRANCH.				
5 Nov.	Haines, William	Pattern-maker	10/- per day	} Transferred from extra staff.
5 "	Usher, Daniel	Labourer	6/6 per day	
5 "	Childs, David	Labourer	6/6 per day	
5 "	Daft, Arthur	Labourer	6/6 per day	
ELECTRICAL ENGINEERS' BRANCH.				
1 Dec.	Brennery, Joseph H. D.	Electrical assistant	£200 per annum	Transferred from extra staff.
PROPERTY AND ESTATE BRANCH.				
20 Oct.	Lewis, Frank L.	Apprentice clerk	£30 per annum	} Vice R. B. Little.
26 "	Taggart, John G.	Apprentice clerk	£30 per annum	
COMPTROLLER OF STORES BRANCH.				
1 Oct.	Gilbert, Leopold W.	Apprentice clerk	£30 per annum	Vice A. Hatton.
SOLICITOR'S BRANCH.				
3 Dec.	Brennan, Arthur L.	Messenger	10/- per week	Vice F. Sheridan.
FRAMWAYS—LOCOMOTIVE BRANCH.				
7 Oct.	Fountain, Harry E.	Cleaner	3/9 per day	Vice S. Newlands.
9 "	Andrews, Percy	Relieving fireman and ropeman.	7/6 per day	Vice W. Carr.
9 "	Grimmins, William	Cleaner	3/9 per day	} Additional staff for Relief and new timetable for improved Train Service.
9 "	Dixon, Charles F.	Cleaner	3/9 per day	
9 "	Rollings, John	Cleaner	5/6 per day	
10 "	Burrows, John	Cleaner	3/9 per day	
12 "	Moran, Charles F.	Cleaner	3/- per day	
14 "	Pollard, Thomas	Cleaner	3/9 per day	
21 "	McCarthy, Charles	Cleaner	3/9 per day	
30 "	Boden, Joseph	Driver	11/- per day	
20 Nov.	Ryan, Walter	Labourer	6/6 per day	Re-employed <i>see</i> J. Ellis.
20 "	Warr, Alfred J.	Painter's assistant	6/6 per day	Transferred from extra staff.
13 Dec.	Stewart, Leslie S.	Cleaner	4/6 per day	Transferred from extra staff.
18 "	Walker, Samuel R.	Labourer	6/6 per day	Vice C. Wight.

APPENDIX III—continued.

Date.	Name.	Position.	Rate.	Remarks.
1896. TRAMWAYS—TRAFFIC BRANCH.				
6 Oct.	Rogers, William	Junior conductor	6/- per day	Vice T. Hughes.
8 "	Jackson, Walter	Assistant lamp-trimmer	2 6 per day	Transferred from extra staff.
8 "	Low, Andrew S.	Telephone boy	10/- per week	To attend to telephones.
15 "	Brennan, George	Gripman	7 6 per day	Re-employ ed.
4 Nov.	Murphy, John	Junior conductor	6/- per day	Vice T. Wood.
6 "	Blackstone, Frederick A.	Car-cleaner	6/- per day)
6 "	Turner, Thomas	Gripman	7 6 per day	
6 "	Knight, Frederick	Gripman	8/- per day	) Transferred from extra staff
6 "	Munroe, George	Flagman	4/- per day	
6 "	Peters, Engelbert	Flagman	8/- per day)
18 "	Barraek, George	Car-cleaner	6/- per day	
21 "	O'Connor, Bartholomew	Car-cleaner	6/- per day	Vice F. O'Day.
24 "	Brown, Arthur J.	Junior car-cleaner	2 6 per day	Vice T. O'Donnell.
1 Dec.	Gibbins, Alfred S.	Junior conductor	6/- per day	Vice S. Tanks.
2 "	O'Donnell, John P.	Conductor	6 6 per day	Vice W. Little.
9 "	Hook, Benjamin J.	Junior conductor	8/- per day	Vice W. Cook.
14 "	Naylor, Patrick	Point-cleaner	6 - per day	Vice P. Pickin.
17 "	Hinton, James	Conductor	6 6 per day	Vice G. Tracey.
22 "	Moore, Joseph	Conductor	6 6 per day	Vice G. Fulton.
22 "	Wood, John F.	Junior conductor	6 - per day	Vice G. Vidler. Transferred from extra staff
TRAMWAYS—MAINTENANCE BRANCH.				
20 Nov.	Mayne, Edward	Labourer	7/- per day	) Transferred from extra staff.
20 "	Ward, James	Labourer	7/- per day	
20 "	Harrington, John	Labourer	6 6 per day	
20 "	Dowling, Charles	Labourer	6 6 per day	
20 "	Ahern, Michael	Labourer	6 6 per day)

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st October to the 31st December, 1896.

Date.	Name.	Position.	Rate.	Remarks.
1896. TRAFFIC AUDITOR'S BRANCH.				
24 Oct.	Wolinski, Ury	Apprentice clerk	£70 per annum	Resigned.
4 Nov.	Morgan, Sydney A.	Apprentice clerk	£30 per annum	Deceased.
30 "	Moloney, Patrick J.	Junior clerk	£120 per annum	Resigned.
12 Dec.	Higgs, Charles H.	Clerk	£200 per annum	Resigned.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH				
16 Oct.	O'Hea, John	Labourer	7 6 per day	Resigned.
22 "	Brown, Thomas	Fettler	7 6 per day	Deceased.
24 "	Smith, Robert	Fettler	7 6 per day	Retired.
29 "	Mabbott, William	Fettler	7 6 per day	Resigned.
31 "	Biskorsley, Isaac	Foreman blacksmith	14/- per day	Retired.
31 "	Hay, John	Fettler	7 6 per day	Discharged.
9 Dec.	Puckett, George	Fettler	7 6 per day	Deceased.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 Oct.	Bernberg, Coleman	Apprentice	5/- per day	Resigned.
1 "	Hawkins, William	Car builder	10/- 6 per day	Deceased.
4 "	Burnell, Henry	Painter	8/- per day	Deceased.
7 "	Bryant, Leslie	Apprentice	5/- per day	Resigned.
7 "	Thompson, John	Fireman	10/- per day	Discharged.
16 "	Scott, Albert	Fuelman	7/- per day	Resigned.
16 "	Wilson, William	Apprentice	5/- per day	Resigned.
18 "	Ramsay, Andrew	Examiner	10/- per day	Deceased.
22 "	Miller, Joseph	Cleaner	7/- per day	Resigned.
22 "	Campbell, George	Turner	10/- per day	Resigned.
26 "	Flannery, James	Apprentice	2/- per day	Resigned.
9 Nov.	Williams, William	Gland packer	3/- per day	Resigned.
14 Dec.	Walker, William	Boiler inspector	£300 per annum	Deceased.
17 "	Lachlan, Frederick	Call boy	3 3 per day	Left the Service.
19 "	Dewhurst, Eli	Filter	10/- per day	Discharged.
19 "	Hennessy, John	Labourer	6 6 per day	Discharged.
19 "	Higgins, Henry	Labourer	6 6 per day	Discharged.
31 "	Checceman, Arthur	Apprentice	2 - per day	Resigned.
CHIEF TRAFFIC MANAGER'S BRANCH.				
30 Sept.	Pearce, James	Porter	8/- per day	Retired.
30 "	Hutton, John	Special inquiry officer	£140 per annum	Resigned.
30 "	Pryor, Havelock	Junior clerk	£80 per annum	Resigned.
1 Oct.	Nash, Catherine	Gatekeeper	Free house	Resigned.
2 "	O'Regan, Joseph	Junior porter	4 2 per day	Discharged.
7 "	Casoy, Michael	Porter	7/- per day	Retired.
7 "	Buckley, Jeremiah	Porter	7 6 per day	Discharged.
11 "	Spencer, Alfred	Junior porter	3 4 per day	Deceased.
14 "	Bennett, George	Junior porter	5/- per day	Discharged.
16 "	Jarman, Richard	Porter	7 6 per day	Discharged.
21 "	Simms, Edward	Junior clerk	£90 per annum	Resigned.
29 "	Harris, Mary	Gatekeeper	7/- per week	Resigned.
30 "	Ralph, Joseph	Gatekeeper	15/- per week	Resigned.
31 "	Hainsford, Perse	Telephone boy	10/- per week	Resigned.
31 "	Helmstey, Clara	Platform attendant	5/- per week	Resigned.
31 "	King, Ernest	Junior porter	4 2 per day	Discharged.
31 "	McMahon, John	Junior porter	3 4 per day	Discharged.
4 Nov.	Robinson, Joseph	Porter	7/- per day	Retired.
4 "	Burgess, William	Guard	10 6 per day	Deceased.
5 "	Sullivan, William	Telegraph probationer	2 8 per week	Discharged.
5 "	Shepherd, Sarah	Platform attendant	5/- per week	Discharged.
5 "	Cairns, James	Gatekeeper	Free house	Resigned.
5 "	Adams, Mary	Gatekeeper	7/- per week	Resigned.
11 "	Christison, Alexander	Porter	7 6 per day	Discharged.
11 "	O'Donnell, Patrick	Night officer	£120 per annum	Resigned.
12 "	Simms, Emma	Gatekeeper	7/- per week	Discharged.
13 "	Bragg, Benjamin	Porter	7 6 per day	Discharged.
15 "	Writer, Edward	Shunter	7/- per day	Deceased.
16 "	Sinclair, Elizabeth	Gatekeeper	Free house	Resigned.
20 "	Scott, David	Junior porter	2 3 per day	Resigned.

APPENDIX IV—continued.

Date.	Name.	Position.	Rate.	Remarks.
1896. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
20 Nov.	Dennis, Ann	Gatekeeper	7/- per week	Discharged.
20 "	Taylor, Mary	Gatekeeper	7/- per week and house.	Discharged.
21 "	Wolfenden, Milton	Junior porter	2/8 per day	Resigned.
22 "	Wilson, Miss Anne	Gatekeeper	7/- per week	Resigned.
23 "	Brown, Alexander	Porter	6/- per day	Resigned.
27 "	Smith, Mary	Gatekeeper	Free house	Resigned.
28 "	M'Dowell, Benjamin	Junior porter	5/- per day	Discharged.
28 "	Costello, William	Junior porter	5/- per day	Discharged.
29 "	Sutcliffe, Walter	Junior clerk	£25 per annum	Resigned.
30 "	Moore, George	Clerk	£130 per annum	Resigned.
2 Dec.	Railton, James	Junior clerk	£90 per annum	Resigned.
2 "	Lovell, Thomas	Officer-in-charge	£140 per annum	Discharged.
4 "	Dunne, Mary	Gatekeeper	Free house	Resigned.
6 "	Wilson, William T.	Porter	7/- per day	Deceased.
9 "	Vidler, Robert	Shunter	7/- per day	Resigned.
9 "	Owen, Mrs. Agnes	Gatekeeper	Free house	Resigned.
11 "	White, Francis	Junior porter	2/6 per day	Discharged.
11 "	Sykes, Kate	Gatekeeper	7/- per week	Discharged.
12 "	Madden, Ernest	Telegraph probationer	2/6 per week	Resigned.
13 "	Canper, Henry	Night station-master	£150 per annum	Resigned.
18 "	Watson, Robert	Guard	12/- per day	Deceased.
20 "	Hast, Lucy	Gatekeeper	15/- per week	Resigned.
21 "	M'Grath, Bridget	Gatekeeper	Free house	Resigned.
23 "	Mayne, Margaret	Gatekeeper	16/- per week and house.	Resigned.
23 "	Wethored, Mrs. Frances	Gatekeeper	10/- per week and house.	Resigned.
29 "	Landley, Richard	Junior porter	2/6 per day	Discharged.
29 "	Norton, Mary	Gatekeeper	5/- per week and house.	Deceased.
30 "	Blunt, Edward	Guard	10/6 per day	Deceased.
30 "	Kear, Theophilus	Apprentice clerk	£75 per annum	Resigned.
31 "	Beal, Henry	Junior clerk	£100 per annum	Discharged.
31 "	Trethewey, John	Junior porter	2/6 per day	Discharged.
ELECTRICAL ENGINEER'S BRANCH.				
11 Dec.	Hoare, Walter J.	Electrical light attend- ant, Eveligh.	£220 per annum	Discharged.
TRAMWAYS—LOCOMOTIVE BRANCH.				
2 "	Ellis, John	Driver	11/- per day	Discharged.
20 "	Magnall, William	Driver	11/- per day	Discharged.
30 "	Wight, Charles	Car lifter	8/6 per day	Deceased.
9 Dec.	Apps, Thomas	Lamp trimmer	7/- per day	Deceased.
TRAMWAYS—TRAFFIC BRANCH.				
21 Oct.	O'Grady, Timothy	Gripman	7/6 per day	Discharged.
3 Nov.	O'Donnell, Thomas	Senior conductor	8/- per day	Deceased.
4 "	Day, Frederick O.	Car cleaner	6/- per day	Discharged.
23 "	Tracy, George J.	Junior conductor	6/- per day	Resigned.
30 "	Vidler, George E.	Conductor	6/6 per day	Discharged.

1897.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS, QUARTER ENDING 31st MARCH, 1897.)

Presented to Parliament pursuant to Act 51 Vic. No. 35, sec. 44.

Printed under No. 2 Report from Printing Committee, 6 May, 1897.

Office of the Railway Commissioners of New South Wales,
Sydney, 26th April, 1897.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 31st March, 1897, upon the subjects specified, viz. :—

I.—STATE OF THE TRAFFIC.

RAILWAYS.						Quarter ending 31st March, 1896.	Quarter ending 31st March, 1897.
Miles open	...	...	...	...	...	2,531	2,576½
Revenue	...	1896.		1897.		£618,982	£692,018
		Passenger	£277,489	£285,903	...		
		Merchandise	£371,493	£406,115	...		
Expenditure	...	...	...	...	...	£372,832	£376,923
Train miles run	...	...	...	...	...	1,890,021	1,954,972
Earnings per train mile	...	...	...	...	...	6s. 10½d.	7s. 1d.
Expenditure per train mile	...	...	...	...	...	3s. 11½d.	3s. 10½d.
Percentage—Expenditure to earnings	...	...	...	...	...	57.45	54.47
Number of passengers	...	...	...	...	...	5,236,431	5,614,666
Tonnage of goods traffic	...	...	...	...	...	1,015,538	1,080,986
Tonnage of live stock traffic	...	...	...	...	...	40,790	46,127

TRAMWAYS.						Quarter ending 31st March, 1896.	Quarter ending 31st March, 1897.
Miles open	...	...	...	...	...	61	62½
Revenue	...	...	...	...	...	£75,113	£78,060
Expenditure	...	...	...	...	...	£53,781	£56,012
Tram miles run	...	...	...	...	...	681,619	779,129
Earnings per tram mile	...	...	...	...	...	2s. 2½d.	2s.
Expenditure per tram mile	...	...	...	...	...	1s. 7d.	1s. 5½d.
Percentage—Expenditure to earnings	...	...	...	...	...	71.57	71.75
Number of fares collected	...	...	...	...	...	17,735,910	18,159,834

II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found as an Appendix, page 3.

III.—SPECIAL RATES.

A statement of the special rates, and the reasons for making the same, will be found attached, page 3.

IV.—STAFF.

These returns are given as an Appendix, pages 4 to 7.

RAILWAYS.

GENERAL REMARKS.

The earnings for the quarter show an increase of £43,036, and the expenditure £4,091, leaving an improved net result of £38,945.

The increase in revenue was brought about by an improvement in nearly all classes of traffic.

In the Coaching Department the traffic increased to the extent of £8,414.

In the Goods Department a net gain of £34,622 was obtained, General Merchandise showing an increase of £22,277; Wool, £1,933; Live Stock, £7,739; Minerals, £2,877. A slight decrease of £204 occurred in the Grain, Flour, Hay, Straw, and Chaff traffic.

For the increased revenue in the Passenger Department 378,235 additional passenger journeys were made.

In the Goods Department 70,785 additional tons were carried.

The working expenses for the quarter represent 54·47 per cent. of the gross earnings, as against 57·45 per cent. in the corresponding quarter of last year.

CONDITION OF LINES AND ACCOMMODATION FOR THE TRAFFIC.

The lines are in excellent order. Relaying and resleepering are being proceeded with where necessary, and additions to the facilities for dealing with the improving traffic are being provided.

TRAMWAYS.

GENERAL REMARKS.

An extension of the Military Road Electric Tramway from Spit Road to Mosman's Bay, a distance of 1 mile 37 chains, was opened for traffic on the 1st of March.

The revenue for the quarter increased by £2,917, and the expenses by £2,231, considerable expenditure having been incurred in relaying and in improving the Rolling Stock.

We have the honor to be,

Sir,

Your most obedient servants,

E. M. G. EDDY,

Chief Commissioner.

CHARLES OLIVER,

Commissioner.

W. M. FEHON,

Commissioner.

APPENDIX J.

Report on Condition of Permanent-way and Works for the quarter ending
31st March, 1897.

Sir,
New South Wales Government Railways,
Office of Engineer-in-Chief for Existing Lines, 2 April, 1897.

I have the honor to report, for the information of the Commissioners, that the Permanent-way and Works have been satisfactorily maintained during the past quarter, while special attention has been given to the renovation of station and other buildings.

Relaying, resleeping, and reballasting operations have been carried on steadily.

The contract for improving the grades between Dargan's Creek and Clarence is nearly completed.

Similar works between Hill Top and Mittagong, and between Meryla and Exeter, on the Main Southern Line, and between Blackheath and Mount Victoria, on the Main Western Line, have been started, and good progress is being made.

I have, &c.,

THOMAS R. FIRTH,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX

NEW SOUTH WALES GOVERNMENT RAILWAYS.

STATEMENT, in accordance with clause No 44 of the Railway Act, showing the Special Rates which have been made, and the reasons for making such rates, quarter ending 31st March, 1897.

Article.	Rate.	Reason for such rate.
Bichromate of Potash	"B" class rates and conditions	New rate.
Borax	1st class rates and conditions	do
Coke	South Clifton to Hermidale, 10 per cent. rebate to be allowed on the ordinary rate, provided 1,500 tons per annum are forwarded.	To equalise rates.
Do	Eskbank to Hermidale, 12s. 9d. per ton, in full truck loads, minimum 9 tons for standard 4-wheeled trucks and 13 tons for G trucks.	do do
Flour, bran, meal, pollard, &c.	In 2-ton lots and upwards, forwarded to stations on the Illawarra Line from Eveleigh, Darling Harbour, and Sydney, to be charged A class rates without the addition of 20 per cent.	To encourage traffic.
Limestone	Tamworth to Cockle Creek, carried at the convenience of the Department in full wagon loads, 10s. 2d. per ton.	do do
Molasses, for rabbit poisoning.	Miscellaneous class rates and conditions	do do
Square iron tanks	When filled to be charged at the same rate as the contents, provided that the rate is not less than Special B class or higher than 2nd class, as specified on page 16 of Goods Rate Book.	do do
Sulphuric acid	Darling Harbour to Cockle Creek, 93s. per truck load of 7 tons, all weight in excess to be charged <i>pro rata</i> , the tanks to be hauled free of charge. A charge of 3s. per truck per day to be made for the use of trucks when standing.	do do
Gold coin	The through rate charged on gold coin from the Temora line to be applied to consignments carried on the down journey.	To equalise rates.

APPENDIX

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the appointments of Employees from the 1st January to the 31st March, 1897.

Date.	Name.	Position.	Rate.	Remarks.
1897.				
TRAFFIC AUDITOR'S BRANCH.				
1 Jan.	Bonamy, Henry W.	Apprentice clerk	£30 per annum	Vice C. H. Higgs.
11 "	Row, William R.	Traffic auditor	£700 per annum	Transferred from the Auditor-General's Department, vice R. J. Sheridan.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
4 Jan.	Lewis, Henry	Labourer	6/6 per day	Vice S. Driver
16 "	Walters, Percy	Fettler	7/6 per day	Vice M. McGann.
18 "	Lane, Francis	Fettler	7/6 per day	Vice P. McKervey.
18 "	Mawby, Harry	Office boy	2/- per day	Vice W. Ellis.
27 "	Hynes, Thomas	Fettler	7/6 per day	Vice G. Barrack.
17 Feb.	Ladd, Albert	Office boy	2/- per day	Vice J. Mandsley.
18 "	Moir, Peter	Boy	2/- per day	Vice J. Noonan.
5 Mar.	Cromack, Ellen	Office cleaner	25/- per week	Transferred from Extra Staff
10 "	Sinclair, Edward	Labourer	6/6 per day	Vice W. Thomas.
12 "	Whitehead, Sydney Austin K.	Office boy	2/- per day	Vice W. Brown
15 "	Moston, James	Labourer	6/6 per day	Vice M. Caffrey.
19 "	Stephenson, George	Office boy	2/- per day	Vice F. Tjrer.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 Jan.	Letcher, John J.	Labourer	7/- per day	Transferred from Extra Staff.
1 "	McGinty, Frank	Shop boy	5/- per day	
1 "	Stevens, Edward	Fuelman	6/6 per day	New opening, Berrigan line
1 "	Bennetts, Richard	Cleaner	3/3 per day	
7 "	Bryant, George	Shop boy	2/6 per day	
13 "	Wallace, Thomas	Shop boy	2/3 per day	Vice H. Ralph.
18 "	Simmons, Robert	Shop boy	2/6 per day	Vice H. Huggins.
28 "	Hartley, Frederick	Messenger	2/- per day	Vice J. Harris.
29 "	Graham, Robert	Shop boy	2/- per day	Vice J. Hennessy.
29 "	Thornton, Albert	Call boy	3/3 per day	Vice F. Lachlan.
15 Feb.	Adams, Samuel	Shop boy	2/- per day	Vice J. Popple.
15 "	Westbrook, Joseph	Shop boy	2/6 per day	Vice M. O'Sullivan
16 "	Martin, Robert	Apprentice	10d. per day	
20 "	Giblett, Alfred	Fuelman	7/- per day	Vice J. Thompson
22 "	Sutton, James	Shop boy	1/9 per day	Vice A. Lindley.
26 "	Gale, Walter	Apprentice	10d. per day	Vice J. Harkness.
1 Mar.	Smith, David	Apprentice	10d. per day	Vice J. McIntyre.
1 "	Cameron, Percy	Apprentice	10d. per day	Vice R. Hutchinson.
9 "	Lovett, Frederick	Apprentice	10d. per day	Vice A. Cheeseman.
11 "	Beardmore, William	Labourer	6/6 per day	Vice G. Cowling.
19 "	Harvey, George	Fuelman	6/6 per day	Vice F. Walker.
19 "	Goodfellow, George	Apprentice	10d. per day	Vice H. Goodwin.
23 "	Arnold, William	Apprentice	10d. per day	Vice J. Reid.
31 "	Aubrey, Francis	Cleaner	5/- per day	Transferred from Extra Staff.
1896.				
CHIEF TRAFFIC MANAGER'S BRANCH.				
25 Dec.	Alley, George	Junior porter	2/6 per day	Vice H. Davidson.
25 "	Collins, Donald	Junior porter	2/6 per day	Vice D. Gleeson
25 "	Pugh, Charlotte	Platform attendant	5/- per week	
30 "	Russell, John	Apprentice clerk	£30 per annum	Vice H. Bonamy.
30 "	Nelson, John	Junior porter	2/6 per day	Vice P. Teague.
1897.				
1 Jan.	Roach, Herbert	Junior porter	2/6 per day	Vice A. Flanders.
1 "	Tanner, Edgar	Night officer	£120 per annum	Re-employed, vice C. Coombes
1 "	Fulljames, William	Apprentice clerk	£30 per annum	Vice E. Simms.
2 "	Thompson, Stephen	Gatekeeper	15/- per week	Vice A. Brown.
6 "	Hogan, Michael	Junior porter	2/6 per day	Vice P. Pryor.
7 "	O'Brien, Patrick	Junior porter	2/6 per day	Vice P. Moran.
7 "	Greaves, George	Junior porter	2/6 per day	Vice W. Short.
8 "	Burgess, Alfred	Telegraph probationer.	2/6 per week	
8 "	Stone, James	Telegraph probationer.	2/6 per week	
8 "	Denning, Aubrey	Telegraph probationer.	2/6 per week	Vice F. Cottingham.
8 "	Rowlandson, Leslie	Porter	6/- per day	Vice W. Hives
8 "	Bruce, Alexander	Telegraph probationer.	2/6 per week	Vice F. Pickering.
8 "	Leman, Francis	Junior porter	2/6 per day	Vice F. White.
8 "	Quinn, James	Porter	6/- per day	Vice H. Cumper.
8 "	Hughson, William	Junior porter	2/6 per day	Vice R. Landrey.
8 "	Little, Charles	Junior porter	3/4 per day	Vice F. Pidgecock.
8 "	Hannon, Sarah	Gatekeeper	7/- per week	Vice M. Mannon.
8 "	O'Connor, Edward	Apprentice clerk	£30 per annum	Vice T. Keur.
9 "	Ryan, Mary	Gatekeeper	Free house	Vice S. Cowie.
11 "	Hopkins, John	Telegraph probationer.	2/6 per week	
11 "	Smith, Edward	Junior porter	2/6 per day	
13 "	Ralph, Henry	Crossing keeper	15/- per week	Vice A. Green
15 "	Bowman, Mrs.	Gatekeeper	7/- p. wk & h'so	Vice Mrs. Huwston.
18 "	Dickson, Job	Telegraph probationer.	2/6 per week	Vice O. Seldon.
18 "	McCarney, Joseph	Gatekeeper	15/- per week	Vice B. McDowell.
19 "	Penfold, John	Gatekeeper	15/- per week	Vice W. Costello.
21 "	Lee, Eleanor	Gatekeeper	7/- per week	Vice A. Lee.
22 "	Nelson, Elizabeth	Gatekeeper	Free house	Vice M. Guthrie.
22 "	Wilson, Townsend	Porter	6/- per day	Vice G. Jones.
22 "	Cantwell, Michael	Junior porter	2/6 per day	Vice J. Truthewey.
25 "	Stokes, Ernest	Telegraph probationer.	2/6 per week	
26 "	Sharp, Victor	Telegraph probationer.	2/6 per week	
26 "	O'Shea, Rebecca	Gatekeeper and platform attendant	7/- per week	
27 "	Bubb, Walter	Apprentice clerk	£30 per annum	Vice E. Wolfenden
29 "	Michael, Hadley	Shunter	7/- per day	Vice R. Valler.
29 "	Leece, John	Junior porter	2/6 per day	
29 "	White, Walter	Telegraph probationer.	2/6 per week	
30 "	Fuller, Albert	Junior porter	2/6 per day	
30 "	Geltig, Lawrence	Junior porter	2/6 per day	Vice J. Laing.
4 Feb.	Sainsbury, John	Apprentice clerk	£30 per annum	Vice W. Gallagher.
5 "	Roberts, Percy	Shunter	7/- per day	Vice T. Porteus.
5 "	Beavis, Frederick	Porter	6/- per day	Vice W. Hicks.
6 "	Bennett, Francis	Telegraph probationer.	2/6 per week	
8 "	Collins, Mary	Platform attendant	Free house	Vice L. McDougall.
8 "	Goodhew, Henry	Gatekeeper	7/- per week	Vice L. Hast.
8 "	McKinley, Thomas	Telegraph probationer.	2/6 per week	Vice E. Madden.
8 "	Wright, Alexander	Porter	6/- per day	Vice O'McGrail.
8 "	Dennis, Alno	Gatekeeper	7/- per week	
11 "	Green, Ellen	Gatekeeper	Free house	Vice B. McGrail.

Date.	Name.	Position.	Rate	Remarks.
1897.				
CHILD TRAFFIC MANAGERS' BRANCH—continued.				
12 Feb.	Bedman, Emily	Gatekeeper	10/- per week	Vice Mrs. Wetherd.
12 "	Birrell, Randolph	Gatekeeper	15/- per week	Vice W. Stephenson.
17 "	Smith, Ambrose	Gatekeeper	Free house	Vice K. Daley.
17 "	Nelson, John	Apprentice clerk	£20 per annum.	
17 "	Ward, Robert	Telegraph probationer.	2/6 per week	
17 "	Porter, Sidney	Junior porter	2/6 per day	
18 "	Smith, William	Junior porter	2/6 per day	
18 "	Taylor, Mary	Gatekeeper	7/- per week and house.	
18 "	Odds, Christina	Platform attendant	20/- per week and house.	Vice W. McCarthy.
19 "	Dickenson, John	Junior porter	5/- per day	Vice J. Railton.
19 "	Northwood, Emily	Gatekeeper	Free house	Vice M. Crowe.
19 "	Walton, Ethel	Gatekeeper	Free house	Vice Y. Walton.
19 "	Barlow, George	Porter	6/- per day	Vice A. Probert.
19 "	Reilly, Maurice	Shunter	7/- per day	Vice F. H. Bond.
19 "	Barratt, Thomas	Junior porter	5/- per day	Vice J. Crossett.
23 "	Robinson, Albert	Telegraph probationer	2/6 per week	Vice C. Greedy.
24 "	Cole, Caroline	Gatekeeper	7/- per week	Vice E. Greaves.
25 "	Marchant, William	Junior porter	2/6 per day	Vice G. Hankin.
26 "	Brown, Walter	Junior porter	2/6 per day	
1 Mar.	Murphy, Bridget	Gatekeeper	7/- per week	Vice T. White.
1 "	Wallace, Edward	Telegraph probationer	2/6 per week	
3 "	Hay, Myra	Gatekeeper	Free house	Vice M. Newman.
3 "	Buckland, Arthur	Junior porter	2/6 per day	
7 "	Dawson, Arthur	Junior porter	3/4 per day	Vice J. Dunna.
9 "	Tucker, Henry	Junior porter	2/6 per day	Vice J. Goldthorpe.
9 "	Gahan, Mary	Gatekeeper	Free house	Vice T. Eather.
10 "	Gowanlock, James	Gatekeeper	15/- per week	Vice N. McCrear.
11 "	Kennedy, Walter	Junior porter	3/4 per day	Vice F. Hayck.
12 "	Adams, Ernest	Junior porter	7/- per day	Vice G. Rothwell.
12 "	Charlton, Arthur	Junior porter	2/6 per day	Vice G. Harris.
12 "	Sproule, Arthur	Probationer	10/- per week	Vice W. Pitty.
12 "	Gray, James	Junior porter	2/6 per day	Vice J. Dever.
12 "	Reardon, Edward	Junior porter	2/6 per day	Vice L. Webb.
13 "	O'Toole, Lawrence	Postal assistant	10/- per week	Vice W. Bryant.
14 "	Sykes, Kate	Gatekeeper, and platform attendant.	7/- per week	
15 "	Walker, Frederick	Junior porter	2/6 per day	Vice W. Lord.
16 "	Watts, George	Porter	6/- per day	Vice W. Wilson.
17 "	Dunshca, Andrew	Junior porter	4/8 per day	Vice A. Cowie.
19 "	Munro Edward	Telephone boy	10/- per week	
19 "	Cannon Richard	Porter	6/- per day	
19 "	Frew, Margaret	Gatekeeper	Free house	Vice Mrs. Smith.
19 "	Burke Michael	Porter	6/- per day	Vice A. Norton.
19 "	Sanderson, James	Junior porter	3/4 per day	Vice E. Moodie.
19 "	Dogger, Cornelius	Porter	6/- per day	Vice J. Knight.
19 "	Deane, Mary	Gatekeeper	10/- per week	Vice M. Horne.
22 "	Morris, Thomas	Junior porter	4/2 per day	Vice F. Lillycrop.
24 "	Gulliver, George	Telephone boy	2/6 per week	Vice J. Howlett.
24 "	Matthews, Herbert	Gatekeeper	15/- per week	Vice E. Cooper.
29 "	Lamb, Isabella	Gatekeeper	7/- per week	Vice J. Bowen.
SIGNAL AND INTERLOCKING ENGINEERS' BRANCH.				
12 Feb.	Swinfield, George	Tinsmith	10/- per day	} Transferred from Extra Staff.
12 "	Davidson, Samuel	Assistant signal fitter	8/- per day	
12 "	Jones, William	Labourer	7/- per day	
1897.				
ELECTRICAL ENGINEERS' BRANCH.				
5 Feb.	Paton, Albert H. C.	Telegraph messenger	1/8 per day	} Transferred from Extra Staff.
5 "	Chasing, William	Telegraph messenger	2/- per day	
5 "	McMillan, Archibald	Telegraph messenger	1/8 per day	
5 "	Douglas, Thomas	Telegraph messenger	1/8 per day	
5 "	Wilson, Arthur	Electrical cadet	1/8 per day	
5 "	Pitler, William T.	Probationer	2/6 per week	
5 "	Nicholas, Samuel	Probationer	2/6 per week	
5 "	Swadling, Charles J.	Telegraph messenger	5/- per day	
5 "	Hainsworth, Henry J.	Telegraph messenger	1/8 per day	
5 "	Dempsey, William J.	Probationer	2/6 per week	
12 "	Hart, George	Probationer	2/6 per week	
12 "	Frueman Ernest	Telegraph messenger	1/8 per day	
19 "	Mansfield, Augustus	Telegraph messenger	1/8 per day	Vice R. Cliff.
19 "	Russell, Roy Y.	Electrical cadet	1/8 per day	
26 "	Riches, Alfred J. R.	Probationer	2/6 per week	
TRAMWAYS—LOCOMOTIVE BRANCH.				
1 Jan.	Bingham, Herbert J.	Cleaner	3/- per day	
1 "	Harvey, William J.	Cleaner	3/- per day	
2 "	Pate, Alfred E.	Boy labourer	4/- per day	
2 "	Evans, David	Boy labourer	2/6 per day	
5 "	Parker, William F.	Cleaner	3/9 per day	
19 "	Jones, Horace G.	Cleaner	3/0 per day	
7 Feb.	Allen, Thomas A.	Cleaner	1/6 per day	
11 "	Batten, Charles	Fuelman	6/6 per day	Vice T. Apps.
18 "	Lynch, James J.	Boy labourer	2/- per day	Vice R. Munro.
19 "	Weinmar, George	Shop boy	2/- per day	Vice W. Noyce.
22 "	Welsh, Hugh	Shop boy	2/8 per day	
18 Mar.	Beckett, William	Shop boy	2/- per day	
22 "	Dodds, William P.	Apprentice	10d. per day	Vice H. Gardiner.
TRAMWAYS—TRAFFIC BRANCH.				
4 Jan.	Hayes, John P.	Conductor	6/6 per day	Vice W. C. Morris.
6 "	Bonamy, Oswald	Office boy	10/- per week	
8 "	Hutton, Joseph T.	Junior conductor	6/- per day	Vice L. Morgan.
14 "	King, Herbert G.	Conductor	6/6 per day	
20 "	Lloyd, George	Conductor	6/0 per day	Vice H. Wilson.
20 "	Wailan, James	Point cleaner	6/- per day	Vice A. Middleton.
21 "	Millington, Walter	Conductor	6/6 per day	Vice J. Smethurst.
21 "	Hutton, George W.	Conductor	6/6 per day	Vice F. Porter.
20 "	Bell, William	Junior conductor	6/- per day	
20 "	Wicks, William H.	Conductor	6/6 per day	} Transferred from Extra Staff.
20 "	Beckinsale, Alfred H.	Conductor	6/6 per day	
20 "	Smith, Thomas R.	Junior conductor	6/- per day	Vice R. Kenting.
8 Feb.	Summers, John	Junior conductor	6/- per day	Vice T. G. Bray.
11 "	Dunning, Frederick	Junior conductor	6/- per day	Vice H. Lester.
13 "	Russell, Reginald	Conductor	6/6 per day	Vice J. Fitzosborne.
13 "	Bland, William C.	Junior conductor	6/- per day	Vice P. Day.
18 "	Bishop, James E.	Office boy	10/- per week	
18 "	Schofield, John	Junior conductor	6/- per day	Vice C. Mann.
22 "	Pondergust, James	Conductor	6/0 per day	Vice G. Fulton.
26 "	Cran, George	Junior conductor	6/- per day	Transferred from Extra Staff.
10 Mar.	Graff, Arthur	Junior conductor	6/- per day	Vice H. Fraser.
15 "	Purke, Francis J.	Conductor	6/6 per day	Vice W. B. Coultas.
26 "	Hippitt, Henry J.	Junior conductor	6/- per day	Transferred from Extra Staff.
27 "	Lewis, William	Conductor	6/6 per day	Vice B. Hoyeroff.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st January to the 31st March, 1897.

Date.	Name.	Position.	Rate.	Remarks.
1896.				
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
28 Dec. 1897.	Driver, Samuel	Fettler	7/6 per day	Retired.
12 Jan.	Noonan, John	Fettler	7/6 per day	Deceased.
23 "	Callrey, Michael	Ganger	8/6 per day	Deceased.
23 "	Moran, Patrick	Fettler	7/6 per day	Retired.
28 "	Schroder, Henry	Fettler	7/0 per day	Retired.
28 "	Jones, Frank	Ganger	9/- per day	Deceased.
10 Feb.	Carson, Samuel	Fettler	7/6 per day	Retired.
13 "	Thomas, William	Labourer	7/6 per day	Retired.
17 "	Hazelwood, Charles	Ganger	9/- per day	Retired.
25 "	Dowling, George	Fettler	7/6 per day	Retired.
6 Mar.	Tyler, Frederick W.	Office boy	2/- per day	Resigned.
9 "	Williams, Louis	Fettler	7/6 per day	Retired.
31 "	Farnsworth, Edward	Sub-Inspector	£230 per annum	Retired.
31 "	White, John	Sub-Inspector	£230 per annum	Retired.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
9 Jan.	McIntyre, John	Apprentice	5/- per day	Resigned.
9 "	Reid, John	Fitter	11/- per day	Deceased.
14 "	Frost, Arthur	Steam-shed Inspector	£375 per annum	Deceased.
14 "	O'Sullivan, Michael	Fitter	10/- per day	Resigned.
16 "	Sneddon, Richard	Cleaner	7/- per day	Resigned.
21 "	Cowling, George	Lifter	9/2 per day	Resigned.
23 "	Harris, James	Messenger	2/- per day	Discharged.
28 "	Hutchison, Ralph	Boiler-maker	11/6 per day	Discharged.
29 "	Schroeder, Frederick	Labourer	7/6 per day	Resigned.
5 Feb.	Dodd, Thomas	Boiler-maker	10/6 per day	Deceased.
8 "	Walker, Frederick	Pumper	8/8 per day	Deceased.
15 "	Copperwalte, Thomas	Pumper	8/8 per day	Deceased.
25 "	Goodwin, Herbert	Car-bullder	10/6 per day	Deceased.
4 Mar.	Earley, James	Cleaner	2/6 per day	Discharged.
6 "	Wmspear, William	Apprentice	5/- per day	Resigned.
8 "	Nicholls, John	Crane attendant	7/6 per day	Deceased.
17 "	Taylor, William	Examiner	9/- per day	Deceased.
20 "	Hiley, Francis	Boiler-maker's assistant	8/- per day	Deceased.
23 "	Dibbs, John	Apprentice	5/- per day	Resigned.
23 "	Fenwick, Edward	Cleaner	7/- per day	Resigned.
24 "	Mott, Alexander	Waggon-builder	10/- per day	Resigned.
CHIEF TRAFFIC MANAGER'S BRANCH.				
1 Jan.	Laing, Joseph	Porter	7/6 per day	Deceased.
1 "	Moran, Patrick	Junior clerk	£120 per annum	Resigned.
1 "	Pryor, Phillip	Apprentice clerk	£76 per annum	Resigned.
1 "	King, William	Guard	10/- per day	Discharged.
1 "	Odds, William	Officer-in-charge	£155 per annum	Deceased.
1 "	Gallagher, William	Junior clerk	£30 per annum	Resigned.
1 "	Coombes, Cecil	Night officer	£140 per annum	Resigned.
1 "	Kiely, Thomas	Junior porter	5/- per day	Resigned.
1 "	Wolfeider, Edgar	Apprentice clerk	£30 per annum	Resigned.
2 "	Wright, Sidney	Officer-in-charge	£140 per annum	Deceased.
4 "	Hewston, Mrs.	Gatekeeper	7/- per week & house.	Resigned.
4 "	Lord, William	Station-master	£200 per annum	Resigned.
7 "	Green, Alfred	Crossing-keeper	15/- per week	Discharged.
7 "	Cowie, Alexander	Night officer	£120 per annum	Resigned.
9 "	Cowie, Sarah	Gatekeeper	Free house	Resigned.
9 "	Hannon, Mrs. Margaret	Gatekeeper	7/- per week	Resigned.
14 "	Teague, Phillip	Junior clerk	£25 per annum	Resigned.
14 "	Pedcock, Frederek	Junior clerk	£20 per annum	Resigned.
19 "	Watts, John	Porter	6/- per day	Discharged.
21 "	Lee, Annie	Gatekeeper	10/- per week	Resigned.
22 "	Guthrie, Mrs. Mary	Gatekeeper	Free house	Resigned.
26 "	M'Dougall, Louisa	Platform attendant	Free house	Resigned.
28 "	Stafford, Henry	Stationmaster	£175 per annum	Resigned.
1 Feb.	Probert, Arthur	Signalman	8/6 per day	Resigned.
2 "	Stephenson, William	Junior porter	5/- per day	Resigned.
4 "	Hayek, Francis	Porter	7/- per day	Discharged.
5 "	Bryant, Walter	Postal assistant	£30 per annum	Resigned.
8 "	Crossett, James	Porter	35/- per week	Discharged.
9 "	Arblaster, Thomas	Porter	6/- per day	Deceased.
11 "	Vaughan, Thomas	Junior porter	5/- per day	Discharged.
11 "	Moodie, Edward	Porter-in-charge	45/- p. wk. & h'sc	Discharged.
11 "	Henebery, William	Shunter	7/6 per day	Discharged.
11 "	Knight, John	Porter	8/- per day	Resigned.
12 "	Colgan, Timothy	Night officer	£150 per annum	Resigned.
16 "	Daley, Kate	Gatekeeper	Free house	Resigned.
18 "	Small, Robert	Relieving officer	£140 per annum	Resigned.
18 "	Dargan, William	Telegraph probationer	2/6 per week	Resigned.
18 "	Crowe, Mildred	Gatekeeper	5/- p. wk. & h'sc	Resigned.
18 "	Howlett, James	Night officer	£140 per annum	Deceased.
19 "	Walton, Violet	Gatekeeper	Free house	Resigned.
19 "	Rothwell, George	Signalman	11/8 per day	Discharged.
20 "	O'Rourke, Frank	Junior clerk	£20 per annum	Resigned.
20 "	Harkin, George	Junior porter	2/6 per day	Discharged.
22 "	Garner, John	Shunter	7/6 per day	Deceased.
24 "	Greaves, Emma	Gatekeeper	7/- per week	Resigned.
26 "	Dunne, James	Junior porter	5/- per day	Discharged.
1 Mar.	White, Susan	Gatekeeper	7/- per week	Resigned.
3 "	Newman, Mary	Gatekeeper	Free house	Resigned.
4 "	Brook, Arthur	Junior porter	5/- per day	Resigned.
5 "	Pringle, Ralph	Junior porter	2/6 per day	Resigned.
6 "	Lillycrop, Frederick	Porter	6/- per day	Resigned.
6 "	Actwill, Charles	Junior porter	3/4 per day	Resigned.
9 "	Father, Selma	Gatekeeper	Free house	Resigned.
18 "	Hodges, Thomas	Junior porter	5/- per day	Resigned.
20 "	Bartholomew, Rose	Office cleaner	30/- per week	Discharged.
20 "	Manson, George	Relieving stationmaster	£290 per annum	Resigned.
20 "	Horne, Mary	Gatekeeper	10/- per week	Discharged.
20 "	Donnellan, Margaret	Gatekeeper	15/- per week	Resigned.
27 "	Pringle William	Junior porter	3/4 per day	Discharged.
29 "	Bowen, Joseph	Gatekeeper	7/- per week	Resigned.
31 "	McLwarith, James	Stationmaster	£165 per annum	Resigned.
31 "	Gelding, Thomas	Junior clerk	£90 per annum	Resigned.
1896.				
SIGNAL AND INTERLOCKING ENGINEERS' BRANCH.				
31 Dec. 1897.	Notman, William	Driller	7/6 per day	Resigned.
10 Mar.	Murphy, William	Carpenter	10/- per day	Discharged.

Date.	Name.	Position.	Rate.	Remarks.
1897.				
ELECTRICAL ENGINEER'S BRANCH.				
27 Jan.	Murdock, Archibald	Fitter	9/- per day	Resigned.
27 "	Cliff, Richard	Electrical cable	2/3 per day	Resigned.
31 "	Palmer, Charles	Electric light attendant	19 8 per day	Deceased.
17 Mar.	Thaetor, Herman	District Inspector	9/- per day	Resigned.
PROPERTY AND ESTATE BRANCH.				
1 Feb.	Vernon, John	Property & estate agent	£725 per annum	Transferred to Treasury Department.
TRAMWAYS LOCOMOTIVE BRANCH.				
5 Jan.	Monro, Robert G.	Cleaner	7/- per day	Discharged.
9 Feb.	Noyce, William	Driver	13/- per day	Resigned.
11 "	Stephenson, Michael	Stationary engine-driver	9/- per day	Discharged.
23 "	Gardiner, Henry	Fitter	10/2 per day	Resigned.
10 Mar.	Walker, Walter	Fireman	8/- per day	Resigned.
13 "	Strachan, Charles E.	Labourer	7/- per day	Resigned.
24 "	Wanklin, William	Driver	13/- per day	Resigned.
TRAMWAYS—TRAFFIC BRANCH.				
4 Jan.	Fulton, George	Conductor	6/6 per day	Deceased.
8 "	Morgan, Leslie	Junior conductor	6/- per day	Resigned.
12 "	Murray, Alfred H.	Conductor	6/6 per day	Discharged.
12 "	Porter, Frederick S.	Conductor	6/6 per day	Discharged.
12 "	Wilson, Henry	Conductor	6/6 per day	Discharged.
12 "	Smethurst, John E.	Conductor	6/6 per day	Discharged.
15 "	Middleton, Alexander	Junior conductor	6/6 per day	Resigned.
28 "	Harris, William J.	Junior conductor	7/- per day	Discharged.
2 Feb.	Lester, Herman	Junior conductor	7/- per day	Discharged.
5 "	Bray, Thomas G.	Senior conductor	9/- per day	Resigned.
16 "	Mann, Charles	Conductor	8/- per day	Resigned.
26 "	Fraser, Hugh	Gripman	8/- per day	Discharged.
22 Mar.	Payne, Christopher	Point cleaner	7/- per day	Discharged.
31 "	Van Houten, John	Flagman	7/- per day	Retired.

1897.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS, QUARTER ENDING 30TH JUNE, 1897.)

Printed under No. 12 Report from Printing Committee, 22 July, 1897.

Offices of the Railway Commissioners of New South Wales,
Sydney, 20th July, 1897.

To THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 30th June, 1897, upon the subjects specified, viz. :—

I.—STATE OF THE TRAFFIC.

RAILWAYS.	Quarter ending 30th June, 1896.	Quarter ending 30th June, 1897.
Miles open	2,531½	2,639½
Revenue ... {		
1896. 1897.		
Passenger ... £261,587 £280,737	£595,572	675,964
Merchandise... £333,985 £395,227		
Expenditure	£371,510	392,344
Train miles run	1,795,375	2,030,394
Earnings per train mile	6/7½	6/7½
Expenditure per train mile	4/1¼	3/10¼
Percentage—Expenditure to earnings	62·38	58·04
Number of passengers	5,383,373	5,855,284
Tonnage of goods traffic	781,811	1,086,538
Tonnage of live stock traffic	38,132	55,780

TRAMWAYS.	Quarter ending 30th June, 1896.	Quarter ending 30th June, 1897.
Miles open	61	62½
Revenue	£74,090	81,002
Expenditure	£63,045	68,870
Tram miles run	721,833	804,088
Earnings per tram mile	2/0¼	2/0¼
Expenditure per tram mile	1/9	1/8½
Percentage—Expenditure to earnings	85·09	85·02
Number of fares collected	17,448,019	19,004,820

RAILWAYS.

II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—SPECIAL RATES.

A statement of the special rates, and the reasons for making the same, will be found as an Appendix, page 4.

IV.—STAFF.

These returns are given as an Appendix, pages 5 to 8.

GENERAL REMARKS.

The line from Narrabri to Moree, a distance of 63 miles 10 chains, was opened for traffic on the 1st of April last.

The earnings for the quarter as compared with the corresponding period of last year show an increase of £80,392, and the expenditure £20,834, resulting in an improvement of £59,558.

The satisfactory increase in the revenue return was brought about by an increase in nearly all classes of traffic.

In the Coaching Department the traffic increased to the extent of £19,150.

The Goods Department shows an advance of £61,242, general merchandise contributing an increase of £29,659; live stock, £28,998; minerals, £2,797. A slight decrease of £212 occurred in the wool traffic.

In the Passenger Department 471,911 additional passenger journeys were made.

In the Goods Department 322,375 additional tons were carried.

The working expenses for the quarter are 58·04, as against 62·38 per cent. in the corresponding quarter last year.

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The lines are in excellent order. Re-laying, re-sleeping, and re-ballasting have been done where required, and satisfactory progress has been made in the improvement of grades.

TRAMWAYS.

The revenue for the quarter increased by £6,912, and the expenses by £5,825, the improved net result being £1,087.

The Quarterly Report is usually confined to the statutory requirements of the Government Railways Act. On this occasion, however, it is our mournful duty to refer, with the deepest regret, to the death, on the 21st ultimo, of Mr. E. M. G. Eddy, Chief Commissioner, our esteemed late colleague, who while at his post of duty was stricken with an illness which in a few days proved fatal.

By the decease of Mr. Eddy the Railways have been deprived of a Chief of the most exceptional ability and the country has sustained a great loss.

Although he has been taken from us, the system of management which he inaugurated and so ably presided over remains, and is capable of being continued.

We have the honor to be,

Sir,

Your most obedient servants,

CHARLES OLIVER,

Commissioner.

W. M. FEHON,

Commissioner.

APPENDIX I.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

Report on Condition of Lines and Works for the Quarter ending
30th June, 1897.

Sir,

Office of Engineer-in-Chief for Existing Lines, 5 July, 1897.

I have the honor to report, for the information of the Commissioners, that the permanent-way and works have been satisfactorily maintained during the past quarter.

Steady progress has been maintained with re-laying, re-sleepering, and re-ballasting operations.

The grade improvement at Dargan's Creek, carried out by contract, and those between Hill Top and Mittagong, carried out departmentally, have been opened for traffic; and the deviation to reduce the grades between Blackheath and Mt. Victoria is nearing completion.

The work of replacing the wooden viaduct at Wagga Wagga with a steel structure has been pushed on, and very good progress is being made.

I have, &c.,

THOMAS R. FIRTH,

Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the Special Rates which have been made, and the reasons for making such rates, quarter ending 30th June, 1897.

Article.	Rate.	Reason for rate.
Coke	Newcastle to Cobar, a rebate of 10 per cent. will be allowed, provided 1,500 tons are forwarded per annum.	To encourage traffic.
Contractors' plant (railway)	Bredbo to Darling Harbour, "B" class rates in lots of 5 tons per four-wheeled truck.	do
Crude ores	Conveyed to Dapto and Cockle Creek, $\frac{1}{2}$ d. per ton per mile, provided that all classes of trucks supplied are loaded to their full carrying capacity.	do
Iron pipes (13 tons 1 cwt.)..	Sydney to Armidale, for the Gas Company, £4 5s. per ton in truck loads ...	do
Sulphide of sodium	"B" rates and conditions	To equalise rates.
Shoe drills	To be charged at the same rates as agricultural implements.....	do
Tin plates	Darling Harbour to Whitton, in full truck loads, "B" rates	To encourage traffic.
Wire-wove material	Darling Harbour to Carrathool, £24 per truck of 6 tons	do
Specie (in charge of Bank officials).	Sydney and Newcastle, to be charged 1s. per £100 value	To secure traffic.
Plant and pipes	Plant and pipes for Smelting Works, Dapto, to be charged 10s. per ton.....	do

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employees from the 1st April to the 30th June, 1897.

Date.	Name.	Position.	Rate.	Remarks.
TRAFFIC AUDITOR'S BRANCH.				
1897.				
17 May	Dimond, Patrick F.	Apprentice clerk	£30 per annum	Vice F. Carter.
18 "	Lovell, Archie S.	Apprentice clerk	£30 per annum	
18 "	Hagerty, Michael P.	Apprentice clerk	£30 per annum	
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
1 April	Cantwell, Lawrence	Labourer	6/6 per day	} New opening, Berrigan Line.
1 "	Sullivan, Timothy	Labourer	7/- per day	
1 "	Williams, Francis	Labourer	6/6 per day	
12 "	Harper, Lawrence	Labourer	7/6 per day	
13 "	Hall, Charles	Labourer	6/6 per day	
18 "	Tynan, Thomas	Labourer	6/6 per day	Vice G. Dowling.
23 "	Gallagher, Peter	Labourer	6/6 per day	Vice L. Williams.
29 "	Madin, Bernard	Labourer	6/6 per day	Vice S. Carson.
30 "	Jordan, John	Labourer	7/- per day	Vice G. Puckott.
30 "	Pont, George	Fettler	7/6 per day	} New opening, Moree Line.
30 "	M'Cosker, Bernard	Fettler	7/6 per day	
30 "	Thomas, John	Fettler	7/6 per day	
30 "	Archard, George	Fettler	7/6 per day	
30 "	Ryan, Michael	Labourer	6/6 per day	
8 May	Spooner, Harry	Labourer	6/6 per day	Vice T. Green.
12 "	Grimble, George	Labourer	6/6 per day	Vice W. Elliott.
17 "	Johnson, Anton E.	Office boy	3/- per day	Vice J. Hay.
18 "	Churchill, Edward	Labourer	6/6 per day	Vice P. Pruett.
18 "	Rafter, Frederick	Office boy	2/- per day	Vice J. White.
18 "	Ross, George	Labourer	6/6 per day	Vice J. Doyle.
23 "	Cavan, Charles	Labourer	6/6 per day	Vice C. M'Carthy.
23 "	Smith, William	Labourer	6/6 per day	} New opening, Parkes to Hogan Gate.
31 "	Lane, John	Fettler	7/6 per day	
9 June	Anbrey, Edward	Messenger	2/- per day	Vice E. Lyons.
11 "	Morcer, Francis J.	Labourer	6/6 per day	Vice H. Webb.
13 "	Coombs, William	Labourer	7/- per day	Vice R. Smith.
21 "	Mullins, John	Labourer	6/6 per day	Vice J. Morgan.
25 "	Smith, John M.	Labourer	6/6 per day	} New opening, Parkes to Hogan Gate.
25 "	Freeman, John	Labourer	6/6 per day	
25 "	Cleary, John	Labourer	6/6 per day	Vice T. Fleming.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 April	Anbrey, Francis	Cleaner	5/- per day	Transferred from extra staff.
1 "	Nimmo, George	Cleaner	2/6 per day	Vice J. Earley.
1 "	Gray, Reginald	Apprentice	1/10 per day	Vice W. Winspear.
2 "	Jones, Charles	Cleaner	6/6 per day	} New opening, Moree Line.
8 "	Mutton, Friend	Shop boy	2/- per day	
8 "	Furniss, George	Shop boy	2/- per day	
14 "	Picken, William	Shop boy	2/- per day	
15 "	Woolner, Edward	Boilermaker's assistant	7/- per day	Vice F. Hiley.
15 "	Moses, Edgar	Shop boy	4/- per day	
16 "	Funnell, Frederick	Cleaner	6/- per day	} New opening, Moree Line.
22 "	Doyle, James	Shop boy	2/6 per day	
3 May	Edgar, Albert	Cleaner	3/3 per day	} New opening, Moree Line.
5 "	St Hugh, John J.	Apprentice	1/10 per day	
18 "	Hawkings, Ernest	Shop boy	2/6 per day	Vice A. Moir
20 "	Gilroy, Oscar	Shop boy	2/6 per day	Vice E. Fenwick.
20 "	Brown, John J.	Apprentice	1/10 per day	Vice H. Robinson.
21 "	Bingham, William	Shop boy	2/3 per day	
21 "	Ryan, Edward	Order	6/6 per day	Vice W. Daniels.
27 "	Maxwell, William	Apprentice	1/10 per day	Vice C. Denn.
27 "	Pederson, Emil	Shop boy	2/- per day	Vice J. Nicholls.
27 "	Apps, Janet	Upholsteress	4/- per day	
27 "	Quincy, Charles	Apprentice	1/10 per day	Vice J. Dibbs.
27 "	Tumbrell, James	Shop boy	2/3 per day	Vice F. Schroeder.
4 June	O'Brien, Charles D.	Apprentice	1/10 per day	
7 "	Hollier, Oscar	Fuelman	6/6 per day	Vice J. Furnham.
7 "	Corkery, James	Apprentice	1/10 per day	Vice W. Walker.
8 "	Shubert, Edwin	Cleaner	5/- per day	
10 "	Brown, Michael	Cleaner	5/- per day	
14 "	Duff, Robert	Apprentice	1/10 per day	
14 "	Hunter, John	Apprentice	1/10 per day	Vice W. Baker.
17 "	Sharp, Robert E.	Cleaner	2/6 per day	Vice H. Baldwin.
21 "	Cunnington, Robert	Cleaner	4/- per day	
25 "	Atkinson, Patrick	Shop boy	2/3 per day	Vice C. Groves.
28 "	Harvey, Richard	Cleaner	6/- per day	
CHIEF TRAFFIC MANAGER'S BRANCH.				
18 Jan.	Follent, Mary	Platform attendant	10/- per week	Vice Mrs. Hemsley.
19 Mar.	McMahon, Joseph	Junior porter	2/6 per day	Vice T. Colgan.
26 "	Smith, Walter	Junior porter	2/6 per day	
1 April	Brown, Herbert	Apprentice clerk	£30 per annum	Vice F. O'Rourke.
1 "	King, Patrick	Shunter	7/- per day	Re-employed.
1 "	Heaton, Thomas	Telegraph probationer.	2/6 per week	
1 "	Webb, Arthur	Telegraph probationer.	2/6 per week	
2 "	Smith, George	Junior porter	3/4 per day	Vice C. Atwell.
2 "	Faulkner, Rose	Gatekeeper	Free house	Vice H. Faulkner.
6 "	Blunt, Mrs.	Gatekeeper	Free house	Vice Mrs. Redding.
7 "	O'Connor, Thomas	Junior porter	2/6 per day	
9 "	Humphreys, Harriet	Gatekeeper	5/- per week and house.	Vice A. Smith.
9 "	Sutherland, Christina	Gatekeeper	15/- per week	Vice M. Donnellan.
15 "	Lackey, William	Junior porter	2/6 per day	Vice W. Pringle.
15 "	Dawson, Thomas	Junior porter	3/4 per day	Vice R. Pringle.
16 "	Cambridge, John	Porter	6/- per day	Re-employed, vice W. Honbery.
19 "	Steele, John	Porter	6/- per day	Vice T. Vaughan.
30 "	Kane, Martin	Block lad	10/- per week	Vice T. Hodges.
1 May	Carter, Septimus	Telegraph probationer.	2/6 per week	Vice W. Dargan.
1 "	Appleby Ann	Gatekeeper	7/- per week	Vice S. Wilson.
2 "	Winter, Ellen	Laundress	12/6 per week	Vice M. Winter.
3 "	Cook, Richard	Porter	6/- per day	Vice T. Arbustler.
5 "	Hatbain, Sarah	Gatekeeper	Free house	Vice J. Duncan.
6 "	Pinkney, John	Telegraph probationer.	2/6 per week	Vice W. King.
7 "	Rolph, Eleanor	Gatekeeper	7/- per week	Vice M. Malcolm.

APPENDIX III—continued.

Date.	Name.	Position.	Rate.	Remarks.
1897. CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
10 May	Guthrie, Mrs. Mary	Gatekeeper	6/- per week and house	Vice J. Smith.
13 "	Reid Naomi	Gatekeeper	Free house	
18 "	Muldoon, Mrs. Ann	Gatekeeper	7/- per week	Vice M. Croak.
19 "	Fox, Thomas	Probationer	10/- per week	
19 "	Coyne, Blanche	Gatekeeper	Free house	Vice G. Kelly.
20 "	Thomas, Mary	Platform attendant	Free house	
20 "	Hilbert, Mrs. Mary	Gatekeeper and platform attendant	10/- per week and house	Vice A. Drewc.
21 "	Pratt, Walter	Gatekeeper	15/- per week	
25 "	Hunt, Robert	Junior porter	4 2 per day	Vice G. Buckpitt.
25 "	Lewis, John	Junior porter	5/- per day	Vice J. Hooper.
25 "	Fishburn, Lawrence	Office boy	10/- per week	
25 "	Babbage, James	Telegraph probationer	2/6 per week	
26 "	Podwick, Lancel	Apprentice clerk	£30 per annum	Vice A. Solomons.
28 "	Welch, William	Porter	6/- per day	Vice J. Crosslet.
31 "	Hooker, Clarence	Block lad	10/- per week	
31 "	Collins, James	Gatekeeper	15/- per week	
31 "	Bradwell, Elizabeth	Gatekeeper	Free house	Vice M. Winter.
1 June	Hawken, Joseph	Gatekeeper	15/- per week	
1 "	Haines, Ada	Gatekeeper	Free house	Vice E. Cleaver.
3 "	M'Kervey, Annie	Gatekeeper	7/- per week	Vice S. Alt.
4 "	Faint, Murtha	Gatekeeper	7/- per week and house.	Vice J. Klindinist.
4 "	Casey, William	Porter	6/- per day	
4 "	Forrest, William	Junior porter	2,6 per day	
6 "	Dogger, Agnes	Barack attendant	7/6 per week	Vice F. O'Sullivan.
6 "	Taylor, Bridget	Gatekeeper	15/- per week and house.	Vice S. Houghton.
7 "	Morris, Cecilia	Gatekeeper	Free house	Vice M. Watts.
7 "	Rothwell, George	Night officer	£150 per annum	(Re-employed). Vice C. Smith.
8 "	Tierman, James	Junior porter	3/4 per day	Vice J. Maloney.
8 "	Hollman, John	Telegraph probationer.	2/6 per week	Vice R. Elliott.
9 "	Taylor, Teresa	Gatekeeper	7/- per week	Vice E. Regan.
9 "	Dries, John	Telegraph probationer	2/6 per week	
11 "	M'Leod, Arthur	Junior porter	2/6 per day	Vice R. Millican.
11 "	Givney, Arthur	Junior porter	2/6 per day	Vice W. Fulljames.
11 "	Devine, Mary	Gatekeeper	7/- per week	Vice M. Dick.
11 "	Smith, Minnie	Gatekeeper	7/- per week	Vice H. Lawrence.
11 "	Collits, Joseph	Telegraph probationer.	2/6 per week	
11 "	Wrightson, Charles	Gatekeeper	15/- per week	
11 "	M'Lean, Catherine	Gatekeeper	7/- per week	
14 "	Butler, Thomas	Telegraph probationer.	2/6 per week	Vice A. Hibbert.
16 "	Dunne, James	Junior porter	5/- per day	Vice J. Anderson.
18 "	Walker, Joseph	Junior porter	5/- per day	Vice W. Moffatt.
24 "	Lawrence, George	Junior porter	4/2 per day	
24 "	Harris, Charles	Junior porter	4/2 per day	
24 "	Blake, Alfred	Junior porter	4/2 per day	
24 "	Appel, Herbert	Junior porter	4/2 per day	
24 "	Edney, George	Junior porter	4/2 per day	
24 "	Jones, Archibald	Junior porter	5/- per day	
24 "	O'Brien, Julian	Junior porter	5/- per day	
24 "	Wood, Archibald	Junior porter	5/- per day	
24 "	West, David	Junior porter	4/2 per day	
24 "	Brian, Henry	Junior porter	5/- per day	
24 "	Benson, Harold	Junior porter	5/- per day	
24 "	Lyne, Charles	Junior porter	4/2 per day	
25 "	Kay, Ediza	Gatekeeper	Free house	Vice Mrs. Williams
25 "	Kennedy, Michael	Junior porter	5/- per day	
26 "	Green, Roland	Junior porter	4/2 per day	
28 "	Johnston, Christopher	Junior porter	5/- per day	
28 "	Gilland, Ernest	Telegraph probationer	2/6 per week	
28 "	Frost, Mary	Linen attendant	25/- per week	Vice A. Heilly.
29 "	Cowan, Ernest	Junior porter	4/2 per day	
30 "	Mulheron, James	Porter	6/- per day	
30 "	Thurlow, William	Apprentice clerk	£30 per annum	
ELECTRICAL ENGINEER'S BRANCH.				
30 April	Lacey, Mathew J.	Electrical cadet	1/8 per day	
20 May	Webb, Augustus	Electrical cadet	2/8 per day	
25 "	Robertson, William M.	Telegraph messenger	5/- per week	
11 June	Tinson, Harold	Probationer	2/6 per week	
CONTROLLER OF STORES BRANCH.				
26 May	M'Callum, Daniel	Messenger	10/- per week	
TRAMWAYS—LOCOMOTIVE BRANCH.				
8 April	Dickie, James	Apprentice clerk	£30 per annum	
8 "	Everist, Arthur F.	Boy labourer	2/6 per day	Vice W. Wanklin.
12 "	Chapman, Henry	Lamp-trimmer	4/- per day	Vice W. Walker.
23 "	Hyland, Joseph J.	Boy labourer	2/6 per day	Vice C. Strachan.
28 May	Ball, Nathan E.	Lamp-trimmer	2/6 per day	Vice T. Harland.
3 June	Betts, George	Cleaner	4/6 per day	Vice S. Sparkes.
4 "	Atkinson, St. Clair	Brassmoulder	10/- per day	
4 "	M'Rae, George	Labourer	6/6 per day	Transferred from extra staff.
18 "	Tubby, Henry J.	Cleaner	5/6 per day	
22 "	Holland, Frederick	Shop boy	2/3 per day	Vice P. Cooper
23 "	Daley, Augustus	Shop boy	3/- per day	Vice E. Rose.
TRAMWAYS—TRAFFIC BRANCH.				
9 April	Stuyck, Arthur H.	Junior conductor	6/- per day	Vice N. Dearman.
12 "	Clay, Alfred	Point cleaner	6/- per day	Vice G. Thomas.
12 "	Hughes, Thomas	Junior conductor	6/- per day	
23 "	Byrne, Richard	Junior conductor	6/- per day	
23 "	Campbell, William J.	Junior conductor	6/- per day	Transferred from extra staff.
23 "	Vaughan, Edward	Junior conductor	6/- per day	
23 "	Johnstone, Alfred	Junior conductor	6/- per day	
8 May	M'Grath, John J.	Conductor	6/6 per day	Vice F. Groves.
19 "	King, David S.	Junior conductor	6/- per day	Vice W. A. Campbell.
19 "	Mitchell, Daniel R.	Flagman	6/- per day	Vice H. Millington.
21 "	Hurst, Alfred	Junior conductor	6/- per day	Transferred from extra staff.
2 June	Hatton, Henry	Junior conductor	6/- per day	Vice M. Williams.
4 "	Barker, William H.	Conductor	6/6 per day	
4 "	Northey, James T.	Junior conductor	6/- per day	Transferred from extra staff.
4 "	Wilson, Robert S.	Junior conductor	6/- per day	
TRAMWAYS—MAINTENANCE BRANCH.				
7 May	Harris, James	Labourer	6/6 per day	Transferred from extra staff.
18 June	Gunn, Walter	Labourer	6/6 per day	

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st April to the 30th June, 1897.

Date.	Name.	Position.	Rate.	Remarks.
1897.				
TRAFFIC AUDITOR'S BRANCH.				
8 May..	Carter, Frederick S.	Apprentice clerk	£70 per annum	Resigned.
20 June	Hancox, Samuel D.	Inspector	£305 per annum	Deceased.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
10 April	Green, Thomas	Fettler	7/6 per day	Resigned.
20 "	Lyons, Eugene	Ganger	9/- per day	Deceased.
22 "	Elliott, William	Labourer	7/6 per day	Deceased.
28 "	Duggan, John	Ganger	9/- per day	Deceased.
29 "	Cootie, William	Fettler	7/6 per day	Retired.
11 May..	Hannan, John	Fettler	7/6 per day	Deceased.
22 "	Williams, James	Labourer	7/6 per day	Deceased.
27 "	Fleming, Thomas	Labourer	7/6 per day	Retired.
24 June	Smith, Charles	Ganger	9/- per day	Retired.
25 "	Roberts, Edward	Fettler	7/6 per day	Retired.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
7 April	Robinson, Henry	Carriage builder	10/6 per day	Deceased.
10 "	Daniels, William	Turner	11/- per day	Resigned.
10 "	Richards, William H.	Labourer	7/6 per day	Discharged.
12 "	Cook, George	Storeman	8/- per day	Resigned.
14 "	Simpson, Frederick	Painter	8/- per day	Deceased.
23 "	Farnham, John	Pumper	8/6 per day	Deceased.
20 "	Knowles, William	Boilermaker's assistant	7/- per day	Deceased.
1 May..	Weeks, George	Assistant examiner	8/- per day	Resigned.
3 "	Dean, Charles	Fitter	10/8 per day	Resigned.
7 "	Baldwin, Horace	Apprentice	4/- per day	Resigned.
8 "	Foster, Charles	Fitter	8/- per day	Resigned.
8 "	Baker, William R.	Carriage builder	10/6 per day	Resigned.
10 "	Lydon, William	Labourer	7/6 per day	Discharged.
16 "	Flint, George	Labourer	8/- per day	Deceased.
24 "	Dodds, James	Driver	13/- per day	Deceased.
10 June.	Robinson, William	Pumper	8/8 per day	Retired.
12 "	Goodwin, George	Apprentice	7/10 per day	Resigned.
17 "	Cameron, Percy	Apprentice	7/10 per day	Discharged.
17 "	Gimbert, Phillip	Labourer	7/6 per day	Deceased.
18 "	Hull, George	Striker	7/6 per day	Deceased.
24 "	Inglis, Allan	Blacksmith	11/- per day	Deceased.
30 "	Hubbard, James	Steam shed inspector	£280 per annum	Retired.
CHIEF TRAFFIC MANAGER'S BRANCH.				
1 April	Faulkner, Henry	Gatekeeper	Free house	Discharged.
6 "	Reidling, Mrs.	Gatekeeper	Free house	Discharged.
6 "	Smith, Jane	Gatekeeper	5/- per week and house.	Resigned.
8 "	Buckpitt, George	Porter	7/- per day	Deceased.
18 "	Smith, Ambrose	Gatekeeper	Free house	Discharged.
20 "	Moffatt, William	Shunter	7/6 per day	Resigned.
21 "	Anderson, James	Porter	7/- per day	Resigned.
26 "	Croak, Margaret	Gatekeeper	7/- per week	Resigned.
26 "	Hibbert, Albert	Porter	7/- per day	Deceased.
27 "	Poston, William	Ticket collector	8/- per day	Discharged.
30 "	Wilson, Sarah	Gatekeeper	7/- per week	Resigned.
30 "	Elliott, Robert	Telegraph probationer	2/6 per week	Resigned.
1 May..	Winter, Matilda	Gatekeeper and laundress.	12/6 per week and house.	Deceased.
3 "	Williams, Mrs.	Gatekeeper	20/- per week and house.	Resigned.
3 "	Duncan, Jane	Gatekeeper	Free house	Resigned.
5 "	Cambourne, Annie	Gatekeeper	Free house	Resigned.
6 "	M'Faddon Agnes	Gatekeeper	7/- per week	Resigned.
7 "	Malcolm, Mary	Gatekeeper	7/- per week	Resigned.
3 "	Alt, Henry	Officer-in charge	£140 per annum and £56 per annum postal.	Deceased.
13 "	Drewe, Annie	Attendant and gatekeeper.	10/- per week	Resigned.
19 "	Kelly, Georgina	Gatekeeper	Free house	Resigned.
21 "	Milligan, Robert	Junior porter	2/6 per day	Discharged.
23 "	Maloney, John	Junior porter	3/4 per day	Discharged.
26 "	Smith, Charles	Officer-in-charge	£140 per annum	Resigned.
31 "	Davidson, Nabob	Porter	8/- per day	Resigned.
1 June.	Cleaver, Isabella	Platform attendant	Free house	Resigned.
2 "	Alt, Sarah	Gatekeeper	7/- per week	Resigned.
4 "	Windinist, Jane	Gatekeeper	7/- per week and house.	Resigned.
5 "	Solomons, Alexander	Apprentice clerk	£30 per annum	Resigned.
5 "	Houghton, Sarah	Gatekeeper	16/- per week and house.	Resigned.
5 "	O'Sullivan, Fanny	Barrack attendant	7/6 per week	Resigned.
7 "	Watts, Minnie	Gatekeeper	Free house	Resigned.
8 "	Regan, Elizabeth	Gatekeeper	7/- per week	Resigned.
10 "	Walsh, Mrs. Jane	Platform attendant	Free house	Discharged.
10 "	Lawrence, Honora	Gatekeeper	7/- per week	Resigned.
11 "	Dick, Margaret	Gatekeeper	7/- per week	Resigned.
15 "	Fuljames, William	Apprentice Clerk	£30 per annum	Discharged.
16 "	Fielding, Thomas	Clerk	£160 per annum	Resigned.
18 "	Proctor, Patrick	Porter	6/- per day	Discharged.
18 "	Kelly, Thomas	Guard	10/6 per day	Deceased.
22 "	Hives, William	Porter	8/- per day	Deceased.
24 "	Atkins, Alfred	Junior Porter	5/- per day	Resigned.
24 "	Blanch, Theophilus	Junior Porter	6/- per day	Resigned.
30 "	Croke, John	Gatekeeper	15/- per week	Discharged.
30 "	Green, Charles	Clerk	£140 per annum	Retired.
SIGNAL AND INTERLOCKING ENGINEER'S BRANCH.				
20 May..	Boulton, William	Labourer	7/6 per day	Resigned.
22 "	Shurey, Frederick	Labourer	7/6 per day	Deceased.
ELECTRICAL ENGINEER'S BRANCH.				
27 May..	Pritzler, William	Probationer	2/6 per week	Discharged.

APPENDIX IV—continued.

Date.	Name.	Position.	Rate.	Remarks.
1897. TRAMWAYS—LOCOMOTIVE BRANCH.				
10 April	Walker, George A.	Brassmoulder.....	10/- per day ..	Discharged.
21 "	Harland, Thomas	Driver	11/- per day ..	Resigned.
6 May..	Burness, William	Labourer	7/- per day ..	Resigned.
13 "	Sparkes, Sidney H.	Cleaner	3/6 per day ..	Discharged.
11 June.	McLean, Alexander	Cleaner	6/6 per day ..	Discharged.
19 "	Clarke, James T.	Blacksmith	12/- per day ..	Deceased.
TRAMWAYS—TRAFFIC BRANCH				
1 April	Thomas, George W.	Junior conductor ...	6/- per day ..	Resigned.
26 "	Frazer, George E.	Senior conductor	9/- per day ..	Discharged.
27 "	Campbell, William A.	Junior conductor	7/- per day ..	Discharged.
27 "	Millington, Herbert	Junior conductor	7/- per day ..	Discharged.
27 "	Large, Joseph	Junior conductor ..	6/6 per day ..	Discharged.
30 "	Bristow, George	Porter	8/- per day ..	Discharged.
8 May..	Groves, Frederick	Conductor	6/6 per day ..	Resigned.
13 "	Williams, Matthew	Senior conductor	9/- per day ..	Deceased.
16 June.	Morris, Patrick	Senior conductor ..	9/- per day ..	Deceased.
TRAMWAYS—MAINTENANCE BRANCH.				
9 April	Carter, Thomas	Labourer.....	7/6 per day ...	Retired.

Sydney: William Applegate Gullick, Government Printer.—1897.

[6d.]

1897.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS.

(REPORT OF RAILWAY COMMISSIONERS, QUARTER ENDING SEPTEMBER, 1897.)

Printed under No. 22 Report from Printing Committee, 18 November, 1897.

Offices of the Railway Commissioners of New South Wales,
29th October, 1897.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report, for the quarter ending 30th September, 1897, upon the subjects specified, viz. :—

I.—STATE OF THE TRAFFIC.

RAILWAYS.				Quarter ending 30th Sept., 1896.	Quarter ending 30th Sept., 1897.
Miles open	...	...	...	2,531½	2,639½
Revenue	...	1896.	1897.	£737,185	£699,481
	{ Passenger ...	£243,044	£251,186		
	{ Merchandise ...	£494,141	£448,295		
Expenditure	...	...	...	£405,756	£400,276
Train miles run	...	...	...	1,969,585	1,990,554
Earnings per train mile	...	...	...	7/5½	7/0½
Expenditure per train mile	...	...	...	4/1½	4/0¼
Percentage—Expenditure to earnings	...	...	...	55·04	57·22
Number of passengers	...	...	...	5,392,491	5,639,635
Tonnage of goods traffic	...	...	...	1,113,950	1,129,304
Tonnage of live stock traffic	...	...	...	42,330	34,083

TRAMWAYS.				Quarter ending 30th Sept., 1896.	Quarter ending 30th Sept., 1897.
Miles open	...	...	...	61	62½
Revenue	...	...	...	£70,606	£73,423
Expenditure	...	...	...	£58,833	£62,431
Tram miles run	...	...	...	745,170	807,330
Earnings per tram mile	...	...	...	1/10½	1/9½
Expenditure per tram mile	...	...	...	1/7	1/6½
Percentage—Expenditure to earnings	...	...	...	83·32	85·03
Number of fares collected	...	...	...	16,653,775	17,337,962

RAILWAYS.

II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found as an Appendix, page 4.

III.—SPECIAL RATES.

A statement of the special rates, and the reasons for making the same, will be found attached. [Appendix, page 4.]

IV.—STAFF.

These returns are given as an Appendix, pages 5 to 7.

GENERAL REMARKS.

The revenue for the quarter shows a decrease of £37,704, which is more than accounted for by the falling off in the live stock and wool traffic. The former shows a decrease of £21,100, and the latter £33,443; in all, £54,543. The loss is almost wholly consequent upon the drought which was so seriously felt in many parts of the Colony a few months back; but the late shearing, and the difficulties of road transit, owing to recent heavy rains, have, to some extent prevented the wool coming forward as rapidly as it otherwise would have done.

The coaching traffic increased by £8,142, viz., first-class £921, second-class £5,662, and miscellaneous £1,539. For the increase in Passenger Earnings, 247,144 additional journeys were made.

In the goods department, general merchandise increased by £7,177, and coal, coke, and other minerals £1,520. The increase in Mineral Earnings represents 45,545 tons of additional haulage.

The working expenses were reduced by £5,480. The expenditure in connection with the working of new lines which were not opened during the corresponding quarter of last year, the larger outlay on rolling-stock, and the charges on account of the renewing and improving of the Wagga Wagga Viaduct, prevented the working expenses being kept more in harmony with the reduced receipts.

CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

The permanent-way and works have been efficiently maintained, and further grade improvements have been executed.

TRAMWAYS.

The revenue for the quarter increased by £2,817, and the expenses by £3,598, considerable expenditure having been incurred in relaying, also in renewing and improving the crossing in King and Elizabeth Streets, and providing for the renewal of rolling-stock.

We have the honor to be,

Sir,

Your most obedient servants,

CHARLES OLIVER,
Chief Commissioner.

W. M. FEHON,
Commissioner.

DAVID KIRKCALDIE,
Commissioner.

APPENDIX I.

Report on Condition of Lines and Works for the Quarter ending 30th September, 1897.

New South Wales Government Railways,

Sir,

Office of Engineer-in-Chief for Existing Lines, 5 October, 1897.

I have the honor to report, for the information of the Commissioners, that the Permanent-way and Works have been efficiently maintained during the past quarter.

Relaying, resleepering, and reballasting operations have been carried on steadily.

The alteration of gradient between Blackheath and Mount Victoria has been completed, and the duplication of the line between the same stations is nearing completion. Further grade improvements in the vicinity of Exeter, Frampton, between Bethungra and Illabo, and between Orange and Mullion Creek are being energetically pushed forward.

Satisfactory progress is being made with the reconstruction of the Wagga Wagga viaduct.

I have, &c.,

THOMAS R. FIRTH,

Engineer-in-Chief.

The Secretary to the Railway Commissioners.

APPENDIX II.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

STATEMENT, in accordance with clause No 44 of the Railway Act, showing the Special Rates which have been made, and the reasons for making such rates, Quarter ending 30th September, 1897.

Article.	Rate.	Reason for rate.
Antiseptic	In casks or tins, "B" class rates and conditions.....	To encourage traffic.
Bags, empty returns	Hermidale to Newcastle free	do do
Ballast	For the Railway Construction Department, from Coolabah, Geurie, Ballast Siding, and Narromine to Neverite, 3d. per ton per mile.	Special concession.
Bottles, empty	To Wagga to be charged at the empty return rate, provided a statutory declaration is given that bottles will be subsequently filled with wine and returned by rail.	To encourage traffic.
Coke	Newcastle to Hermidale, will be allowed a rebate of 10 per cent., provided 1,500 tons are forwarded per annum in standard four-wheeled trucks of 9 tons 10 cwt. minimum weight.	do do
Cement	Portland to Stations between Strathfield and Milson's Point, Miscellaneous Class rates and conditions.	To equalise rates.
Coal, small	The 20 per cent. rebate on small coal, as provided in the Goods Rates book, dated the 8th June, is to apply to all small coal shipped irrespective of destination.	Special concession.
Coal	Co-operative Colliery to Sulphide Works, Cockle Creek, 1s. 1d. per ton.....	To equalise rates.
Contractors' plant	Bong Bong to Darling Harbour, "A" class rates. Rails and iron to be forwarded in 6-ton lots, and the machinery in 4-ton lots per each four-wheeled truck.	To secure traffic.
Cement	Newcastle to Tamworth, in cattle wagons that would otherwise run empty, to be allowed 25 per cent. reduction on the ordinary rates.	do do
Contractors' plant	Bumberry to Cootamundra, in lots of 6 tons per four-wheeled truck, "B" class rates.	do do
Gravel.....	Coolabah to Nyngan, in full truck loads when forwarded at the convenience of Department, 2s 6d. per ton.	To encourage traffic.
General goods	Forbes to Bourke, £41 per four-wheeled truck of 6 tons	To secure traffic
Iron pipes, 150 tons	Darling Harbour to Moree, £5 per ton in lots of 6 tons per four-wheeled truck.	do do
Iron spikes	Eskbank to Sydney, "A" class rates	To encourage traffic.
Lead	Darling Harbour to Dapto, 10s. per ton	To secure traffic.
Merry-go-rounds	Minimum charge, 15s. per each four and £1 per each six or eight wheeled truck.	To equalise rates.
Pans (night-soil) 1,200.....	Homebush to Dubbo, in lots of 3 tons in live stock trucks that would otherwise run empty, £3 19s. 6d per truck.	To secure traffic.
Raddle	First class rates and conditions	To equalise rates.
Single Package rates.....	These rates are to be applicable from Corowa and intermediate stations to Albury.	do do
Stone	From the junction of Wallsend Line to Newcastle and Bullock Island in full train loads, 8d. per ton.	To secure traffic.
Tin plates	Darling Harbour to Whitton "B" class rates with a minimum of two tons	To encourage traffic.
Iron.....	Iron forwarded in lots of not less than 8 tons per four-wheeled truck from Esk Bank to Darling Harbour for export beyond the Colony will be charged at Miscellaneous rates.	To encourage traffic.
Cushions	Cushions which have been hired to passengers coming from Albury and Victorian stations, to be returned from Sydney to Albury at 1d. each with minimum charge of 1s. per consignment	Extra facilities.
Fares	School pupils travelling between Sydney and Adelaide during recognised vacation to be allowed return tickets at half the fare which prevails at the time.	do
Do	Youths from the Carpenterian Reformatory proceeding to the country to take up situations will be charged half the ordinary rate on production of a certificate signed by the Superintendent of the Reformatory.	do

APPENDIX III.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employees from the 1st July to the 30th September, 1897.

Date.	Name.	Position.	Rate.	Remarks.
1897.				
TRAFFIC AUDITOR'S BRANCH.				
1 Sept.	Dacey, Rowland	Apprentice clerk	£30 per annum	Transferred from extra staff.
PROPERTY AND ESTATE BRANCH.				
1 Aug.	Hart, Percival S.	Surveyor and draftsman	£225 per annum	Vice J. Murray.
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
25 June	Dunbar, John	Labourer	6 6 per day	Vice C. Hazlewood
25 "	Duke, James	Labourer	6 6 per day	New opening, Berrigan Line.
25 "	Miller, Carlolus	Fettler	7/6 per day	New opening, Parkes to Rogan Gate.
29 "	Walbrock, Henry	Labourer	6/6 per day	Vice J. Williams
1 July	McGinley, Dennis	Labourer	6/6 per day	New opening, Moree Line.
1 "	Lofts, Edwin	Draftsman	£200 per annum	Transferred from extra staff.
2 "	Trussell, William	Labourer	6 6 per day	Vice F. Jones
2 "	Wright, Patrick	Labourer	7/- per day	New opening, Moree Line.
13 "	Hunt, Simon	Labourer	6/6 per day	Vice M. Moss.
50 "	Webster, William	Labourer	7/- per day	New opening, Moree Line.
24 "	Coombs, Arthur	Labourer	6 6 per day	Vice J. Hannon
24 "	M'Fadden, Patrick	Fettler	7/6 per day	New opening, Moree Line.
25 "	Walsh, Stephen	Labourer	6 6 per day	Vice J. Thornman.
2 Aug.	Hedges, William	Labourer	6 6 per day	Vice D. Hickey.
10 "	Miller, Oliver	Labourer	6 6 per day	Vice T. Marshall.
20 "	Ward, Henry	Labourer	6 6 per day	New opening, Moree Line.
24 "	Halley, John	Labourer	4/6 per day	Vice J. Paulley.
25 "	Hedges, Albert	Labourer	6/6 per day	Vice E. Roberts.
25 "	M'Veigh, James	Labourer	6 6 per day	Vice J. Jepson.
25 "	Harris, Thomas	Labourer	6/6 per day	Vice C. Smith.
27 "	Ahern, John	Fettler	7/6 per day	New opening, Moree Line
27 "	Tranley, John	Labourer	7/- per day	New opening, Moree Line
28 "	Bennett, John	Fencer	7/- per day	New opening, Berrigan Line.
30 "	Newell, Charles	Labourer	6 6 per day	Vice J. Flight.
1 Sept.	Blackwell, Herbert	Labourer	6/6 per day	Vice F. Lane.
3 "	Iunn, John	Labourer	6/6 per day	Vice F. Hawthorn.
10 "	York, William	Fettler	7/6 per day	New opening, Moree Line.
17 "	Spike, William	Fettler	7 6 per day	New opening, Moree Line.
13 "	Shackley, William	Labourer	6 6 per day	Vice C. Smith.
21 "	King, William	Labourer	6/6 per day	Vice M. Stapleton.
25 "	Spooner, Henry	Labourer	6 6 per day	New opening, Moree Line.
24 "	McGulrick, William	Labourer	6/6 per day	Vice W. Elliott.
28 "	Edwards, Joseph	Boy (labourer)	3/- per day	Vice J. Barrett.
28 "	Davis, Benjamin	Boy (labourer)	3/- per day	
CHIEF MECHANICAL ENGINEER'S BRANCH.				
1 July	McRitchie, David	Cleaner	2/6 per day	
1 "	Meredith, George	Boilermaker's assistant.	6 8 per day	Vice W. Lydon.
1 "	Cambridge, James	Boilermaker's assistant.	6/8 per day	Vice W. Knowles.
7 "	Wilkinson, John W.	Shop boy	2/3 per day	
7 "	Smith, John D.	Cleaner	5/- per day	
9 "	McGuinness, William	Apprentice	10d. per day	
9 "	Ellis, Francis	Cleaner	4/- per day	
12 "	Swift, Roger	Apprentice	10d. per day	Vice C. Foster.
12 "	Dixon, Albert	Apprentice	10d. per day	Vice P. Cameron.
14 "	Bone, Raishra	Cleaner	3/3 per day	
14 "	Fleming, William	Cleaner	3/3 per day	
14 "	Barnes, Alfred	Cleaner	4 - per day	
15 "	Maston, Walter	Shop-boy	2/6 per day	
26 "	Smith, Frank	Cadet	2- per day	Vice F. Shenstone.
26 "	Robson, Robert	Office-boy	10/- per week	
27 "	McGregor, John	Apprentice	10d. per day	Vice G. Goodwin.
29 "	Dodds, James	Labourer	6/6 per day	
1 Aug.	Hallhouse, Joseph	Cleaner	6/- per day	Transferred from extra staff.
12 "	Crossman, Francis	Shop-boy	2/3 per day	Vice G. Hall.
23 "	Jones, Clifford	Cleaner	5/- per day	Vice G. Tindle.
23 "	Muldoon, Oliver	Shop-boy	2/3 per day	
30 "	White, William E.	Apprentice	10d. per day	Vice J. Henderson.
31 "	Johnston, Victor	Apprentice	10d. per day	Vice E. Kearsley.
30 "	Law, Robert M.	Shop boy	2/6 per day	Vice A. Cronl.
1 Sept.	Ferguson, John	Blacksmith	10 - per day	Vice J. Murdoch.
1 "	Ferguson, Nathan	Cleaner	5/- per day	Vice R. Spence.
9 "	Robinson, Francis	Cleaner	3/3 per day	Vice F. Pope.
9 "	Sowden, Miles	Painter's Assistant	6 6 per day	Vice J. C. Mood.
9 "	Sims, Richard	Cleaner	5 - per day	Vice G. Weeks.
9 "	Meek, Thomas	Cleaner	2/6 per day	
10 "	Lacey, John	Fuelman	7/3 per day	Vice G. Fient.
13 "	Truscott, Arthur	Apprentice	10d. per day	
17 "	Houghton, Richard	Labourer	6 6 per day	Transferred from Extra Staff
24 "	Reeder, George	Shop boy	2/3 per day	
30 "	Bowman, John	Labourer	7/- per day	Vice J. Bradley.
CHIEF TRAFFIC MANAGER'S BRANCH				
10 June	Dickson, Charles	Junior porter	4 2 per day	Vice T. Fielding.
25 "	Nichols, Arthur	Junior porter	4/2 per day	
25 "	Pope, John	Junior porter	4/2 per day	
25 "	Laney, Thomas	Junior porter	5/- per day	
2 July	Reid, Annie	Gatekeeper	Free house	Vice N. Reid.
2 "	Budd, Bertha	Gatekeeper	7 - per week	
2 "	Packer, William	Porter	6 - per day	
5 "	Barfield, Mary Ann	Gatekeeper	7s. per week	
6 "	Wilkes, Henry	Junior porter	2/6 per day	
7 "	Martin, Mary	Gatekeeper	Free house	Vice G. Donne.
8 "	McCulloch, Breashur	Junior porter	5/- per day	
8 "	Shea, Arthur	Junior porter	3/4 per day	Vice T. Blanche.
9 "	Humphreys, Walter	Telegraph probationer.	2 6 per week	
9 "	Walsh, Joseph	Porter	6 - per day	
9 "	Farnwell, Sylvester	Junior porter	2 6 per day	
9 "	Woodward, Richard	Porter	6 - per day	Vice J. Ait.
9 "	Watson, George Oliver	Telegraph probationer.	2 6 per week	
9 "	Broderick, James	Porter	6/- per day	
14 "	Collet, John	Junior porter	4/2 per day	Vice P. Proctor.
14 "	Ait, Sarah	Station-mistress	15/- per week	Vice M. Brown.

APPENDIX III—continued.

Date.	Name.	Position.	Rate.	Remarks.
1907.				
CHIEF TRAFFIC MANAGER'S BRANCH—continued.				
15 July.	Bailey, John	Junior porter	3/4 per day	Vice A. Atkins
16 "	Beavis, Annie	Gatekeeper	Free house	Vice M. Maudsley.
16 "	Farrell, John	Porter	6/- per day	
16 "	Lingard, John	Junior porter	2/6 per day	Vice E. Blunt.
17 "	McClellan, Andrew	Junior porter	5/- per day	
21 "	Synons, Charles	Junior porter	4/2 per day	
21 "	Rooth, William	Messenger	2/6 per day	Vice H. A.T.
22 "	Brown, Arthur	Porter	6/- per day	
23 "	Parker, Thomas	Porter	6/- per day	
26 "	Scanlon, Mary	Gatekeeper	Free house	Vice M. Greedy.
26 "	Porter, Sidney	Junior porter	2/6 per day	
26 "	Renning, Herbert	Telegraph probationer.	2/6 per week	
26 "	Garnham, John	Junior porter	4/2 per day	
29 "	M'Dermott, Annie	Gatekeeper	7/- per week	Vice C. Hodder.
30 "	Griffiths, Thomas	Porter	6/- per day	Vice J. Garner.
3 Aug.	Hess, Catherine	Gatekeeper	Free house	Vice Mrs. Golding.
3 "	Kelly, Mathew	Porter	6/- per day	
6 "	Ford, Frederick	Porter	6/- per day	
6 "	North, John	Porter	6/- per day	
9 "	Tredwell, Maria	Gatekeeper	2/6 per week and free house.	Vice S. Morgan.
13 "	Thomas, John	Telegraph probationer.	2/6 per week	
16 "	Traynor, James	Office boy	10/- per week	Vice J. Donnelly (new opening, Moree line).
16 "	Kelly, Frederick	Telegraph probationer.	2/6 per week	
17 "	Gleeson, Thomas	Porter	6/- per day	Vice T. Kelly.
18 "	Verring, Betsy	Gatekeeper	Free house	Vice P. Parrish.
19 "	Gardner, Henry	Junior porter	4/2 per day	Vice N. Davidson.
19 "	Markwell, Owen	Gatekeeper	15/- per week	Vice J. Croke.
20 "	Annand, Alexander	Telegraph probationer.	2/6 per week	
20 "	Nowland, Elizabeth	Gatekeeper	7/- per week	Vice N. Harrison.
23 "	Furbey, Edward	Porter	6/- per day	
23 "	Gibson, William	Junior porter	5/- per day	
23 "	Fitzgerald, Richard	Telegraph probationer.	2/6 per week	
25 "	Hicks, James	Porter	6/- per day	
26 "	Bartlett, Frederick	Porter	6/- per day	
26 "	Higginson, Ernest	Porter	6/- per day	Vice R. Rigney.
27 "	Roberts, James	Telegraph probationer.	2/6 per week	
30 "	Evans, Richard	Telegraph probationer.	2/6 per week	Vice T. Spicer.
31 "	Croke, John J.	Junior porter	3/4 per day	
2 Sept.	Jack, William	Telegraph probationer.	2/6 per week	Vice C. Tiernan.
3 "	Osgrove, John	Porter	6/- per day	Vice T. Hutchinson.
3 "	Barker, Hannah	Gatekeeper	Free house	Vice E. Paull.
3 "	Patterson, James	Junior porter	4/2 per day	
3 "	Lewis, William	Junior porter	5/- per day	
4 "	Hancock, Walter	Junior porter	4/2 per day	Vice C. Green.
6 "	Brown, Margaret	Gatekeeper	15/- per week and house.	Vice E. Treloar.
6 "	Noble, Harold	Office boy	10/- per week	
6 "	Hollis, Edwin	Shunter	7/6 per day	
9 "	Ings, Emma	Gatekeeper	7/- per week	
9 "	Hokan, Nellie	Gatekeeper	Free house	Vice A. Reid.
10 "	O'Brien, William	Telegraph probationer	2/6 per week	
13 "	Baker, William	Junior porter	2/6 per day	
13 "	Wilson, James	Porter	6/- per day	
13 "	Clark, Charles	Porter	6/- per day	
13 "	Boushield, William	Telegraph probationer.	2/6 per week	Vice J. Morris.
13 "	Cunningham, Eliza	Gatekeeper	7/- per week	Vice M. Ferney
13 "	Roberts, Emily	Gatekeeper	7/- per week	
16 "	Thomas, Alice	Platform attendant	6/- per week and house.	New opening, Moree line.
22 "	Gilbert, Charles	Telegraph probationer.	2/6 per week	
24 "	Potter, Annie	Gatekeeper	15/- per week	Vice L. York.
27 "	Higgins, Thomas	Telegraph probationer.	2/6 per week	Vice J. Curtin.
27 "	Hyslop, Robert	Junior porter	4/2 per day	
SIGNAL AND INTERLOCKING ENGINEER'S BRANCH.				
3 Sept.	Hodgson, Joseph	Labourer	7/6 per day	Vice C. Thompson.
3 "	Linklater, John	Carpenter	9/- per day	Vice J. Paskins.
3 "	Hamilton, William	Carpenter	10/- per day	Vice W. Murphy.
3 "	Lewis, James	Labourer	7/6 per day	Vice W. Boulton.
ELECTRICAL ENGINEER'S BRANCH				
23 Aug.	Tullett, Harold	Probationer	2/6 per week	Vice J. Stephenson.
6 Sept.	Thompson, Edric	Electrical cadet	1/8 per day	Vice E. Higgs
17 "	Harris, Henry P.	Probationer	2/6 per week	Vice H. Tinson.
TRAMWAYS—LOCOMOTIVE BRANCH.				
15 July	Ryan, John J.	Shop boy	2/6 per day	Vice W. Bendall.
23 "	Farrell, Reginald	Shop boy	3/- per day	Vice E. Rose.
23 "	Simpson, George C.	Shop boy	1/9 per day	Vice A. McLean.
2 Aug.	Williams, Herbert	Cleaner	4/6 per day	Vice J. Boden.
13 "	Sandoe Alexander D.	Labourer	6/- per day	Vice W. Burness.
20 "	Soumiers, James R.	Cleaner	3/9 per day	
27 Sept.	McDonald, Robert	Boy labourer	3/- per day	Vice Wm. Wormald.
TRAMWAYS—TRAFFIC BRANCH.				
1 July	Johnson, Charles M.	Conductor	6/6 per day	Vice F. Parsons.
2 "	Martin, Edward	Junior conductor	6/- per day	
2 "	Bowles, Samuel M.	Junior conductor	6/- per day	
8 "	Cambourn, Walter	Conductor	6/6 per day	Vice A. G. Taylor.
16 "	Robertson, Charles H.	Junior conductor	6/- per day	
24 "	Neale, Stephen R.	Conductor	6/6 per day	Vice L. Brown.
26 "	Perfect, Henry E.	Conductor	6/6 per day	Vice C. Potter.
16 Aug.	Fraser, Hugh	Car-cleaner	6/- per day	
13 Sept.	Kelly, James H.	Car-cleaner	6/- per day	Vice J. Bleakley.

APPENDIX IV.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employees from the 1st July to the 30th September, 1897.

Date.	Name.	Position.	Rate.	Remarks.
1897.				
ENGINEER-IN-CHIEF FOR EXISTING LINES BRANCH.				
25 June	Frater, Robert	Labourer	7/6 per day	Retired.
25 "	Marshall, Thomas	Labourer	7/6 per day	Retired.
25 "	Pauley, John	Labourer	7/6 per day	Retired.
26 "	Golding, Daniel	Labourer	7/6 per day	Retired.
30 "	Flight, James	Labourer	7/6 per day	Retired.
1 July	Thorman, James	Fettler	7/8 per day	Deceased.
12 "	Hickey, Daniel	Labourer	6/6 per day	Discharged.
16 "	Jepson, John	Labourer	7/- per day	Resigned.
24 "	Worley, Henry	Fettler	7/6 per day	Deceased.
27 "	Martin, John	Labourer	8/6 per day	Deceased.
2 Aug.	Hawthorn, Frank	Fettler	7/8 per day	Deceased.
14 "	Richings, Thomas	Ganger	9/- per day	Deceased.
27 "	Barrett, John	Labourer	7/6 per day	Discharged.
3 Sept.	Jackson, George	Fettler	7/6 per day	Deceased.
8 "	Smith, William	Labourer	7/6 per day	Retired.
8 "	Hartigan, Thomas	Fettler	7/6 per day	Deceased.
8 "	Connelly, John	Ganger	9/- per day	Deceased.
9 "	Stapleton, Michael	Fettler	7/6 per day	Retired.
24 "	Duggan, Daniel	Fettler	7/6 per day	Discharged.
CHIEF MECHANICAL ENGINEER'S BRANCH.				
8 July	Henderson, James	Carriage builder	10/6 per day	Deceased.
10 "	Downie, William	Examiner	10/4 per day	Deceased.
14 "	Tindle, George	Fireman	10/- per day	Deceased.
27 "	Murdoch, John	Blacksmith	10/4 per day	Written off books.
28 "	Kearsley, George	Carriage builder	10/6 per day	Deceased.
4 Aug.	Pope, Francis	Cleaner	7/- per day	Discharged.
6 "	Mood, John C.	Painter	10/- per day	Deceased.
10 "	Croal, Alexander	Painter's assistant	7/- per day	Resigned.
18 "	Hurley, John	Waggon Builder	10/- per day	Resigned.
19 "	Bradley, John	Labourer	7/6 per day	Resigned.
19 "	Green, Frederick	Driver	14/- per day	Resigned.
19 "	Richarde, Robert	Fitter	10/8 per day	Deceased.
31 "	Bland, Howell J.	Travelling inspector	£230 per annum	Deceased.
2 Sept.	Rose, Thomas	Fitter	11/6 per day	Resigned.
27 "	Grierson, John	Cleaner	7/- per day	Deceased.
30 "	Baker, George	Labourer	7/6 per day	Resigned.
30 "	Moses, Henry	Driver	14/- per day	Resigned.
CHIEF TRAFFIC MANAGER'S BRANCH.				
1 July	Reid, Nora	Gatekeeper	Free house	Deceased.
7 "	Donn, Grace	Gatekeeper	Free house	Resigned.
10 "	Abbot, John	Junior Clerk	£20 per annum	Resigned.
13 "	Brown, Mary	Station Mistress	10/- per week & house.	Discharged.
16 "	Golding, Jane	Gatekeeper	Free house	Resigned.
16 "	Maudsley, Mary	Gatekeeper	Free house	Resigned.
20 "	McDarra, Kathleen	Gatekeeper	7/- per week	Discharged.
20 "	Troloar, Elizabeth	Gatekeeper	15/- per week & house.	Resigned.
24 "	Hutchinson, Thomas	Porter	7/6 per day	Resigned.
25 "	Greedy, Mary	Gatekeeper	Free house	Resigned.
30 "	Harrison, Mary	Gatekeeper	15/- per week	Deceased.
31 "	Garnham, John	Junior porter	4/2 per day	Deceased.
31 "	Hodder, Catherine	Gatekeeper	7/- per week	Resigned.
4 Aug.	Deveney, Timothy	Gatekeeper	30/- per week	Discharged.
5 "	Morris, Patrick J.	Clerk and operator	6/- per day	Discharged.
5 "	York, Lizzie	Gatekeeper	15/- per week	Resigned.
9 "	Morgan, Sarah	Gatekeeper	2/6 per week and house	Resigned.
10 "	Curlin, James	Junior porter	2/6 per day	Discharged.
13 "	Spicer, Thomas	Telegraph probationer	2/6 per week	Discharged.
16 "	Hutton, Thomas	Shunter	7/6 per day	Discharged.
26 "	Richardson, John	Night officer	£130 per ann.	Discharged.
28 "	Wahnsley, West	Night officer	£130 per ann.	Resigned.
28 "	Rogney, Kieran	Porter	8/- per day	Resigned.
28 "	Ternan, Christopher	Porter	7/- per day	Resigned.
3 Sept.	Paul, Emily	Gatekeeper	Free house	Resigned.
6 "	Watson, George	Telegraph probationer	2/6 per week	Resigned.
9 "	Reid, Annie	Gatekeeper	Free house	Resigned.
13 "	Ferney, Mary	Gatekeeper	10/- per week	Discharged.
SIGNAL AND INTERLOCKING ENGINEERS' BRANCH.				
10 Aug.	Parker, Albert	Blacksmith	10/6 per day	Discharged.
ELECTRICAL ENGINEER'S BRANCH.				
12 Sept.	Higgs, Edward	Junior fitter	5/6 per day	Deceased.
TRAMWAYS—LOCOMOTIVE BRANCH.				
12 July	Boden, Joseph	Driver	11/- per day	Retired.
15 "	Daley, Augustus J.	Shop boy	3/- per day	Discharged.
12 Aug.	Wormald, William	Driver	15/- per day	Discharged.
10 Sept.	Murray, James F.	Cleaner	7/6 per day	Left the Service
20 "	Stephenson, Thomas W.	Fireman	7/6 per day	Resigned.
TRAMWAYS—TRAFFIC BRANCH.				
12 July	Walker, Mrs. Sarah	Ticket seller	£75 per annum	Discharged.
1 Sept.	Blackley, James	Car cleaner	7/- per day	Deceased.
TRAMWAYS—MAINTENANCE BRANCH.				
5 July	Fulton, Charles	Junior Labourer	6/- per day	Resigned.
26 Aug.	Wilson, William	Labourer	7/6 per day	Resigned.
31 "	Henry, William	Labourer	7/6 per day	Retired.
31 "	Heggie, Robert	Labourer	7/6 per day	Retired.

1897.

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT

OF THE

ROYAL COMMISSION

ON

CITY RAILWAY EXTENSION:

I.—FOR THE CONVENIENCE OF PASSENGERS; AND
II.—FOR THE CONVEYANCE OF GOODS.

Presented to Parliament by Command.

Printed under No. 7 Report from Printing Committee, 10 June, 1897.



SYDNEY: WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER

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1897.

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COMMISSION.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen,
Defender of the Faith, and so forth,—

To our trusty and well-beloved—

- THOMAS THOMSON EWING, Esq., M.P., President.
- The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
- The Hon. JAMES HOSKINS, M.L.C.
- The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
- The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.
- The Hon. DANIEL O'CONNOR, M.L.C.
- HENRY CLARKE, Esq., M.P.
- CHARLES ALFRED LEE, Esq., M.P.
- JOHN LIONEL FEGAN, Esq., M.P.
- THOMAS HENRY HASSALL, Esq., M.P.
- GEORGE BLACK, Esq., M.P.
- FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
- FRANK FARNELL, Esq., M.P.

Greeting :—

KNOW YE, That We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, authorise and appoint you, or any five or more of you, to make a diligent and full inquiry as to the expediency and best methods of extending the Railway system of the Colony into the City of Sydney, or through the City, and to the waters of Port Jackson :—

- I. For the convenience of passengers ; and
- II. For the conveyance of goods.

And we do, by these presents, grant to you, or any five or more of you, at any meeting or meetings to which all of you shall have been duly summoned, full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises, and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, and to visit and inspect the same at the offices or places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means : And We do give you power, at your discretion, to procure such clerical and other assistance as you may deem necessary for enabling you duly to execute this Our Commission : And Our further will and pleasure is that you do, within three months after the date of this Our Commission, certify to Us, in the Office of Our Chief Secretary, under your or any five or more of your hands and seals, what you shall find touching the premises : And We hereby command all Government Officers and other persons whomsoever within Our Colony of New South Wales, that they be assistant to you and each of you in the execution of these presents : And We appoint you, the said THOMAS THOMSON EWING, to be President of this Our Commission, which said Commission We declare to be a Commission for all purposes of the Act 44 Victoria No. 1, intituled, "*An Act to regulate the taking of evidence by Commissioners under the Great Seal.*"

In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Colony of New South Wales to be hereunto affixed.

Witness Our Right Trusty and Well-beloved Cousin, HENRY ROBERT, VISCOUNT HAMPDEN, Our Governor and Commander-in-Chief of Our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this twenty-second day of December, in the year of Our Lord one thousand eight hundred and ninety-six, and in the sixtieth year of Our Reign.

(L.S.) HAMPDEN.

By His Excellency's Command,
(L.S.) JAMES N. BRUNKER.

WHEREAS it is necessary to extend the time within which the Commissioners are to make their Report in the above matter : Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the said Commissioners are to make such Report for a period of two months—to take effect from the 22nd ultimo.

Given under my hand, at Government House, Sydney, this ninth day of April, one thousand eight hundred and ninety-seven.

HAMPDEN.
By His Excellency's Command,
JAMES N. BRUNKER.

WHEREAS the time appointed for the return of the Commission in the above matter was, by an Instrument dated the ninth day of April last, extended for a period of two months ; and whereas it is necessary to extend the same still further ; now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the Commission are to make their return to, and for, a further period of two weeks beyond the time in, and by, the aforesaid Instrument appointed for the purpose—to take effect from the 22nd instant.

Given under my hand, at Government House, Sydney, this twenty-fifth day of May, one thousand eight hundred and ninety-seven.

HAMPDEN.
By His Excellency's Command,
JAMES N. BRUNKER.

CITY RAILWAY EXTENSION.

REPORT.

To His Excellency the Right Honorable HENRY ROBERT, VISCOUNT HAMPDEN, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

We the members of the Royal Commission appointed on the 22nd December, 1896, “to make a diligent and full inquiry as to the expediency and best methods of extending the Railway system of the Colony into the City of Sydney, or through the City, and to the waters of Port Jackson:—

I. For the convenience of passengers; and

II. For the conveyance of goods,”

have the honor to make the following Report:—

AN EXTENSION OF THE RAILWAY FOR THE CONVENIENCE OF PASSENGERS.

PREVIOUS PROPOSALS FOR EXTENDING THE RAILWAY INTO THE CITY.

1. At the opening of our inquiry an explanation was made by the Engineer-in-Chief for Railway Construction, of the conclusions arrived at by the Royal Commission of 1890 and 1891.

That Commission, by a majority, favoured a central station for long distance traffic on the site occupied by the Benevolent Asylum, and a suburban main station at King-street; two lines being continued to a terminus at Circular Quay, and other two lines taken from King-street round to the eastern suburbs.

This was an alternative scheme to one previously put forward by the Railway Commissioners, showing a central station at the top of King-street, and requiring the north-west corner of Hyde Park, as well as the area comprising St. James'-road, and the sites occupied by the Registrar-General's Office, the Supreme Court, and St. James' Church.

By this scheme the lines terminating at the Benevolent Asylum would be laid level, the four roads carried into the City being upon an ascending gradient of 1 in 260 as far as Belmore-road, and, over Belmore Park, Elizabeth-street, and Goulburn-street, by viaduct, on a grade of 1 in 100. At Goulburn-street the lines would enter a cutting along the western side of Nithsdale-street to Liverpool-street where it was proposed to provide an overhead station; and thence, passing under Liverpool-street they would enter Hyde Park, through which, parallel with Elizabeth-street and in a position to avoid interference with the avenue of trees adjacent to that street, they would be carried in covered way as far as Park-street. There they would leave the Park by curving in a westerly direction, and passing under Elizabeth-street, near the north-eastern corner of the Synagogue, emerge into an open cutting, and thence proceed under Market-street, between which street and King-street, and between Elizabeth and Castlereagh streets, the main Metropolitan Station would be situated.

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This station was to be a daylight one, although below the surface, and, to facilitate traffic in connection with it, King-street, between Elizabeth-street and Castlereagh-street, was to be widened to a minimum width of 80 feet.

The two lines to the Circular Quay were to be in open cutting between Elizabeth and Castlereagh streets for a distance of about 50 yards, and then, after passing under the Victoria Arcade, enter another open cutting for a further distance of about 200 yards, to a point on the south side of Hunter-street. There they would enter and pass through a tunnel under Hunter, Bligh, and Bent streets, emerging into open cutting again, and passing thence through the site now occupied by the Public Instruction Department, proceed under Bridge-street and the New Zealand Loan and Mercantile Agency Stores to a terminal station at the Custom House.

The estimated cost of constructing the works in connection with the alternative scheme—by which only the suburban traffic would be brought into the city, all country trains being dealt with at Redfern—was £835,000, exclusive of land resumption, which the Chief Commissioner for Railways said would cost £1,000,000, and probably more.

No action appears to have been taken on the Report of the Commission of 1891.

PROCEEDINGS SINCE THE LAST ROYAL COMMISSION.

2. In 1892 the Engineer-in-Chief for Railway Construction submitted to the Minister for Works, a minute, in which he recommended a similar route, but covering over the portions of the line which in the Commissioners' scheme would be in open cutting; and at that point the matter rested until 1896, in April of which year the Railway Commissioners brought it again under notice in a letter to the Premier and Minister for Railways, inviting serious consideration to the question of the terminal accommodation as one calling for immediate settlement in the interests of the safety as well as the comfort of the travelling public; and they suggested, in order to reduce the interference with Hyde Park, the bringing forward of the railway to the south-west section of the Park, bounded by Liverpool, Elizabeth, and Park streets.

This scheme was suggested, they explained, principally in consequence of the expenditure which had been incurred, since the date of their previous proposal, in connection with the Supreme Court and St. James' Church, and because it was thought that the taking of the portion of Hyde Park required for the new scheme would not give rise to so much opposition as would, perhaps, be created if the section nearest the Supreme Court and all the land up to King-street were appropriated.

In view of the representations made, directions were given by the Minister for the preparation of the necessary plans and estimates; and, the Railway Commissioners having reported as required under section 13 of the Public Works Act, the Park-street scheme was referred to the present Royal Commission.

DESCRIPTION OF THE EXTENSION SUBMITTED TO THE PRESENT COMMISSION—THE PARK-STREET SCHEME.

3. According to this scheme, six lines of railway are extended from Redfern Station across Devonshire-street, which has to be lowered 9 feet in order to obtain headway under the railway for vehicular traffic, and the resulting gradients will be 1 in 60 falling from George-street to the railway, and 1 in 25 rising from the railway to Castlereagh-street.

The lines throughout will be in the open air. Through the Cemetery and Benevolent Asylum grounds, and also the grounds occupied by the police quarters, they are near the surface, after which they pass over Belmore-road by a bridge, and thence by brick viaduct and steel bridges, where roads are crossed, to a point about half-way between Goulburn-street and Elizabeth-street, where the lines go into cutting. Belmore-road, Elizabeth and Goulburn streets, are thus bridged over with a minimum headway of 16 feet for the traffic underneath.

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The railway is carried under Liverpool-street without altering the present level.

Between Liverpool and Park streets the whole width of the ground from Elizabeth-street to about 25 feet from the central part in Hyde Park, would be taken up and excavated to an average depth of about 22 feet.

Park-street is lowered so as to run on an even grade between Liverpool and College streets, and it is widened so as to give 100 feet between the kerbs.

The terminal station buildings are on the frontage of Park-street, and the platform at the end of the line which terminates within 90 feet of Park-street, meets the level of the footpath outside. Thirteen lines of rails are brought into the station, and there are four double platforms, each of 30 feet; two single platforms, each of 21 feet 9 inches; and one single arrival platform of 30 feet in width. There is also a cab road 20 feet in width. The platforms are, for the most part, 700 feet in length, 600 feet of which is roofed over. The station buildings have the following accommodation:—On the ground floor—entrance hall, booking-offices, 96 x 55; general waiting-room, 62 x 36; refreshment-room, 96 x 38, with the ladies' dining-room and the necessary offices attached; ladies' waiting-rooms, first and second class, with lavatories, &c., as well as similar accommodation for gentlemen; cloak-room, 100 x 39; a telegraph office, and an information bureau. The station building, as proposed to be constructed, carries two stories above the ground floor. These would accommodate the Railway Commissioners and their officers.

There are also offices for the station-master, inspectors, and the station staff. Along the front of the station building is a colonnade over the footpath, and outside this a covered-way for cabs and carriages, 240 feet long.

In the line of Bathurst-street, and across the station at a sufficient elevation above the platforms, there is a double foot-bridge—one portion being 15 feet wide for the public to cross into the Park on the eastern side of the station, the other 20 feet for access to the different platforms, which is gained by means of staircases from the bridge. At a level below the platforms, and accessible from the latter by steps, are urinals and closets. At the south-western end of the station, that is at the corner of Liverpool and Elizabeth streets, a large parcels office is provided—200 x 50—with lifts for access to the level below. On the south-east corner there is a horse and carriage dock.

Under this proposal Elizabeth-street is widened to the extent of 30 feet, and along the centre of Park-street a double line of tramway is proposed to be laid.

ESTIMATED COST OF THE PARK-STREET SCHEME.

4. The Engineer for Railway Construction gives the following details of the estimated cost of the Park-street scheme:—

Land resumption between Belmore Park and Liverpool-street	...	...	£100,000
Buildings (600 feet roof)	...	...	200,000
Construction of line	...	...	£260,000
Signals and interlocking	...	...	15,500
Electric lights	...	...	4,500
			<hr/> 280,000
Shelter-sheds and alterations	...	...	20,000
			<hr/> £600,000

In the estimate of £200,000 for buildings, £133,000 is set down for station buildings—£68,000 being for passenger accommodation and necessary rooms and £65,000 for offices—and the remaining £67,000 is the estimated cost of the roof.

The land resumption would probably be larger than that represented by £100,000, as a greater width of line than is calculated for in this estimate is contemplated, and if prices for material, &c., should rise, as at present there is a tendency for them to do, the estimate of cost generally would be increased.

REPORT

REPORT OF THE RAILWAY COMMISSIONERS ON THE SCHEME.

5. The report of the Railway Commissioners upon the scheme estimates the annual cost at £26,000, or, interest at 3 per cent. on the capital expenditure, £18,000, and cost of maintaining permanent-way, and for traffic, locomotive, and other expenses, £8,000. Their traffic estimate is £33,365, which is made up of a saving of £1,365 in rents for officers of the administrative staff, and £32,000 additional railway revenue obtained by adding 1d. for each ordinary-passenger journey, 1s. 6d. and 1s. per month for first and second-class season ticket-holders (with a percentage reduction per month for tickets taken out for three, six, and twelve months), and 3d. per week for workmen's tickets.

The Commissioners explain that the estimated revenue from the extension is calculated upon the existing traffic carried to and from Redfern Station, but that they fully expect the shortening of the time required for journeying to and from the suburbs, and the reduction in cost by avoiding the daily charges for cabs, trams, and omnibuses, will very soon lead to a great increase in the suburban traffic; and also that under the new arrangements increased rents could be obtained for the refreshment-rooms.

OUTLINE OF THE COMMISSION'S INQUIRY.

6. In conducting our inquiry we have confined our attention in detail to the Departmental proposals and to such other schemes as have been submitted to us by private persons; a full general consideration being given to all schemes which had previously been inquired into.

The question of extending the railway into the city for the conveyance of goods was disposed of by its being clearly established by evidence that such an extension is not at present required, and that the passenger and goods traffic, which are not dependent upon one another, must be treated separately; it was necessary, however, to procure sufficient information to properly represent this part of our inquiry, and, as will be seen further on, witnesses competent to inform the Commission on the subject were examined, and useful returns were obtained from the Department which administers the Government wharfs.

To the two main points in the question of an extension of the railway into the city for the convenience of passengers—route and cost—we have given very careful consideration. Each, in this inquiry, is in intimate relation to the other, for the appropriation of a portion of Hyde Park would lessen, while the adoption of a route involving the resumption of city property must largely increase, the cost of the extension.

We, therefore, proceeded to obtain from the Engineer-in-Chief for Railway Construction a full explanation of the proposed Park-street scheme, and to ascertain from another and special source (provision for which was made by us) the value of all properties within the city which might be affected by railway extension if the Hyde Park scheme were not adopted. As it was necessary also to understand clearly the condition of affairs at Redfern Railway Station, officers of the railway staff were examined in order to obtain this information, and to determine the best means for meeting requirements.

As the inquiry progressed and witnesses were examined, some of whom submitted schemes of their own, points of importance cropped up which led us to look in directions other than those specially put before us for possible improvements upon the Departmental proposal.

After bringing our inquiry to the stage of having before us what seemed to be—with the exception of evidence from the Railway Commissioners personally—all the information of value procurable by us on the subject, and of being in the position in which we might justifiably arrive at a decision as to the most advisable course to recommend for extending the railway into the city, we examined the the Chief Commissioner for Railways, so that we might obtain from him his views, and those of his colleagues, on all essential matters, and ascertain how far they were in accord, or otherwise, with what appeared to us should be recommended.

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To assist us in our investigation the Engineer-in-Chief for Railway Construction, throughout the inquiry, was frequently engaged in the preparation of new or amended plans and estimates, or in explaining them to the Commission.

CONDITION OF THE REDFERN STATION AND YARD.

7. In the letter of the Railway Commissioners to the Minister for Railways in 1898, it is stated that the extension of the railway system of the Colony into the city is one "calling for immediate settlement, as the difficulties of working the station at Redfern have increased, and are still increasing, to such an extent that a considerable improvement in the terminal arrangements is, in the interests of safety, as well as to provide for the comfort of the travelling public, absolutely necessary."

From the evidence of the Out-door Traffic Superintendent of the Southern and Suburban System of the Government Railways, it appears that on an ordinary day the total number of passenger and goods trains and light engines passing through Redfern tunnel to and from the station and Darling Harbour would be about 561, and the number during the busiest hour of the day 45.

On last Eight-hour Holiday the number of trains and engines for the day was 701, and the number during the busiest hour of the day 52.

The number of long-distance and suburban passenger trains in and out of Redfern during the ordinary day is given as 324, and of this number 38 would be during the busiest hour of the day. On Eight-hour Day the long-distance and suburban passenger trains passing through the tunnel in and out of Redfern numbered 476, and the greatest number during the hour on that day 37.

The arrival and departure of these trains do not, however, represent the whole of the work done in the yard, as a large proportion of the trains arriving have to be drawn out from the platforms and shunted to liberate the engines which bring them in, or to place the cars at other platforms to form other trains.

Much of the shunting at present carried on in connection with the engines of the passenger trains is required because the platforms have only two roads between them—one for each as a main arrival and departure road—a state of things which makes it necessary for every train which runs into a platform to be drawn out again before the engine can be liberated; whereas, if there were a central or independent road between the two platform roads, an engine of a train running into a platform could be cut off, and then, by crossing over on the middle road, run back to the southern end of the train and couple on.

There is also, it is explained, a great deal of shunting of the engines to keep them out of the way of incoming and outgoing passenger trains, as there are no refuge sidings at the end of the platforms and between the main running lines to allow of the engines being readily shunted clear to take water or stand while other trains arrive and depart. Neither are there any sidings between or handy to the platforms where spare coaches can stand, so as to be readily available to strengthen trains, or for engines to stand ready to back on to trains which have arrived at the platforms; and considerable shunting across the main running lines is occasioned in consequence.

The distance between the ends of the passenger platforms and the junctions of the goods yard and the Darling Harbour branch with the main passenger lines is regarded as much too short, and frequently causes delay to shunting operations, both in the passenger yard, the goods yard, and to the goods trains on the branch.

The arrangement of the points and crossings is also unsuitable to conduct the traffic satisfactorily, in consequence of the limited length and their being hemmed in by the Darling Harbour branch, the yard having been added to, piecemeal, from time to time.

The sidings between Darling Harbour branch and the Mortuary for storing carriages necessitate trains of cars being shunted through the tunnel in the face of incoming passenger trains when drawing the empty trains out of the sidings to set back into the passenger platforms, besides blocking goods traffic on the branch while the shunting is being done.

In the busy hours of the morning and evening, the shunting staff in the station yard are said to be taxed to their utmost in getting the trains in and out without causing delay.

Much difficulty is experienced at all times, and more particularly at holiday times, in consequence of the shortness of most of the platforms, as trains when standing at some of the platforms overlap and block the entrance to and exit from adjoining lines. The length of a seven-car train, with engine, is 410 feet and 424 feet, according to the class of engine; but it is frequently necessary to run trains up to nine cars, the length of which is about 530 feet, and on holidays it would be an advantage to run, at times, up to twelve cars, the length of which, with engine, would be 689 feet. Yet only two out of a total of thirteen platforms are long enough to hold trains of more than eight cars and engine clear of adjoining roads; two are so short as to be useless for trains to arrive at or depart from; and two others are much too short to accommodate ordinary seven-car trains without fouling other roads.

The platforms are regarded as defective, not only in respect of length, but in not being provided with roofing or awning sufficient to admit of passengers' luggage and parcels of long-distance country trains being dealt with under cover; and the ends of the platforms, in some instances, are considered to be too narrow and most inconvenient.

Improvements are necessary also in connection with the cloak-room, parcels, and refreshment-room.

The tunnel at Redfern is very awkwardly situated, as the trains in coming through it have to pass "through the neck of a bottle," as one of the witnesses examined described it, and are only able to open out to the various platforms about 760 feet from the tunnel, which leaves only 850 feet of length for the diverging roads and the platforms.

DIFFICULTY OF IMPROVING REDFERN STATION AND YARD.

8. The present defective condition of Redfern Station and yard it appears cannot be materially improved without remodelling both, and this would mean a very large expenditure, in addition to the resumption of valuable property.

The Engineer-in-Chief for Railway Construction points out that any material alteration of Redfern Station would entail an entire reconstruction of the platforms and docks, as the station building was erected a long time ago, when the requirements of the railway traffic were nothing like what they are now; and any reconstruction of the platforms would involve a re-arrangement of the lines of railway in the station yard.

It is not desirable that Prince Alfred Park should be taken for the purpose of increasing the available space, but even if the Park were resumed it would be of no avail, as the distance between Redfern tunnel and the additional land which might be obtained from the Park is too short to permit of trains branching off in that direction conveniently after emerging from the tunnel, the situation of the Park being sharp off to the right after coming through the tunnel.

It is possible to widen the tunnel, but it is questionable whether this would afford any appreciable relief. If the tunnel were widened—which might be done by resuming sufficient land—the condition of affairs in relation to the station would not be materially improved, though by this means the Darling Harbour and Mortuary traffic could be kept away from the existing six lines of rails north of the tunnel.

Widening the tunnel would necessitate also an increase in the width of the approaches to the tunnel, and that would mean an expensive resumption of land about Regent-street and towards Eveleigh.

But even if the tunnel were widened in order to make a convenient and proper arrangement for the trains, the whole yard would have to be remodelled, as the lines of railway leading up to the station are so congested between the northern end of the tunnel and the platforms that, without making a radical alteration of everything, no really beneficial change, it is considered, could be effected.

"The re-arrangement of the station at Redfern," said the Engineer-in-Chief for Railway Construction, "would be a tremendous undertaking. To alter the six roads and make them suitable while the traffic is going on would be a dangerous operation." And the Chief Commissioner for Railways points out that to spend any large sum of money in improving the arrangements at the present station, or upon any addition to the existing yard from an adjoining site, would be unwise, because no increase upon the present passenger fares could be charged to recoup the outlay, and the station is not sufficiently far into the city.

ALLEGED

ALLEGED ADVANTAGES OF THE PARK-STREET SCHEME.

9. The advantages offered by the Park-street Scheme are stated officially to be as follows:—

1. It will provide a new and satisfactory terminal station, Redfern being not suitable for the present large and increasing traffic, and urgently requiring alteration.
2. It will bring the passenger traffic into the city.
3. It will not spoil the most frequented portion of Hyde Park.

From an engineering point of view the scheme is regarded as one of the best that can be put forward, and the Chief Commissioner for Railways is strongly of opinion that Hyde Park is the proper position for a station of the dimensions shown on the plans, and such as is necessary if the whole of the requirements of the traffic and the travelling public are to be met.

The site is considered by the Railway Commissioners to be fairly central, and is easy of access; the station would be commodious and safe, and would provide for the accommodation of the whole of the Railway Administrative Staff; and the arrangements generally would be complete enough to deal with both the suburban and long-distance trains.

The streets in the vicinity would be improved, and alterations contemplated in the tram services would connect the whole of them with the station. Park-street would be levelled and widened materially in front of the station, and the portion of Elizabeth-street between Park and Liverpool streets would be widened by 33 feet; and to connect the tram services with the station it is proposed to run an electric tram from the top of William-street along Park-street and on to George-street, where it would junction with the electric tramway about to be constructed in George-street to the Circular Quay.

The site of the station is convenient also for a railway round to the eastern suburbs, and for an extension to the Circular Quay; and a further advantage of the scheme is that it renders unnecessary any large resumption of city property.

OBJECTIONS TO THE PARK-STREET SCHEME.

10. It has been urged in opposition to the Park-street scheme that no portion of the Park should be taken for any purpose other than that to which it is put at the present time, and that Park-street is not sufficiently far enough into the city for the railway to be brought with the greatest advantage to the travelling public.

These objections are met, to a large extent at least, by evidence given by the Chief Commissioner for Railways and the Engineer-in-Chief for Railway Construction.

If a portion of Hyde Park required for the railway be granted, the Railway Commissioners suggest that the railway revenue shall be debited to the extent of £1,000 per year, or the railway capital might be charged with a lump sum of £100,000, for providing open spaces in districts needing them, or for the formation and maintenance of a park in some other part of the metropolis where it may be wanted; and in connection with this it is suggested that a very suitable site for such a park would be the old cemeteries in Devonshire-street.

As for the attractiveness of the remainder of Hyde Park being interfered with by the presence of the railway station and yard, the Engineer-in-Chief for Railway Construction points out that the running and shunting of the trains need not be objectionable to frequenters of the Park, and that if it should be necessary to wall off the Park from the station in order to exclude the yard from sight, this can easily be done; and, in respect to the idea that some of the Park may be taken for railway purposes in the future, the Chief Commissioner gives his assurance that no such thing shall take place. In addition to this assurance it is pointed out that much of the increased traffic of the future will be dealt with by extensions to the eastern suburbs and Circular Quay, which can be easily carried out.

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With regard to Park-street not being sufficiently far in the city for the convenience of railway passengers, the Mayors of Ashfield, Burwood, and Strathfield, speaking on behalf of a large proportion of the suburban travelling public, consider that the railway should be extended to King-street; in fact, everyone is in favour of this, the Park-street proposal having only been made in the endeavour to reduce the opposition to taking Hyde Park; and in no instance has anyone examined by the Commission, expressed unqualified approval of the proposal to have the terminal station at Park-street.

AN EXTENSION INTO THE CITY FROM LIVERPOOL-STREET BY TUNNEL.

11. In view of the objections to the Park-street scheme, it appeared to us desirable that we should ascertain whether the railway could be extended from Liverpool-street to the necessary point in the city by tunnel. Such a plan would render unnecessary any appreciable interference with Hyde Park, or, it might be, any costly resumption of property; and it was represented to us as possible to use in connection with such a scheme electric instead of steam traction, by which method the inconvenience that might arise from the presence of smoke or gases in the tunnel would be prevented.

It may be said to be a railway axiom that where possible tunnels should be avoided, a surface line being much better, both the convenience of the public and the convenience of working being ensured to a much greater extent on a surface station. "The fact that passengers have to ascend and descend," the Chief Mechanical Engineer of the Railway Department informed the Commission, "even though you may have the best appliances for the purpose, is an immense objection to a station underground"; and, for the successful working of a large terminal station, daylight is regarded as almost indispensable.

The Engineer-in-Chief for Railway Construction, in describing to the Commission the Mont Cenis and St. Gothard tunnels, explained that if the traffic through a tunnel be very great and there be no time to clear the tunnel between the passage of the trains, a following train going through gets into the smoke left by the previous train, and it is still worse if the following train travel in an opposite direction and, as it were, churn up the air.

Any scheme in which there would be a large extent of tunnel work, and steam locomotives are to be used, ought, he says, to be avoided; and there can be no doubt that the difficulty of working in tunnel a constant succession of trains upon six lines—the number in the scheme the Commission regard as the best—would be extreme. Forty-five trains are said to pass in and out of Redfern station in the course of a busy hour, and to have this number passing and repassing with steam motive power through a long tunnel, even with the most approved means of ventilation, would give rise to serious complications, the tendency being to drive passengers from the trains at Redfern in order that they might find some other way of getting into the city.

Electric traction is used in America to a small extent, and is increasing there in favour. Cutting off the locomotive engine from a train, and attaching to the train an electric motor, preparatory to entering a tunnel, is quite practicable, but it does not, for many reasons, appear desirable or satisfactory. With further developments electricity may become a wholly satisfactory motive power, and tunnels will then doubtless be of great advantage; but, at present, we feel that this matter must be considered from the standpoint of steam traction only.

ROUTES INVOLVING EXPENSIVE RESUMPTIONS.

12. Any proposal involving a large resumption of city property would make the desired railway extension very costly, and the Engineer-in-Chief for Railway Construction informed the Commission that a width of 75 feet would be required upon which to satisfactorily locate six lines of railway under favourable conditions; and if land be resumed for this purpose, having in view existing buildings and the kind of construction necessary, the resumption could not be reasonably estimated at less than 100 feet wide.

Information

Information placed before the Commission shows that if Hyde Park were avoided, and a strip of land 100 feet wide were taken from Redfern Station to Circular Quay, the area represented by this strip would be within a fraction of 20 acres, without including any land required for stations, and the estimated cost of resuming it £1,424,285, at twenty years' purchase, and £1,755,624 at twenty-five years' purchase, without allowing anything for severance, for disruption of business, or for the 10 per cent. for forced sale always paid by the Government. Valuable properties would be severed if such a strip of land were resumed, and under the Public Works Act the Constructing Authority could be compelled to purchase many large and expensive buildings situated wholly or partly upon the area resumed, so that the total expenditure would, in this manner, be enormously increased.

A route of this kind is, of course, to a certain extent, an imaginary one, and the valuation necessarily an approximation; but the latter is based upon the municipal assessment for the present year on property in a part of the city of medium value, and may be taken as fairly indicative of what would have to be expended if the railway were brought to the Circular Quay by any route offering the facilities required for the traffic and away from Hyde Park.

Another illustration of the expensiveness of a route westward of Hyde Park is shown by taking the estimated cost of the proposed extension of the railway to Park-street, apart from the erection of station buildings, and then valuing according to the latest municipal assessments, but without making any allowance for disruption of business or for forced sale, the block on the opposite side of Elizabeth-street corresponding in area with what is proposed to be taken for the terminal station.

Excluding the station buildings, the cost of the extension to Park-street would be £280,000; and the estimated value of the block immediately west of the Park, and bounded by Elizabeth, Park, and Liverpool streets, which contains an area of 10 acres 2 roods 2 perches, is £922,800, without allowance for disruption of business and the 10 per cent. for forced sale.

This value is arrived at by taking the total of the municipal assessments for this portion of the city for the municipal year 1897-8—£34,832—capitalising that sum at 25 years' purchase, and adding £52,000 for certain buildings not included in the assessments.

The Commission having come to the conclusion that the question of tunnels should be postponed until such time as it is considered desirable to work the traffic with another motive power, have to estimate the cost of any extension into the city upon the basis of the illustrations given above. The cost of land resumption for the route of an extension to Circular Quay, on this basis, together with the cost of such an area as would be required to meet the wants of the Railway Commissioners for a terminal station, would approach £3,000,000. If the length of the resumption of the route for the line were reduced by the station being placed in a more central part of the city, much of the saving thus effected would be lost in the additional cost of the resumption of a site for the central railway station, where the land would be more valuable.

A suggestion that the Government should purchase a large area of land, and after taking that required for railway purposes resell the remainder, did not commend itself as a prudent solution of the problem.

A POSSIBLE LOOP-LINE.

13. Sensible of the difficulties associated with any Hyde Park scheme, and of the expensiveness of any route through another part of the city, and impressed with the undesirableness of tunnelling under the Park from Liverpool-street, with an underground terminal station, if such a scheme can be avoided, we endeavoured to ascertain what other outlet there might be which would prove generally acceptable.

It was stated that in the construction and extension of railways in other parts of the world some railway companies are adopting a system by which the lines, instead of coming to an end at a definite terminus, where shunting operations may be carried on, are continued so as to curve round in a loop, by which means incoming trains are able to proceed on their outward journeys without shunting.

A loop-line scheme was accordingly prepared by the Engineer-in-Chief for Railway Construction, to show, as he explained, what could be done by an alternative scheme to bring the railway into the neighbourhood of Hyde Park without materially interfering with the Park, and dispensing with the proposed terminal station there for one between Elizabeth and Castlereagh streets, and then carrying the railway on to the Circular Quay (for the convenience of suburban passengers) and round a portion of the Domain by a loop for empty long-distance trains, the loop being a substitute for a large terminal station with sidings. This scheme would accommodate all trains, except the Melbourne express and the mail and long-distance trains.

After passing through the Park to Park-street the lines would cross over to the west side of Elizabeth-street, about 40 feet north of the Synagogue, passing under Park-street, which would be carried over the railway by an overbridge, and curving to the west and then to the north. Having reached the west side of Elizabeth-street, the lines would proceed about 20 feet below the surface, but in open cutting, by a route midway between Castlereagh and Elizabeth streets, as far as the present High School building, to a central station.

This station, which would have three double platforms, booking-offices, and waiting-rooms, would be about 14 feet below the surface level, and therefore what must be called an underground station; but it would be open above, roofed with a large roof, properly ventilated. Its centre would be very near the position now occupied by that portion of Market-street which is between Castlereagh-street and Elizabeth-street.

Market-street would be closed for street traffic, which could only be continued by carrying the street over the railway, and that would have to be done by lowering the rails 2 or 3 feet more, a proceeding not considered desirable.

But while Market-street would be closed in this manner, a new street, 60 feet wide, would be opened at the north end of the station opposite the Registrar-General's office, and between the station and King-street, so as to give proper access to the station.

Northerly from the station the lines would divide into two pairs. The two lines on the west side of the road would be carried around a circular route or loop, through a tunnel under King, Phillip, and Macquarie streets, and the Domain, to the locality under the hill in the Domain near Woolloomooloo Bay, facing Sir John Young's Crescent, where they would emerge into the open air, and where there would be several sidings for stationary trains. Thence, these two lines would curve back in tunnel, commencing from a point opposite the main gateway at the Domain, to the station near King-street; thus providing an uninterrupted run for trains from and round again to the station to avoid shunting, and also siding room for storing vehicles at a point on the east side of the Domain.

This loop-line it was proposed should be used by the empty carriages of the trains, after discharging their passengers at the station between Castlereagh and Elizabeth streets, which would run around the loop back to the station, or to the sidings near Woolloomooloo Bay to await the time for their departure on the return journey.

The suburban traffic was to be carried on to the neighbourhood of the Circular Quay. This was to be done by continuing the eastern pair of lines from the station, through the tunnel used for the loop, as far as Macquarie-street, and thence under the Sydney Hospital towards the Inner Domain and the entrance gates to Government House, to a point nearly opposite Bridge-street, where they would emerge from the tunnel and terminate at a station commencing near Bridge-street, and having its centre a little to the north of Albert-street. Here there would be provided two double platforms, 500 feet in length, with booking-offices near the top of Albert-street, and access to the platforms by over-bridge from the booking-offices, and also by subway under Macquarie-street from the level of the Circular Quay.

The Railway Commissioners did not appear to be unwilling to accept this scheme, if no better could be had, but the evidence of the Chief Commissioner showed that the number of platforms provided for at King-street would, in his opinion, be altogether insufficient to deal with the whole of the traffic, as at present there are thirteen platforms at Redfern, and they are inadequate.

A FURTHER SCHEME.

14. The Chief Commissioner for Railways strongly urged the adoption of a scheme which would bring the whole of the traffic to one large general station in Hyde Park, but thought it possible that a modification of this idea might be fairly satisfactory. In the opinion of the Railway Commissioners every line should be connected with one station in Hyde Park, but if sufficient space in the Park for that purpose could not be obtained, there was the alternative of putting the suburban passengers on one side of Elizabeth-street and long-distance passengers on the other.

This, he explained, could be worked out by taking 5 acres of Hyde Park, or one-half the area previously proposed near St. James'-road, and placing in that area a station for long-distance traffic with about five platforms and a cab-drive between two of the principal arrival lines, and dealing with the suburban traffic at the station suggested between Castlereagh and Elizabeth streets on the site now occupied by the High School near King-street.

It might be possible, he informed the Commission, at slack times, to work the Campbelltown trains and the trains going to the Mountains, in addition to the suburban trains, at the Castlereagh-street station, near King-street, but impossible to do so at busy times. There is too much luggage to be dealt with; and on this point he pressed upon the attention of the Commission the necessity in dealing with the railway traffic—especially when it is going long distances, and people take a large quantity of luggage with them—for having the platforms on a level with the surrounding streets, up which cabs may drive and deliver their luggage to the trains.

Neither the southern express trains nor the mail trains could be dealt with satisfactorily at the station between Castlereagh and Elizabeth streets.

This plan would render an extension to the Circular Quay from King-street unnecessary. The shunting of the suburban trains, the Chief Commissioner thought, could be dealt with at the Castlereagh-street station, and, in his opinion, the time has not come for extending the railway to the Quay. The extra traffic which might be gained by it, would not, he considers, pay for the outlay, and he pointed out that for the distance between the Circular Quay and King-street the traffic would have to be carried without extra charge, as the same fare must be fixed whether the line were extended to the Quay or stopped at King-street.

The cost of the scheme, including resumption, is estimated by the Engineer-in-Chief at £850,200, or £292,000 for the Park station added to £558,200 the proportional cost of the scheme to Castlereagh-street, near King-street.

A REVIEW OF THE QUESTION.

15. Two things were now evident: We had, by our inquiries in all directions in which we were likely to obtain reliable information, ascertained it to be impossible to find a route for both long-distance and suburban traffic through the city, west of Hyde Park, unless at great and practically prohibitive expense; and it was clearly shown that if the railway were to be brought into the city at all for this purpose a portion of Hyde Park must be taken.

We discussed the matter in all its bearings, and came to the conclusion that the only recommendation open to us was that a Hyde Park scheme must be adopted.

It was proved that an extension citywards was necessary, and that Park-street is not far enough into the city. It appeared to us that, without interfering with any buildings between St. James'-road and King-street, the portion of the Park between St. James'-road and Park-street would be eminently suitable as well as sufficient for all terminal arrangements, including a surface station for both suburban and long-distance passenger trains. In this the Chief Commissioner fully concurs, as passengers would be landed in what may be described as near the centre of the business portion of the city, convenient to every part, and the situation is one from which either now or in the future there may be carried a further extension to the Circular Quay or to the eastern suburbs.

THE ST. JAMES'-ROAD SCHEME.

16. The Park must be used to a greater or less extent, as the expense of resuming city property by any other route is out of the question; and the appropriation of the portion asked for in connection with the dual scheme would probably prove as serious an interference with the north-western section as taking the whole of it would be.

It must also be borne in mind that dealing with the whole of the railway traffic at one station must be more satisfactory to everybody than dividing the traffic and finding accommodation for the suburban passengers—who number three-fourths of the whole—at a station which is practically underground.

Then the dual system would be more costly in the initial outlay, and also in working, as it would be necessary to have a staff for the station accommodating the suburban traffic, and another for the station dealing with the long-distance traffic.

If the 10 acres were taken the one large station building would extend square-off from Elizabeth-street, fronting St. James'-road, to about 20 feet from the central avenue of the Park, and the station appurtenances would go back as far as Park-street. But while this would be the case, 44 feet of the Park section would be added to Elizabeth-street from Park-street to St. James'-road, widening this portion of Elizabeth-street in this manner to as much as 110 feet. St. James'-road also would be widened considerably by a portion of the Park being added to it.

Park-street would be raised somewhat to permit of the lines—of which there would be six—approaching the station, running under it, and where the lines would pass through the portion of the Park between Liverpool-street and Park-street, portions of the cutting would be open, and portions covered, the arrangements with regard to the covered portions being that the existing pathways in this part of the Park would not be interfered with, and the present facilities for crossing or frequenting the Park not affected to an extent that would cause inconvenience, only sufficient of the route being left open to provide for ventilation and signalling purposes.

If it should be thought desirable to extend the railway to the Circular Quay, it could be done by lowering two lines on the eastern side of the station and carrying them in tunnel under Macquarie-street down to a point somewhere near the Water Police Court; and in the same manner by sweeping round in tunnel branch lines could be extended to the eastern suburbs.

In no respect, we are assured, need the station or the movements of the trains be an eyesore or a source of annoyance to anyone in or near Hyde Park. Arrangements would be made to completely and attractively cut off the station from the central avenue, and neither it nor the shunting or passing of the trains is likely to be objectionable in any sense. The station buildings, themselves, ought to be an ornament to the city.

REASONS IN SUPPORT OF ST. JAMES'-ROAD SCHEME.

17. The taking of 10 acres of Hyde Park, viewed in connection with the suggestion of the Chief Commissioner for Railways to contribute towards the purchase and formation of other open spaces for public recreation, and with the evidence on the subject, is not so serious a matter as considered alone it would seem to be. If these 10 acres be appropriated for railway purposes, the Park will be reduced to an area of 30 acres; but in addition to this, there are, within a short distance of the intersection of Elizabeth-street and St. James'-road, 158 acres in other park areas. The Outer Domain contains 90 acres, the Garden Palace Ground and Botanic Gardens, 60 acres; Cook and Phillip Parks, 8 acres. Then there are the grounds surrounding Government House, containing 40 acres, which sooner or later should be added to the Domain or the Gardens. Comparing this large extent of park land available to people in and immediately around the city with what exists within easy distance of Carter's Barracks, in Belmore-road, one of the most thickly populated localities within the metropolis, the difference is very great, for there only 28 acres 3 roods are to be found—Belmore Park containing 10 acres and Prince Alfred Park 18 acres 3 roods. A comparison of the residential population

population of the city with that in the locality of Carter's Barracks is equally striking. Taking the junction of Elizabeth-street with St. James'-road as the centre of a $\frac{1}{2}$ -mile radius the residential population is 15,000, and, with Carter's Barracks as the centre of a similar radius, the population is 31,000, and they generally of a poorer class than the people of the city and more in need of conveniently-situated public recreation areas.

If the old cemeteries in Devonshire-street were formed into a park it would materially add to the facilities for recreation in a locality where they are specially wanted, and the park would be upon one of the most suitable sites that could be found. The cemeteries alone contain an area of 11 acres 3 roods $11\frac{1}{2}$ perches; and in the event of the land being resumed it is unlikely, the Commission are informed, that any claim for compensation could be sustained, but it would be necessary for the Government to satisfactorily deal with the question of reinterments.

Adjoining these cemeteries are further areas containing 12 acres, upon which are the Benevolent Asylum, Christ Church Parsonage, a cottage and Carter's Barracks occupied by the police, the Female Refuge, and the Convent of the Good Samaritan. The land in the occupation of the police might be added to the proposed park. The Benevolent Asylum the Commission regard as unsuitable for the purposes for which it is used, and no doubt some arrangements will be made in the near future for the vacation of the present buildings. This would permit of the park area being further enlarged by nearly 4 acres.

A better situation for the park could not be well chosen. The land rises from Belmore Park by an easy grade to a considerable elevation, and it would be difficult to imagine any other area which could confer as much benefit upon an equally large section of the population of the metropolis.

A convenient approach to it, which would also be an advantage to the public travelling in the trams which now run along Devonshire-street, by shortening their journey, could be obtained by diverting those trams from Belmore Park and Pitt-street to Elizabeth-street and thence on to Devonshire-street. Instead of crossing Belmore Park these trams would, by the altered route, continue along Elizabeth-street to Belmore-road, and then turning a little to the west along a new road to be made facing the park, connect with Devonshire-street at its junction with Castlereagh-street.

The Commission are fully alive to the responsibility incurred in recommending the utilisation of a part of Hyde Park for railway purposes, but they are of opinion that with a park well laid out on the available land in the vicinity of Devonshire-street—and the £100,000 offered by the Railway Commissioners should be ample to meet any claims for compensation, and place the Park in good order—the city will be better provided with public recreation areas than it is at present.

The Park difficulty would in this manner appear to be satisfactorily met. It is asserted by the Railway Commissioners that the extension of the railway will return a surplus over annual expenses from the start, and while it should be profitable it will certainly be popular. To business people it will be of great advantage, and it should prove of equal benefit to workmen living in the railway suburbs, many of whom are engaged in the city, as the extension will be available to them at a cost of only a half-penny per day for the double journey for the extra distance from Redfern to St. James'-road.

A tram service cannot satisfactorily deal with the railway traffic to and from the city. It does not do so now, and it is not likely to do so when the electric tram is running down George-street, as the local traffic of that street will be very large.

These facts, and the certainty that no other route but one taking a portion of Hyde Park can be obtained unless at an enormous expense for the resumption of valuable city properties, and the increased cost for severance and the disturbance of business, are strong features in favour of the St. James'-road scheme; and if this scheme should not be adopted, the only course then open will be to spend a large sum of money in improving the present terminal station, which can never give satisfaction, as the change from tram to train and train to tram, with consequent delay, will always be a grievance while the terminus remains at Redfern. Further, that terminus is dangerous in consequence of the limited space available in which to work the trains and the congested nature of the traffic, the condition of affairs there being such that the travelling public are, it is not too much to say, constantly exposed to the risk of serious injury or loss of life.

AN EXTENSION INTO THE CITY FOR THE CONVEYANCE OF GOODS.

18. This second part of our inquiry, as already mentioned, was disposed of by its being clearly shown that an extension of the railway into the city for the conveyance of goods is unnecessary.

OWNERSHIP AND OCCUPATION OF WATER-FRONTAGES.

As a preliminary step we had prepared for us a statement of the ownership and present occupation of the principal business portions of the water-frontage of the city of Sydney extending from Potts' Point, Sydney, to Jones' Bay, Pyrmont, illustrated by a map of Sydney showing the foreshores in the possession of the Government and those portions in the hands of private owners or occupiers.

The information supplied in this manner, and other evidence on the subject are important, as they represent the wharfage capabilities of Sydney Harbour in relation to the trade requirements of the port—in respect of both the wharfs owned by the Government and those in private hands—and are useful in connection with the idea entertained by some people that it would be a wise policy for the Government to become the possessors of all the wharfage of the harbour, especially if the various wharfs were brought into close communication with the railway by lines extended around the foreshore from Darling Harbour.

From Potts' Point, without any break, the Government are the owners of the foreshore extending along the whole of Woolloomooloo Bay, the Domain, Mrs. Macquarie's Chair, the Botanic Gardens, Farm Cove, Fort Macquarie, Sydney Cove, and Circular Quay to the southern side of Dawes' Battery, a total length of about 16,460 feet; in Darling Harbour from its head to the western boundary of Darling Island they have about 6,810 feet, and in Blackwattle Cove 1,075 feet; or in all 24,345 feet of water-frontage.

The details of this frontage are as follows:—

Woolloomooloo Bay, from M'Quade's Point to the eastern end of Cowper Wharf, gives a frontage of 1,350 feet, with an average width of about 200 feet, and a total area of 6 acres 3 roods 12 perches. Pile-wharfs are being constructed to provide five broadside berths, each about 300 feet long; and, by dredging, a depth of 28 feet of water at low tide may be obtained.

Cowper Wharf in Woolloomooloo Bay is about 1,400 feet long, with a jetty of about 260 feet in the middle.

From Cowper Wharf to the outer limit of Woolloomooloo Bay—a length of 1,785 feet—the foreshore is occupied by the Health Department and by swimming-baths and rowing and boat sheds.

In all, Woolloomooloo Bay presents a frontage of about 4,535 feet, or, as it was explained to the Commission, a length similar to that which would be shown by a straight line drawn in Darling Harbour from the north-western corner of the Australian Gas Company's wharf through Pyrmont Bridge to the foot of Bathurst-street.

Next to Woolloomooloo Bay is the foreshore around the Outer Domain, Botanic Gardens, and Farm Cove; the length of this frontage being about 5,200 feet, and the depth of water 26 to 31 feet to the mud at low tide off Mrs. Macquarie's Chair, and from 16 to 36 feet in the middle of Farm Cove.

From the gate of the Botanic Gardens on the western side of Farm Cove to the North Shore Horse Ferry Dock at Fort Macquarie, there is a length of 1,680 feet of foreshore, with a depth 100 feet out, of from 13 to 20 feet at low tide.

Circular Quay, measuring from the Horse Ferry Dock to Dawes Battery, presents a frontage of about 5,045 feet; and Dawes Point 1,980 feet.

Then, in addition to being possessors of this amount of frontage on the foreshores east of Darling Harbour, the Government own on the west side of Darling Harbour, from the head of the Harbour to the western boundary of Darling Island, a frontage of about 6,810 feet; and in Blackwattle Cove, which is within $1\frac{1}{8}$ mile of Redfern Station and $\frac{2}{3}$ of a mile of the nearest point on the railway at Darling Harbour, a wharf at the head of the Cove 1,075 feet long.

The

The Associated Wharfs, which are private property, except where the reclaimed land has not been purchased from the Crown, show a total length of 4,370 feet, and contain thirty-three berths; the wharfs in some cases, including the land, stores, and jetties connected with them, being valued at a very high sum.

ESTIMATED VALUE OF PRIVATE WHARFS AND WATER-FRONTAGE PROPERTIES.

A rough estimate of the value of the private wharfs and water-frontage properties alone, extending from Dawes Point to the head of Darling Harbour, amounts to £2,037,300; but it is thought that the resumption of these frontages would not be effected for less than double that sum if allowance be made for a sufficient area upon which to locate the railway and readjust the frontages, and for compensation for disruption of business and the usual 10 per cent. increase in the value given by the Government when resuming property. The witnesses examined by the Commission were almost unanimous in the opinion that such a purchase must result in loss to the State, as neither by resale of unnecessary land, or proceeds for services rendered in connection with the wharfs, would a return be obtained commensurate with the outlay.

RAILWAY CONNECTION WITH THE WHARFS.

Of this water-frontage, Woolloomooloo Bay could be directly connected with the railway by an extension from Redfern, the line being brought by the route recommended for the passenger traffic as far as Liverpool-street, and then in tunnel to the Bay; and the railway in Darling Harbour could easily be made to serve wharfs around Darling Island and Blackwattle Cove.

THE TRADING METHODS OF THE PORT.

Circular Quay and the Associated Wharfs it would not be so easy to deal with. The large passenger traffic at the Quay presents ground for serious objection to a railway being extended there for goods traffic; and the Associated Wharfs are so constructed that, without a complete re-arrangement, by which the jetty system of wharf would be done away with, a railway could not get down to them, and such a re-arrangement would involve the resumption of these private wharfs by the Government.

We find, however, that an extension of the railway into the city for the accommodation of goods traffic is unnecessary.

In the importation of goods, Sydney, in relation to the country districts, is the distributing centre. Goods imported are not, except in a very few instances, sent direct from the ship to the railway. Packages imported are carted from the ship to the warehouses, where they are broken, and the goods distributed; portions remaining in the city warehouses and other portions being sent to country purchasers. With regard to exported goods, wool and other produce brought by rail from the country are carted or lightered from the railway to the warehouses, and only in very exceptional cases are they taken direct from the railway to the ship. Coal and shale are shipped from the trucks into vessels at Darling Harbour; but chilled meat, though received in large quantities by rail from the country, does not, in all instances, go at once on ship-board, as a large portion of it, the Commission were informed, is stored for some time before being exported.

Of the wool received in Sydney by railway, 75 per cent. may be said to go into the warehouses to be dumped, or offered for sale, and of the remaining 25 per cent.—which covers the quantity that comes to the city already dumped—only a small portion would be put on board ship direct. The quantity of wool shipped from Sydney per annum is stated to be about 100,000 tons, 70,000 tons of which are brought by rail; and 60 per cent. of the total quantity is shipped from private wharfs on the east side of Darling Harbour and at Miller's Point. The residue goes from the Circular Quay or Woolloomooloo Bay.

A change in the practice which exists of removing the wool from the railway trucks to the warehouses for shipment does not appear to be practicable, from the circumstance that the wool must be first offered for sale; and the custom of selling the wool in Sydney rather than shipping it for sale elsewhere is extending. This, however, is not the only obstacle that would be in the way of any attempt to ship wool direct from the railway, as it is found by the railway officials impossible to bring the wool of one consignee separate from that of others, for in picking up the wool from the different stations the bales become mixed, and when the loaded trucks reach Sydney the contents have to be divided.

The practice followed with regard to wool obtains also with respect to tallow and hides.

A RAILWAY EXTENSION FOR GOODS TRAFFIC UNNECESSARY.

This condition of things, considered with the fact that the warehouses are scattered over the city, and that there is a growing disposition for buyers to purchase at different places, and with what is stated to be done with imported general merchandise, is not such as to show that an extension of the railway into the city for goods traffic is for the present required. In the opinion of the Chief Commissioner for Railways, when the time comes—if it should come within a reasonable period—for any further development of railway traffic in connection with the Harbour, requirements can be met most amply by the extension of the Darling Harbour lines to Darling Island, a work now in progress. If the facilities offered by Darling Island should not be sufficient, it will not be difficult at any time to utilise Blackwattle Bay, and even Glebe Island; railway connection with these places being practicable either from Darling Harbour or from some point, say, in the neighbourhood of Petersham. But at the present time the wharfage accommodation in Sydney Harbour is beyond requirements, and, though doubtless the trade of the port will largely increase, and, perhaps to some extent alter in the methods followed in dealing with the various kinds of merchandise, there is no evidence before us to indicate the advisableness of the Government purchasing the private wharfs, which would have to be done to make a goods railway of any service to them. There is evidence, however, that if the private wharfs were purchased by the Government, some of the private wharf-owners bought out on one side of the harbour would probably enter again into competition with the Government by constructing wharfs on the other side.

FUTURE RAILWAY EXTENSIONS.

19. In dealing with the extension into the city there are four questions which, though not of such pressing importance as the matter specially under consideration, must not be lost sight of—

- (1.) An extension to the Circular Quay.
- (2.) An extension to the eastern suburbs.
- (3.) An extension to North Shore.
- (4.) A circular railway under the city.

It is necessary in deciding upon a scheme for bringing the railway into the city that our recommendation should be such as will not be inimical to any one of these four projects, and it is a feature of the St. James'-road Scheme that it will fit in with all these extensions.

In view of the terms of the commission issued to us we have not considered it necessary to enter into the question of the cost of any of these four possible extensions; but we desire it to be understood that the scheme for extending the railway to St. James'-road, which we recommend, is not antagonistic to what appears to be the future of railway development in relation to the city of Sydney.

The estimated cost of the St. James'-road scheme is £650,000, including land resumption, or £50,000 above the estimate for the Park-street scheme. This includes provision for large office accommodation.

THE COMMISSION'S RECOMMENDATION.

For the reasons herein stated, we are of opinion—

- I. That it is expedient the railway system of the Colony should be extended into the city for the convenience of passengers, and that the best method of doing this, is by the route and according to the plan described as the St. James'-road Scheme.
- II. That it is not expedient to further extend the railway system of the Colony into the city of Sydney, or through the city, and to the waters of Port Jackson, for the conveyance of goods.

We have the honor to be,

Your Excellency's most obedient Servants,

THOS. EWING,
 PRESIDENT. (L.S.)
 F. T. HUMPHERY. (L.S.)
 JAMES HOSKINS. (L.S.)
 C. J. ROBERTS. (L.S.)
 W. J. TRICKETT. (L.S.)
 HENRY CLARKE. (L.S.)
 CHARLES A. LEE. (L.S.)
 JOHN L. FEGAN. (L.S.)
 T. H. HASSALL. (L.S.)
 F. A. WRIGHT. (L.S.)
 FRANK FARNELL. (L.S.)

We concur in the above recommendations to the following extent:—

- I. That it is expedient the railway system of the Colony should be extended into the city for the convenience of passengers, but the route adopted for the purpose should be one that will not interfere with Hyde Park.
- II. That it is not at present expedient to further extend the railway system of the Colony into the city of Sydney, or through the city, and to the waters of Port Jackson, for the conveyance of goods.

DANIEL O'CONNOR. (L.S.)
 GEORGE BLACK. (L.S.)

Sydney, 1 June, 1897.

ROYAL COMMISSION ON CITY RAILWAY EXTENSION.

MINUTES OF PROCEEDINGS.

TUESDAY, 16 FEBRUARY, 1897.

THE Royal Commission appointed to inquire as to the expediency and best methods of extending the Railway system of the Colony into the City of Sydney, or through the City, and to the waters of Port Jackson—(1) for the convenience of passengers; and (2) for the conveyance of goods, met in the Board Room of the Parliamentary Standing Committee on Public Works.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.

Frank Farnell, Esq., M.P.

The Commission was read by the Secretary.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 17 FEBRUARY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.

Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 18 FEBRUARY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.

Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

The Commission adjourned until 12 o'clock noon on Friday, the following day.

FRIDAY,

FRIDAY, 19 FEBRUARY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

The Commission adjourned until 12 o'clock noon on Tuesday, 23rd February.

TUESDAY, 23 FEBRUARY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence :—

Letter from the Hon. W. J. Trickett, expressing his regret that, so far, he had only been able to attend one meeting of the Commission, and explaining that his absence was caused by serious illness.

The correspondence was received.

John Parry, Out-door Superintendent, Traffic Branch, Department of Railways, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 24 FEBRUARY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

John Parry, Out-door Superintendent, Traffic Branch, Department of Railways, was further examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 25 FEBRUARY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT :—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

John Parry Out-door Superintendent, Traffic Branch, Department of Railways, was further examined.

The Commission adjourned until 12 o'clock noon on Friday, the following day.

FRIDAY,

FRIDAY, 26 FEBRUARY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Stephen Edward Perdriau, Surveyor, Department of Lands, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Monday, 1st March.

MONDAY, 1 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Frank Farnell, Esq., M.P.	

The minutes of the previous meeting were read, and confirmed.

John Harper, Goods Superintendent, Department of Railways, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Tuesday, the following day.

TUESDAY, 2 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Frank Farnell, Esq., M.P.	

The minutes of the previous meeting were read, and confirmed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 3 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

James Powell, late Collector of Customs, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Friday, 5th March.

FRIDAY, 5 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

John Jackson, Manager of Public Wharfs, Treasury Department, made an affirmation, and was examined.

The Commission adjourned until 12 o'clock noon on Tuesday, 9th March.

TUESDAY, 9 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.

Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. William Greenwood, submitting for the consideration of the Commission a scheme prepared by himself for extending the railway into the city.

The correspondence was received.

John Jackson, Manager of Public Wharfs, was further examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 10 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Under-Secretary for Finance and Trade, enclosing a statement showing the total revenue from Government wharfs in Sydney Harbour to 31st December, 1896.

The correspondence was received.

William Thow, Chief Mechanical Engineer, Department of Railways, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 11 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	George Black, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	Francis Augustus Wright, Esq., M.P.

Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Hugh McLachlan, Secretary to the Railway Commissioners, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Friday, the following day.

FRIDAY, 12 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	George Black, Esq., M.P.

Francis Augustus Wright, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

The Commission adjourned until 12 o'clock noon on Tuesday, 16th March.

TUESDAY,

TUESDAY, 16 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Frank Farnell, Esq., M.P.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. G. N. Griffiths, requesting the attention of the Commission to a scheme for extending the railway into the city, prepared by the Stuart-Dibbs Government in 1884.

The correspondence was received.

Stephen Edward Perdriau, Surveyor, Department of Lands, was further examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 17 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	George Black, Esq., M.P.
Frank Farnell, Esq., M.P.	

The minutes of the previous meeting were read, and confirmed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

William Robson Benson, Manager, Wharf Association, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 18 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	George Black, Esq., M.P.
Frank Farnell, Esq., M.P.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from Mr. William Cowper to the Honorable the Minister for Public Works, forwarded to the Commission for their information, advocating a scheme prepared by himself for extending the railway into the city.

The correspondence was received.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Tuesday, 23rd March.

TUESDAY, 23 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.	
The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Frank Farnell, Esq., M.P.	

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Under Secretary for Finance and Trade, with a statement showing the yearly revenue derived from Government wharfs in Sydney Harbour to 31st December, 1896.

The correspondence was received.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, was further examined.

Walter Liberty Vernon, Government Architect, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 24 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Stephen Edward Perdriau, Surveyor, Department of Lands, was further examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 25 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P. President.

The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Norman Selfe, M.I.C.E., M.I.M.E., was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Friday, the following day.

FRIDAY, 26 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Edward Maxted, Manager of the Benevolent Asylum, was sworn, and examined.

Stephen Edward Perdriau, Surveyor, Department of Lands, was further examined.

The Commission adjourned until 12 o'clock noon on Tuesday, 30th March.

TUESDAY, 30 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. John Wearne, with reference to a route for extending the railway into the city.
Letters from the Mayor of Burwood, and the Council Clerk of Petersham, with reference to the proposed extension of the railway into the city.

The correspondence was received.

George Pile, and Edward Compton Batt, were sworn, and examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 31 MARCH, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters from Messrs. William Greenwood, A.M.I.C.E. Myles McKrae, and Oswald McMaster, with reference to the proposed extension of the railway into the city.

The correspondence was received.

Edward William Knox, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 1 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The President informed the Commission that the time within which they were required to make their Report to His Excellency the Governor had been extended for a period of two months beyond the time appointed for the purpose, to take effect from 22nd March.

William Greenwood, A.M.I.C.E., was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Friday, the following day.

FRIDAY, 2 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Honorable John Macintosh, M.L.C., expressing a desire to give evidence before the Commission.

Letter from Mr. George C. Craig, forwarding a list of names of persons whom he desired to bring under the notice of the Commission as desirable witnesses.

The correspondence was received.

William Greenwood, A.M.I.C.E., was further examined.

The Commission adjourned until 12 o'clock noon on Tuesday, 6th April.

TUESDAY, 6 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
Henry Clarke, Esq., M.P.	Francis Augustus Wright, Esq., M.P.
	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. George Pile, with reference to the evidence given by him in the Commission's inquiry.

Letter from Mr. John Musson, expressing a desire to give evidence before the Commission.

The correspondence was received.

Oswald McMaster, Civil Engineer and Contractor, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 7 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphrey, M.L.C.	|	John Lionel Fegan, Esq., M.P.
The Hon. James Hoskins, M.L.C.	|	Thomas Henry Hassall, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	|	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	|	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	|	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Frederick Harrison Quaife, M.D., was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 8 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. James Hoskins, M.L.C.	|	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	|	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	|	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	|	Francis Augustus Wright, Esq., M.P.
Charles Alfred Lee, Esq., M.P.	|	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Oswald McMaster, Civil Engineer and Contractor, was further examined.

John Upward, Mayor of Ashfield, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Friday, the following day.

FRIDAY, 9 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphrey, M.L.C.	|	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	|	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	|	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	|	Francis Augustus Wright, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Council Clerk of the Borough of Strathfield, stating that the Mayor was prepared to give evidence before the Commission with reference to the proposed extension of the railway into the city.

Letter from the Under Secretary for Finance and Trade, with a statement showing the yearly expenditure on the Government wharfs in Sydney Harbour up to 3 December, 1896, and a copy of the Audit Department Memorandum which accompanied the statement.

The correspondence was received.

John Stinson, Mayor of Burwood, and the Honorable John Macintosh, M.L.C., were sworn, and examined.

The Commission adjourned until 12 o'clock noon on Tuesday, 13th April.

TUESDAY, 13 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphrey, M.L.C.	|	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	|	Thomas Henry Hassall, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	|	George Black, Esq., M.P.
Henry Clarke, Esq., M.P.	|	Francis Augustus Wright, Esq., M.P.
		Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letters and maps from Oswald McMaster and Dr. Quaife with reference to their evidence before the Commission.

The correspondence was received.

Frederick W. Parsons, Mayor of Strathfield; Charles O'Neill, Civil Engineer; and Myles McRae, were sworn, and examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 14 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. James Hoskins, M.L.C.	Henry Clarke, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	John Lionel Fegan, Esq., M.P.
	Frank Farnell Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Principal Under Secretary, transmitting an instrument under the hand of His Excellency the Governor, with the advice of the Executive Council, extending the time within which the Report of the Commission is to be furnished, for a period of two months from the 22nd March last.

Letter from Mr. Myles McRae, with reference to his evidence before the Commission.

The correspondence was received.

Stephen Edward Perdriau, Surveyor, Department of Lands, was further examined.

Robert Smith, Solicitor, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 15 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Henry Clarke, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter and plans from Mr. H. W. H. Huntington, with reference to the proposed extension of the railway into the city.

The correspondence was received.

William Cowper was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Tuesday, 20th April.

TUESDAY, 20 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Henry Clarke, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	George Black, Esq., M.P.
	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Stephen Edward Perdriau, Surveyor, Department of Lands, was further examined.

John Cash Neild, Esq., M.P., was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 21 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	George Black, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. R. Bubb, with reference to a scheme for extending the railway into the city.

The correspondence was received.

The

The following account was passed for payment:—

Batt, Rodd, and Purves—Office rent £10 0 0

The Secretary read the Report of the Railway Commissioners on the proposed extension of the railway into the city, showing the estimated annual cost and the traffic estimate.

The Commission then reviewed the evidence given in the inquiry to date, and adjourned until 12 o'clock noon on Wednesday, 28th April.

WEDNESDAY, 28 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President,

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. John Musson, and documents from Mr. H. W. H. Huntington, with reference to the proposed extension of the railway system of the Colony into the city of Sydney.

The correspondence was received.

John Wright, Civil Engineer, and Horbury Hunt, Architect, were sworn, and examined.

The Commission adjourned until 12 o'clock noon on Thursday, the following day.

THURSDAY, 29 APRIL, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Alderman Charles Edward Jeanneret was sworn, and examined.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

The Commission adjourned until 2 o'clock p.m. on Friday, the following day.

FRIDAY, 30 APRIL, 1897.

The Commission met at 2 o'clock p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

In the temporary absence of the President, the Hon. F. T. Humphery, M.L.C., was voted to the Chair.

The minutes of the previous meeting were read, and confirmed.

The Commission, accompanied by Mr. Henry Barker, Chief Draftsman, Railway Construction Branch, Department of Public Works, then proceeded on a visit of inspection to Redfern Railway Station, and to Devonshire-street and the Devonshire-street Cemeteries, in relation to the proposed route for the extension of the railway into the city.

The Commission adjourned until 12 o'clock noon on Tuesday, 4th May.

TUESDAY,

TUESDAY, 4 MAY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Henry Clarke, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	George Black, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	Francis Augustus Wright, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

John Young, Contractor, was sworn, and examined.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

The Commission adjourned until 12 o'clock noon on Friday, 7th May.

FRIDAY, 7 MAY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Secretary to the Railway Commissioners, with reference to working the railway traffic between Sydney and Brisbane over the North Shore Railway.

Letter from the Under Secretary for Finance and Trade, enclosing a statement showing the yearly expenditure under the Department of Public Works upon Government wharfs in Sydney Harbour, from 1st January, 1874 to 30th December, 1896, exclusive of the purchase of land.

The correspondence was received.

Stephen Edward Perdriau, Surveyor, Department of Lands, and Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, were further examined.

The Commission adjourned until 2 o'clock p.m. on Tuesday, 11th May.

TUESDAY, 11 MAY, 1897.

The Commission met at 2 o'clock p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Edward Miller Gard Eddy, Chief Commissioner for Railways, was sworn, and examined.

The Commission adjourned until 12 o'clock noon on Wednesday, the following day.

WEDNESDAY, 12 MAY, 1897.

The Commission met at 12 o'clock noon.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, was further examined.

The Commission adjourned until 2 o'clock p.m. on Thursday, the following day.

THURSDAY, 13 MAY, 1897.

The Commission met at 2 o'clock p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

J. Horbury Hunt, Architect, was further examined.

The Commission proceeded to consider the evidence given in their inquiry, with a view to the preparation of their Report to His Excellency the Governor.

The Commission adjourned until a quarter past 3 o'clock p.m. on Wednesday, 19th May.

WEDNESDAY, 19 MAY, 1897.

The Commission met at 3.15 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from Mr. J. D. Sutton, Honorary Secretary, Progress Association of Hornsby and District, asking if the Commission would receive a deputation from the Association.

Letter from Mr. Thomas Brown, M.P., submitting a proposal suggested to him for extending the railway into the city.

Letters from Mr. H. McLachlan, Secretary to the Railway Commissioners, on the question of the power of the trains to deal with the traffic from Rodfern railway station into the city, and pointing out the advantage an extension of the railway into the city would be to workmen.

The correspondence was received.

The Commission then proceeded to consider the subject of their Report to His Excellency the Governor.

The Commission adjourned until 3 o'clock p.m. on Friday, 21st May.

FRIDAY, 21 MAY, 1897.

The Commission met at 3.30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
Henry Clarke, Esq., M.P.	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Commission considered their Report to His Excellency the Governor.

The Commission adjourned until 2 o'clock p.m. on Tuesday, 25th May.

TUESDAY, 25 MAY, 1897.

The Commission met at 2 o'clock p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Henry Clarke Esq., M.P.
The Hon. James Hoskins, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.
	Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Commission further considered their Report to His Excellency the Governor.

The Commission adjourned until 2 o'clock p.m. on Wednesday, the following day.

WEDNESDAY,

WEDNESDAY, 26 MAY, 1897.

The Commission met at 2 o'clock p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Henry Clarke, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.

Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Estimates of cost of Loop-line and Dual Schemes, prepared by the Engineer-in-Chief for Railway Construction.

The correspondence was received.

The Commission further considered their Report to His Excellency the Governor.

The Commission adjourned until half-past 3 o'clock p.m. on Friday, 28th May.

FRIDAY, 28 MAY, 1897.

The Commission met at 3:30 p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Henry Clarke, Esq., M.P.
The Hon. James Hoskins, M.L.C.	Charles Alfred Lee, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.

Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Secretary read the following correspondence:—

Letter from the Principal Under Secretary forwarding an Instrument extending the time within which the Commission were required to report to His Excellency the Governor for a further period of two weeks from 22nd May.

The correspondence was received.

Letter from the Government Land Valuer with estimate of the value of land west of Hyde Park, necessary for an extension of the Railway from Redfern to Circular Quay, and of the private wharf properties in Sydney Harbour.

The Commission decided that the document be printed as an appendix to the evidence given in their inquiry.

The Commission adjourned until 2 o'clock p.m. on Tuesday, 1st June.

TUESDAY, 1 JUNE, 1897.

The Commission met at 2 o'clock p.m.

MEMBERS PRESENT:—

Thomas Thomson Ewing, Esq., M.P., President.

The Hon. Frederick Thomas Humphery, M.L.C.	Henry Clarke, Esq., M.P.
The Hon. James Hoskins, M.L.C.	John Lionel Fegan, Esq., M.P.
The Hon. Charles James Roberts, C.M.G., M.L.C.	Thomas Henry Hassall, Esq., M.P.
The Hon. William Joseph Trickett, M.L.C.	George Black, Esq., M.P.
The Hon. Daniel O'Connor, M.L.C.	Francis Augustus Wright, Esq., M.P.

Frank Farnell, Esq., M.P.

The minutes of the previous meeting were read, and confirmed.

The Commission finally adopted and signed their Report to His Excellency the Governor.

Mr. Trickett referred to his absence from the meetings of the Commission from 16th February to 21st April, which, he explained, had been necessitated by a severe illness, and he requested that the fact be noted in the Commission's Minutes of Proceedings.

It was decided that the explanation should be inserted in the minutes as desired.

On the motion of Mr. Humphery, seconded by Mr. O'Connor, it was resolved:—

“That the Commission desire to place on record their high appreciation of the services and assistance rendered by the Engineer-in-Chief for Railway Construction, Mr. Deane, and his staff, and the officers of the Railway Department; by Mr. Perdriau, of the Department of Lands; and by the Secretary to the Commission, Mr. Charles Lyne, and his staff.”

The Commission adjourned *sine die*.

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ROYAL COMMISSION ON CITY RAILWAY EXTENSION.

MINUTES OF EVIDENCE.

THURSDAY, 16 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL MEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
	FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works,
sworn, and examined:—

1. *President.*] You have prepared a statement in regard to the various schemes that have been proposed for extending the railway system into the city? Yes.
2. Will you be good enough to read the statement? It is as follows:—

H. Deane.

16 Feb., 1897.

I wish, in the first place, to call attention to the conclusions arrived at by the Royal Commission that was appointed by the Government in 1890. A large number of proposals was submitted to that Commission, and they selected certain of these for further consideration. After taking evidence, and after considerable discussion, the following resolution was passed:—"That the Commission approve of the Hyde Park scheme as put forward by the Railway Commissioners, and that the same be adopted."

In consequence of the objections that were urged against the use of Hyde Park for a railway terminus an alternative scheme was afterwards considered.

On the 3rd of July the Commission met and heard the evidence of Mr. E. M. G. Eddy, Chief Railway Commissioner, upon an amended proposal for bringing the line through the city, the particulars of which are embraced in the following statement:—

"The Railway Commissioners would wish the Royal Commission to understand that they consider the scheme which they have already submitted, providing for a terminal station in Hyde Park, with connecting lines to the eastern suburbs, is, in their opinion, the best that could be adopted; yet, failing to obtain approval of that scheme, and looking at the urgent necessity that exists for a settlement of the question, as Redfern station is altogether inadequate and inconvenient to meet the requirements of the growing traffic, and the tram communication with the railway station calls for a prompt decision, they submit an alternative scheme which, in their opinion, would very fairly meet the requirements of the railway system, and would also be a perfectly satisfactory scheme, so far as the suburban traffic is concerned. The scheme, necessitating as it does the resumption of a large amount of city property, would necessarily be considerably more expensive than if Hyde Park had been adopted for the terminal station. Doubtless a considerable amount of the money expended for property would be recovered by selling some parts of it later on, at a largely-enhanced value, consequent upon the contiguity of railway stations.

"The scheme contemplates the construction of a large terminal station for long-distance traffic on the site of the Benevolent Asylum and Police Barracks, and the projection of four lines therefrom into the city as far as King-street, from which point two lines are taken down to a terminus at the Circular Quay, and the remaining two lines are continued round to the eastern suburbs.

3. *Mr. Wright.*] What is proposed to be done with Devonshire-street? It will have to be lowered.

4. *President.*] How much? According to the way it is worked out on the scheme which is shown on the plan on the wall here, it will have to be lowered about 10 feet.

"It is proposed that the lines which terminate at the Benevolent Asylum station should be laid level, but that the four roads on the eastern side of the station, which are carried forward into the city, should be upon an ascending gradient of 1 in 260, for the purpose of crossing over the approach to the station from the eastern side. Having crossed over Belmore-road, the lines are taken across Belmore Park, Elizabeth-street, and Goulburn-street by viaduct, as in the Commissioners' first proposal, on grades of 1 in 100. From the last-named street the line enters a cutting, and passes immediately along the western side of Nithsdale-street to Liverpool-street, where it is proposed to provide an overhead station. Passing under Liverpool-street, the line is carried in covered way under Hyde Park, parallel to Elizabeth-street, in such a position as will avoid interference with the avenue of trees adjacent to the street, until Park-street is reached, when it curves in a westerly direction and passes under Elizabeth-street near the north-eastern corner of the Synagogue, when it emerges into open cutting, and, passing under Market-street, the main metropolitan station is reached. This station will occupy the area between Elizabeth and Castlereagh streets, and Market and King streets. Booking-offices and waiting-room accommodation will be provided at street level in both King-street and Market-street, with stairs communicating with the various platforms. This will be a daylight station, and will afford every facility for dealing with a large and increasing city traffic. King-street will be widened to a minimum width of 80 feet between Elizabeth and Castlereagh streets. After passing under King-street, the two lines on the eastern side of the station are taken round to the eastern suburbs; the remaining two are carried forward between Elizabeth and Castlereagh streets in open cutting for a distance of about 50 yards, and after passing under the Victoria Arcade, again in open cutting for a further distance of about 200 yards. From a point on the southern side of Hunter-street the line enters a tunnel, and passing under that street and Bligh-street (to the west of the Union Club), under the building now occupied by the Australian Club, and Bent-street, the line is again in open cutting. After passing through the site now occupied by the offices of the Education Department, the railway is taken under Bridge-street and the New Zealand Loan and Mercantile Agency stores to a terminal station at the Custom House, the main buildings of which it is suggested to adopt for railway offices. It is considered that a station in the position indicated will be found most convenient for dealing with the across-harbour and ocean-going traffic.

H. Deane.
16 Feb., 1897.

"The total length of the line from the present terminus at Redfern to the proposed station at the Circular Quay is 1 mile 51 chains.
"The estimated cost is as follows:—

Works	£835,000
Resumption and compensation .....	.....
Total	£

5. The Royal Commission found in favour of a certain amount of work without knowing what it would cost? Yes: there was no estimate made for resumption and compensation.

6. *Mr. Hoskins.*] Was any estimate made of the cost of resumption? No.

"The station at the Circular Quay would of course be an enormous convenience in connection with the traffic between the harbour and the railway system.

"The station at King-street would be in a most central position for the city; all the existing tram-lines pass along the side of the proposed station, and the proposed new cable tram-line to Woollahra would pass in front of the station.

"Giving booking offices means of ingress and egress at Market-street, practically provides a second station.

"The station at Liverpool-street would also be exceedingly convenient for that end of the town, as well as in connection with the tram-lines to the whole of the eastern suburbs, which would pass in front thereof.

Tunnelling (in four sections)	725 yards.
Open running and stations	2,167 "
Area of Benevolent Asylum and Cemetery	16 acres.
Disturbance of park	2½ "
Works involving disturbance of the park, completed in	6 months.
Liverpool-street, from booking office to platform level	15 feet.
Market-street to platform level	15 "
King-street, Castlereagh-street entrance	20 "
Circular Quay	On the level.

"This amended project received the closest attention of the Commission at the meetings held on the 3rd and 7th of July. The Commission, bearing in mind the objections which have been raised to the resumption of any portion of Hyde Park, and the facilities which would be afforded by placing a station on the Benevolent Asylum site for extending the railway round the western side of the city of Sydney, and thus affording means of communication by bridge with North Shore, decided to recommend the above scheme as an alternative to the Hyde Park scheme, and passed the following resolution:—

"That, after consideration of the additional evidence placed before the Commission, this Commission recommends that the latest proposal of the Railway Commissioners—that the central station for long-distance traffic be on the present Benevolent Asylum site, and that the present suburban railway traffic be continued through to Circular Quay, as shown on the plan now submitted as an alternative to the scheme already recommended—be adopted. And the Commission further recommends that provision be made at the proposed central station—on the site of the Benevolent Asylum—for carrying a line west of George-street to a suitable point for connecting North Shore by means of a bridge.

This was carried on division.

7. *Mr. Humphery.*] Was any estimate made of the cost of constructing the western scheme? I do not think there was.

8. *Mr. Roberts.*] In this proposal, is Hyde Park avoided altogether? It goes underneath Hyde Park; there would be only a temporary disturbance of the surface of the park.

9. No actual encroachment on the park? No.

10. *Mr. Black.*] Would the surface be raised? It would be left as it is at present. After the railway was finished Hyde Park would be restored to its present condition. Under instructions, I went into the question of the best route for that scheme, and on the 1st December, 1892, I submitted to the Minister a report, which reads as follows:—

I forward herewith a map on which I have shown the course which I recommend for the City Railway Extension.

The railway would consist of four lines of way. In order to clear Devonshire-street the ascent can be made from the point marked A on plan with a grade of 1 in 66. If a grade of 1 in 100 is required, the line would commence to rise from the point B, 450 feet further south.

A station would be built in the Benevolent Asylum grounds for the through line with platform 350 feet long. Rail-level would be here 77 feet above high water in Port Jackson, or 13 feet above the present level at the station.

From this point to Goulburn-street the railway would be carried on a viaduct with sufficient headway for all street-crossings. The grades would be easy.

Goulburn-street would be crossed by a bridge with a headway for the road of 16 feet.

From Goulburn-street there would be a down gradient of 1 in 132 till the line reaches Liverpool-street, which it would pass under.

Through Hyde Park and under Park and Elizabeth streets the line would be in tunnel, or rather covered way, as the excavation would be made in trenches and then arched over, the depth not being sufficient for actual tunnelling. The surface of the park could be restored to its original condition, but one or two ventilating-shafts would probably be necessary.

On this portion of the line there would be a down grade of 1 in 95.

The blocks of land bounded by the Synagogue, Market-street, and King-street on the north and south, and by Elizabeth and Castlereagh streets on the east and west, would have to be resumed for the station, but portions could be resold. Market-street would be carried across the station by a bridge. Rail-level at this point would be 48 feet above high water, and 19 feet below the intersection of Market-street and Castlereagh-street. If between Market-street and King-street the station is put on a rising grade of 1 in 450, rail-level at the end of the station will be 49 feet and platform-level 52 feet above high water; the platform would thus be 22 feet below the road-level at the intersection of King and Castlereagh streets, and 35 feet below the level of the intersection of King and Elizabeth streets. The rails here cannot be brought any nearer to the surface unless Market-street is raised, which is not to be recommended.

Beyond King-street the line would be carried in tunnel to Bridge-street, passing under that street after which it would emerge and the terminus be placed at the Custom House. A grade of 1 in 66 is obtainable over this portion of the route.

From the King-street station northwards a pair of lines can be carried in tunnel as shown on the map to connect with the Eastern Suburban Railway.

The railway works would be above the level of the main sewer and its principal branches and would therefore not interfere with them.

The map shows an area on the Benevolent Asylum grounds for a reconstruction of the general terminal arrangements at Redfern, but this does not form an essential part of the present scheme.

The scheme submitted is probably the cheapest obtainable.

It is taking exactly the same route, only that I have gone into the question of levels much more closely than was done at first. The principle is the same, only that I propose to cover over by a tunnel this portion of the line which is shown by an open cutting. That would avoid a considerable amount of expense, because if you had to resume and pull down a property, and you covered the railway over again, you would

would be able to build over the top of the railway and let your premises. Although you would have to incur some considerable cost in the way of resumptions you would get a return for your money.

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In October, 1894, a large and influential deputation, representatives of various municipalities near Sydney and leading business men of the city, waited upon Mr. Secretary Young to urge that some determination should be arrived at in regard to the question, and Mr. Young then promised to bring the matter before the Cabinet.

The Minister, in replying, said he had only to say, in the first place, that he regretted his colleague, the Premier, had not, as he had intended, been able to be present, as he knew he had had the carrying out of this extension at heart for some considerable time. He might, for himself, say at once that he was fully impressed with the advantages that would attend the extension of our railway system into direct touch with the deep-sea traffic of the world, and also with the great advantage which it would mean to the passengers now using the railways. He considered the deputation was wise in not going into the question of route, for there would be difficulties to meet with regard to that question no matter how the proposal might be dealt with. He understood the deputation wished him to bring the matter before the Cabinet, with a view to its being taken up as a question of national importance, affecting the interests of the whole community of New South Wales.

He had no difficulty whatever in promising them that this should be done. The whole matter should be brought before the Cabinet as early as possible, and receive careful consideration. He had no hesitation in saying that the extension of the railway into the city would be of great advantage to the whole people of New South Wales, always supposing that a line were constructed to accommodate not only the passenger traffic but the goods traffic of the whole country; and he gathered that the feeling of the whole of the gentlemen present was that any line proposed to be constructed must be made to accommodate both.

It was, however, a difficult matter to find any one line which would accommodate the passenger traffic and also supply the wants of the goods traffic of the country at the same time. The passenger traffic would probably be best accommodated by a line running direct to Circular Quay, while, on the other hand, the goods traffic might not be. He only desired to point this out to show the deputation the great difficulty there would be in deciding on any one route which would suit the whole community.

The matter would, however, be submitted for the careful consideration of the Cabinet; and he thought the deputation might safely leave it to the present administration to deal with the question thoroughly and bring it to a satisfactory conclusion.

On April 28th, 1896, the Railway Commissioners addressed the following minute to the Premier:—

Office of the Railway Commissioners of New South Wales, Sydney, 28 April, 1896.

The Hon. G. H. Reid, M.P., Premier and Minister for Railways.—

City Railway Accommodation.

We would invite your serious consideration to the question of the long talked of extension of the railway system of the colony into the city. The matter is one calling for immediate settlement, as the difficulties of working the station at Redfern have increased—and are still increasing—to such an extent that a considerable improvement in the terminal arrangements is, in the interests of safety as well as to provide for the comfort of the travelling public, absolutely necessary.

There are two ways of meeting the difficulty:—

- (1) To extend the railway into the city, which course we would strongly recommend.
- (2) To build a new terminal station on the Benevolent Asylum grounds and the Cemetery adjoining.

If the increased accommodation is given on the Benevolent Asylum grounds, the estimated cost of the works would be about £400,000. If, however, the line were taken through the south-west section of Hyde Park, bounded by Elizabeth-street, Liverpool-street, Park-street, and the central footway in the park, the works and resumptions could be carried out for a sum of about £550,000.

It will be unnecessary for us to go into the details showing the urgency for providing extended accommodation for the carrying on of the traffic at Redfern, but we can give our assurance that the change is now absolutely necessary and should not be delayed.

The bringing forward of the line to Park-street is now suggested in lieu of the original proposal in connection with King-street, as considered by a Royal Commission in 1890 and 1891, principally in consequence of the considerable expenditure that has since that date been incurred on the Supreme Court and St. James' Church; and we think that the restricting of the interference with the park in connection with this scheme will not create so much opposition as would perhaps be raised if the section nearest the Supreme Court were taken.

We may point out that later on, when railway extension to the eastern suburbs will in all probability take place, the additional cost of the Benevolent Asylum grounds site and that in Hyde Park would have to be incurred, so that, therefore, the difference in the cost of the two schemes is only a postponement of the expenditure of £150,000 to some future date; this postponement, however, would for all time place the city to the disadvantage of having its main station far removed from the heart of the business centre.

The views of the Commissioners in regard to the accommodation necessary to be provided in connection with the new station and junction arrangements have been worked out very carefully by Mr. Deane, the Engineer-in-Chief for Railway Construction, and provide for most convenient arrangements for carrying on a large traffic.

The scheme which brings the station into the city combines with it a considerable improvement of Park-street by levelling the road and also widening it materially in front of the station, and also includes the widening of Elizabeth-street, as between Park-street and Liverpool-street, by 33 feet. We should also propose to run an electric tram service from the top of William-street along Park-street in front of the station and junction with the proposed George-street and Circular Quay electric tram service. This new service and the existing lines would therefore place the whole of the tram services in connection with the proposed new central station.

As pointed out by the Chief Commissioner in his evidence before the Royal Commission to inquire into the City Railway schemes, all large cities in Great Britain have several railway termini. Melbourne has three large stations, but the whole of the traffic in connection with the railways of this Colony, coming into the capital, has to be concentrated in one station, and that station of a most primitive character.

In connection with the providing of the station on the Benevolent Asylum site, we would point out that no additional revenue would be derived from the large expenditure that would be incurred, whereas if the railway were brought into the city an additional revenue would be derived for the extra distance; and when it is borne in mind that the Colony can raise money at 3 per cent., an expenditure of £550,000 would only entail an annual cost for capital of £16,500. There would be provided in connection with the station, office accommodation for the whole of the administrative staff, and rents to the extent of quite £1,500 a year would be saved thereby, thus calling for an additional revenue of only £15,000 per annum from the railway traffic to provide for the capital outlay. This sum and the increased working expenditure would be fully covered by adding one penny to each single journey fare and two pence for each double journey fare, and a small sum to the season ticket rates, for the extra distance the passengers would be carried.

Another point which would have great weight in settling the subject is the fact that quite ten or fifteen minutes would be saved by a large proportion of the passengers travelling by the railway. This alone in connection with suburban residents and travelling to and from the Mountains, &c., would, we feel sure, lead to a very material increase in traffic.

Attached hereto are maps and plans showing the proposals referred to.

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FEHON,
Commissioner.

11. *President.*] The map on the easel does not appear to show this last scheme? No. This map was prepared in 1894, and there is already so much on the map that I thought it better not to put any more on it. This new scheme differs in some respects from the previous proposal to carry it to Hyde Park independently

- H. Deane.
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- independently of the shortening of the line. It is proposed in this new scheme to carry six lines instead of four lines up to the terminal station. The whole of the station arrangements and buildings and office accommodation have been carefully revised, and the scheme is a much more complete one than the one which was previously submitted to extend the railway to Hyde Park.
12. *Mr. Wright.*] Practically it takes up a fourth of Hyde Park? Yes.
13. *President.*] Does it carry with it the lowering of Hyde Park? Yes.
14. *Mr. Wright.*] Would you have to lower Liverpool-street also? Neither Goulburn-street nor Liverpool-street would be touched.
15. *Mr. Trickett.*] Does that scheme stand by itself, or is it to be worked in with an eastern suburban scheme? No; that is capable of being worked in with both an eastern suburban scheme and an extension to Circular Quay. I have arranged in the design that the two eastern roads should be made so that they can be lowered, and after passing Park-street you can turn round on the right to the eastern suburbs, or continue right on to Circular Quay.
16. *Mr. Hoskins.*] Who is responsible for the estimate of the cost of that scheme—£550,000? I made out the estimate.
17. Did you make an allowance for compensation to be paid for resuming the Cemetery? No. This estimate has been somewhat added to; I think I can give you the details later on.

In view of these representations, the Minister directed that the necessary plans and estimates be prepared with a view to submitting them to Parliament and the Commission. The instructions of the Minister were carried out and information furnished to the Railway Commissioners to enable them to make the report required by law. This report is as follows:—

Office of the Railway Commissioners of New South Wales, Sydney, 11 September, 1896.
Proposed Extension of the Railway into the City, 71 chains.

In accordance with the provisions of the "Public Works Act of 1888," section 13, we beg to report as under:—

<i>Cost of Construction—</i>		
The Engineer-in-Chief for Construction estimates the cost of construction, inclusive of land and compensation, at		£600,000
<i>Annual Cost—</i>		
Capital expenditure, at 3 per cent.	£18,000	
Estimated cost of maintaining permanent way, and for traffic, locomotive, and other expenses	8,000	
	Total annual cost.....	26,000
<i>Traffic Estimate—</i>		
By adding 1d. for each ordinary-passenger journey, and 1s. 6d. and 1s. per month for 1st and 2nd class season ticket-holders, with a percentage reduction per month for tickets taken out for 3, 6, and 12 months; and 3d. per week for workmen's tickets,—a revenue on existing traffic would be realised of	32,000	
Saving in rents for offices for the administrative staff	1,365	
	Total annual revenue.....	33,365

The estimated revenue from the extension is based upon the existing traffic carried to and from Redfern station; but we fully expect that the shortening of the time required for journeying to and from the suburbs, and the reduction in cost by avoiding the daily charges for cabs, trams, and omnibuses will very soon lead to a great increase in the suburban traffic. Increased rents would also be obtained for the refreshment-rooms.

The Common Seal of the Railway Commissioners of New South Wales was hereunto affixed this 11th day of September, 1896, in the presence of,—
H. M'LACHLAN, Secretary.

{ J. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER, (L.S.)
Commissioner,
W. M. FEHON,
Commissioner,

18. *Mr. Humphery.*] Why are six roads required? The Railway Commissioners want to have six roads. There will be two engine-roads, as well as the passenger-roads.
19. *Mr. Wright.*] It is a dead end? No; they go up to the station.
20. *Mr. Hoskins.*] Do you propose to have six roads in the extension to Park-street? Yes.
21. *Mr. Wright.*] What width will you want for six roads? About 75 feet, I think it is.
22. *Mr. Hoskins.*] You will want a little more than 75 feet, because you will not use all the land? Yes.
23. *Mr. Wright.*] You will want 100 feet for six roads? Not so much. You will notice that on that scheme additional lines are shown between Goulburn-street and Liverpool-street. There is a widening of the line between those two streets in addition to the six roads. There are ten roads there.
24. What I meant by the expression a "dead end" was that you would have to work the line with points? It will be all shunting.
25. *Mr. Hoskins.*] It is only intended to take passengers and not goods? No goods. The other four roads are for station purposes—for additional rolling-stock in case of need.
26. A more economical scheme would be to keep the rolling-stock at Redfern and send it up to the terminus when it was needed? Redfern is a long way off from the terminus; it would introduce complications.
27. Do they not do that at Euston Station and Paddington Station, London? Yes. The view of the Commissioners is that when you are making an alteration you should make it as complete as possible.
28. *President.*] You have given us an estimate of £600,000;—does that include the cost of land resumption? That includes £100,000 for land.
29. It includes the £100,000 which the Commissioners propose to pay in for the park? No.
30. Is it the work which is estimated to cost £600,000 alone? No; it includes £100,000 for the resumptions between Belmore Gardens and Liverpool-street. I am not responsible for that. I have not estimated the value of the land myself.
31. Who did? I think Mr. Thompson made the estimate; but it possibly may be added to now, because I am not sure that it allowed for the whole width which it is now proposed to take.
32. *Mr. Humphery.*] Where are the resumptions shown on the plan? The resumptions will be simply covered by the work shown on the plan. There will be no necessity to resume a much wider strip than is already taken up by the roads. It will be necessary, of course, in some cases to take up the corners, but practically that is the width which is required. I will furnish the Commission with some details of the estimate if they like to have the information.
33. *Mr. Hoskins.*] Will your estimate allow a margin for probable actions for compensation for alleged damage to the foundations of houses adjacent to your tunnels? There will be nothing of that sort here.

34. You know that in some countries serious actions have been brought for compensation for damage done to houses by the construction of underground tunnels? But we do not interfere with any buildings which we do not resume.

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35. *President.*] Will you now resume the statement which you were making to the Commission? Yes. The following is the official description of the proposal:—

City Extension Railway—Redfern to Park-street.

(Estimated cost, £600,000.)

Length, 71 chains from front of building, Park-street, to end of main building, Redfern. From end of present rails to end of new line, about 69 chains.

LEAVING Redfern Station, six lines of road will be carried over Devonshire-street. To get a headway of 16 feet, Devonshire-street will have to be cut down 9 feet; it will then have a rising grade to Castlereagh-street of 1 in 25, and to George-street 1 in 60. Through the Cemetery the lines will be in bank and cutting and over Belmore-road, and other roads, including Goulburn-street, with a headway of 16 feet 6 inches. From half-way between Goulburn and Liverpool streets the line runs into cutting and under Liverpool-street, where there will be an over-bridge of an average width of 78 feet and 131 feet long. The level of Liverpool-street it is not proposed to alter. From Liverpool-street to Park-street, by the width from Elizabeth-street to centre-walk of Hyde Park, the ground will be excavated for an average depth of 22 feet for the terminus. Park-street will be cut down to a depth of 11 feet in the deepest part for access to front of station, giving a down grade for that street of 1 in 166 and 1 in 310 from Elizabeth to College-street. There will then be one grade from Elizabeth to College-street. The station building fronting Park-street will be 350 ft. x 60 ft. deep, three stories in height and attic, with central tower 200 feet high. This portion of the building will contain central hall, 65 ft. x 36 ft.; booking hall, 96 ft. x 55 ft.; refreshment room, 96 ft. x 38 ft.; and basement under same, general waiting and ladies' waiting rooms with lavatories, &c. The upper floors are offices for the Railway Commissioners and staff, and the various traffic branches. Three lifts will be provided. Facing Park-street will be a colonnade for foot passengers, and a covered way for cabs 25 feet wide, extending the whole length of this frontage. The platforms (five double, 30 feet wide, two single, 21 ft. 9 in. each, and 700 feet long) will be covered with a steel roof 363 feet wide, rising in the centre to a height of 75 feet above platform. On the Elizabeth-street frontage the buildings will be two stories high, extending from Park-street for a length of 700 feet. The lower floor on level of platform will be used for parcels, cloak rooms, inspectors, porters, &c., and the upper as offices for the Traffic Branch. Opposite Bathurst-street and through the building over the platforms there will be two steel foot-bridges with asphalt floors, one 15 feet wide for the general public in direct line from Bathurst to Oxford streets, the other 20 feet wide from the Railway, with stairs for access to the various platforms. The parcels office, 200 ft. x 40 ft., has a basement floor on level of platform, and a ground floor of same size on Elizabeth-street level. From this office Aspinall's patent overhead luggage carrier will be constructed so as to communicate with the various platforms. The cab road through the building between the platforms will be 25 feet wide, and will have entrance and exit at Liverpool and Elizabeth streets. The horse and carriage docks, 400 feet long by 20 feet in width, will be approached from Liverpool-street by ramp 20 feet wide.

The quantities of work to be done are approximately as follows:—Earthwork excavations for Hyde Park Station, lowering Park and Devonshire streets, in addition to cuttings at Nithsdale-street and Benevolent Asylum, 460,000 cubic yards; for foundations, 16,000 cubic yards; concrete in foundations and backing to arches, 11,500 cubic yards; brickwork in retaining-walls, Hyde Park Station, between Liverpool and Goulburn streets, at Park and Devonshire streets; abutments to bridges over Liverpool-street, Goulburn-street, Wexford-street, Campbell-street, Elizabeth-street, Devonshire-street, Belmore-road; arches on piers from Campbell to Elizabeth streets and over Belmore Park—44,500 cubic yards; masonry in copings and string courses, 3,000 cubic yards; steel-work in bridges over above-named streets and station platforms, 1,750 tons; cast-iron columns and parapets, 150 tons; ballasting, 22,800 cubic yards; ordinary sleepers, 13,500, No. and special, 10,000 cubic feet; steel tails and fastenings, 1,400 tons; wood-blocking, 21,000, asphaltting, 27,000 superficial yards; kerbing and guttering, 2,500 lineal yards; removing and relaying portions of tram-line, gas-pipes, water-mains and sewers.

The differences in the present proposal and that first approved by the Royal Commission are shortly as follows:—The previous proposal was for a terminal station at King-street, involving a tunnel through the south-west corner of Hyde Park, and the resumption of the north-western corner, St. James' Church, the Registrar General's Office, and the Supreme Court building. The present proposal involves the resumption of the south-western corner of Hyde Park and the erection of a building fronting Park-street. Provision is also made in the design for an extension of two roads to Circular Quay or the eastern suburbs if required.

Shortly put, the advantages of the extension now proposed are stated to be as follows:—

1. It will provide a new and satisfactory terminal station, Redfern being not suitable for the present large and increasing traffic, and urgently requiring alteration.
2. It will bring the passenger traffic into the city.
3. It will not spoil the most frequented portion of Hyde Park.

Reference to pages 55, 56, and 57 will show that the previous Royal Commission investigated the question of the utilisation of the park for railway purposes very thoroughly, and arrived at the conclusion that the advantages far outweighed the disadvantages. The scheme recently formulated to bring the railway to Park-street is to be looked upon as inferior to the proposal which brought the railway up to King-street. On the ground plan which is now brought before the notice of the Commission I have shown in lighter colour an extension of the railway up to St. James' road. This, it is thought, would be as practically as good as going up to King-street, but it would leave St. James' Church and the Supreme Court buildings intact. On the other hand the removal of the Registrar-General's Office would be rendered necessary. The Supreme Court buildings have been condemned for many years past. They seem to do their work, however, and I have on that account avoided interfering with them. If, at some future time, it should be thought desirable to remove that building altogether, and St. James' Church as well, a fine open space will result, across which the handsome front of the railway terminus building can be viewed.

With regard to the question of extending the railway into the city there are three considerations to be borne in mind: first, there is the necessity for the improvement to station accommodation at Redfern; secondly, the extension of the passenger lines into the city; while in the third place, the extension for goods purposes must be looked upon as quite a separate matter.

The extension into Hyde Park is, from an engineering point of view, by far the best scheme that can be put forward. On the other hand, the extension of the railway station across Devonshire-street into the grounds now occupied by the Benevolent Asylum, Cemetery, Police Barracks, &c., may be looked upon as effectively dealing with the question of station accommodation, but it does not deal with the question of bringing the passengers into the city.

It has been said that if the railway had been brought into the city there would have been no necessity for the tramway along George-street. This is, however, a mistake. It is true that one of the objects of the George-street tramway was to keep the railway traffic off Elizabeth-street, and thus relieve the Elizabeth-street traffic. It will, however, have the effect of taking off the traffic of the western tramways as well; and it will, undoubtedly, carry its own proper traffic, and thus, railway or no railway, have sufficient work to do.

At the request of the President, I have looked into the matter of other proposals in substitution or in further extension of the Hyde Park scheme. I am preparing a map, on which will be shown possible extensions for passenger traffic down the eastern and western side of the city and to the eastern suburbs, and, further, an extension of the railway for goods purposes to Woolloomooloo Bay, Pyrmont, and Glebe Island.

With regard to passenger extension other than the Hyde Park proposal, I wish most emphatically to point out that, in my opinion, if the lines are extended underground the traction must be effected by electricity and not by steam. Underground steam lines in cities are rarely put down now. All, or nearly all such railways and tramways that are being now carried out underground are intended to be worked by electricity; and I think I may say that it is only a question of time, and possibly a very short time, before the metropolitan and metropolitan district railways in London will be also thus worked. It is well known to those who have visited London how intolerable a nuisance is the coal smoke in those tunnels. London has an average temperature of, I think, about 47 degrees. How much more intolerable would be the use of steam locomotives in a climate like ours, with a mean temperature of 62·8 degrees, and a maximum temperature of over 100 degrees.

That

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That the combination of steam and electricity in different systems on a railway is not impracticable is to be seen by the working of a part of the Baltimore-Ohio railway in the United States of America, where, on a short length of line about 2½ miles long, on account of the smoke nuisance, the goods trains, locomotive and all, are drawn through the tunnels by electric locomotives weighing from 35 to 90 tons. The introduction has been completely successful, and it has now been decided to apply the same method to the passenger traffic.

Our railway traffic could be dealt with in the same way. When suburban trains came into Redfern, the steam locomotive could be unhitched and an electric locomotive attached. This is an easy way of getting over what might be a serious difficulty. Another method would be to work the suburban system throughout by electricity. This is a question, however, which the Railway Commissioners will no doubt consider at the proper time.*

In the event of Hyde Park not being adopted as a terminus, and extensions on either side of the city of two lines each were to be made, the proper places for these extensions would, I think, be under the roadway instead of going under the property on each side. I have no hesitation in recommending such a course after seeing in 1894 what was done in the city of Glasgow. Such work could be carried out comparatively economically, and almost without any interruption of the street traffic.

36. The schemes you have placed before us are limited altogether to passenger traffic? Yes.

37. There has been no endeavour made to extend the railway system to the waters of Port Jackson? No; for some time past nothing whatever has been done.

38. That has not been taken into consideration? No.

39. *Mr. Hoskins.*] Did the Railway Commissioners view with favour your suggestion to disconnect the steam locomotives at Redfern and to propel the trains by electricity to Liverpool-street? I have mentioned the matter to Mr. Eddy, but as the proposal which the Railway Commissioners view with favour is the Hyde Park scheme, it really has not come up for decision from a traffic point of view.

40. Do you intend, if the extension of the railway system to Park-street is sanctioned, to press your view as to the propriety and good policy of having the extensions worked by electricity? No; I do not think it is necessary, if the line is only extended to Park-street, because it will be all in the open; there will be no tunnel. Supposing that the Park-street proposal is objected to by this Commission, and they wish to consider any other scheme involving tunnels under roads, or under the park, and so on, I wish to express the opinion that the locomotives should be electric locomotives, but only in that case.

41. You would then press that view? Yes.

42. *Mr. Farnell.*] You are aware that in England, at the present time, a company is about to construct a railway underneath an existing railway? Nearly all the new projects are underground projects, and electricity is invariably adopted.

43. *Mr. Wright.*] I suppose with these tunnels you could not use steam? I think it would be a great pity to use them with steam. They will be made of the proper dimensions to run ordinary trains through, but it is the inconvenience to the passengers I am looking to.

44. If you were to run ordinary locomotives, partly through open cuttings and partly in tunnels, would there not be great inconvenience caused to thousands of citizens as well as passengers? I think there would be some.

45. *Mr. Roberts.*] There are no tunnels in the Commissioners' park scheme? None; I would not propose any alteration.

46. *Mr. Wright.*] Have you any scheme prepared yourself? No; I do not propose to submit any scheme. I merely propose to take any instructions from the Commission to look into matters.

47. I suppose you are prepared to criticise any scheme which may be submitted? From an engineering point of view.

WEDNESDAY, 17 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq. M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works,
further examined:—

H. Deane.
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48. *President.*] Have you a plan showing your proposal to convert the Benevolent Asylum estate into a station? Yes; I furnish a plan of a scheme which was worked out some time ago for extending the railway terminus at Redfern across Devonshire-street. This plan has not been so well worked out as the plan of the Park-street scheme, and the few copies which I now furnish to Members of the Commission have some notes on them showing some alterations which it is intended to make if this scheme is eventually carried out. Before the completion of the inquiry I expect to be in a position to furnish fairly correct plans.

49. Will you first describe the area? The area is bounded by Devonshire-street and Pitt-street and Belmore-road; and a considerable width of the Cemetery beside the Benevolent Asylum grounds and the Police Barracks is taken in.

50. How far does it go to the south-east—to Elizabeth-street? The area includes the blue-tinted portion on the large wall map before you. The railway terminus would absorb a little more than half the area lying between Pitt-street, Devonshire-street, Belmore-street, and Elizabeth-street.

51. *Mr. Humphrey.*] Do you take in the whole of the Cemetery? The greater part of it.

52. *President.*] Will you prepare a rough plan showing the various improvements, how the various areas are held, what you intend to take, and your idea in regard to the disposal of the residue? Yes.

53. It has been suggested that any provision you may make for passing over Devonshire-street carries with it the lowering of that street 7 feet or 9 feet. Have you taken into consideration the question of interference with vested interests, or is any property affected by it? Yes; but it is all Crown land with the exception of the Cemetery. In the estimate that was submitted some time ago no provision was made for any compensation or for new buildings. 54.

* NOTE (on revision):—I should like to add that the Chief Commissioner, at a subsequent interview, expressed the opinion that the change of locomotive would be productive of delay.

54. The work itself is absolutely enclosed by Crown lands on either side? Yes.
55. Does it affect the grade of the street to the south-east? Yes; in lowering the street there will be altered grades in consequence.
56. Does it materially affect them? It does not make them bad.
57. Will the approach to Devonshire-street from the north-west be inferior to the approach from the south-east? If you will allow me to explain the scheme you will see how Devonshire-street is dealt with. Several lines are carried over Devonshire-street, and a portion of that street is lowered. It is proposed to divert the greater part of the traffic of Devonshire-street, reserving only a comparatively narrow subway for cabs and smaller vehicles to pass through, but all heavily-laden vehicles would probably go round the other side. A reference to the plans I have furnished will show that on the eastern side of the station there is a wide and new street, which will not only admit all the traffic, but will also take the tram-lines. In the proposal is included a diversion of the Botany tram-lines. What is left of Devonshire-street is a subway about 30 feet wide, and in consequence of the width that is required for the station, and the length that the street has to be lowered, the resulting grade on the eastern side will be very much steeper than what I pointed out yesterday as necessary for the Hyde Park scheme. In carrying over six roads to run into Hyde Park they are more concentrated than in this scheme, where you have roads passing over the whole width of the station; consequently there is a greater length of Devonshire-street to be lowered to the maximum depth. It would be very difficult to lower that street so as to take all classes of traffic; and it was thought that, although it is desirable to keep the subway at Devonshire-street for cabs and light vehicles, the bulk of the traffic should be turned round by Belmore-road and along the new street, as being an efficient substitute.
58. The new street would be at the junction of the blue and green on the big plans? It would be just within the blue area.
59. Does it mean this, that the lowering of Devonshire-street is likely to obstruct any but light traffic going to the north-west from Redfern to Darling Harbour;—does it render Devonshire-street undesirable for heavy traffic going between Redfern and Darling Harbour? Yes.
60. Have you taken into consideration the effect of this new street on the Redfern traffic? I do not think the effect would be serious; at any rate it is an effect which cannot be avoided. Redfern station must have something done to it. If it is extended over Devonshire-street on to this new site Devonshire-street must be partially blocked. I do not see really how it could be retained by any amount of lowering and leaving proper grades at the eastern end for heavy traffic.
61. *Mr. Lee.*] What would be the grade at that end? As shown on the plan it is 1 in 12.
62. What is the present grade? It is not level, but it is very easy.
63. From Castlereagh-street the grade is rather heavy? Yes; but as far as Castlereagh-street it is light.
64. If it is lowered I suppose it will be lowered from the George-street side? Yes.
65. Then there will be a dip-in? Yes; and the drainage has to be provided for.
66. That will practically block all traffic? Cabs and light vehicles will be able to pass along there well enough.
67. It would be a perfect block to all the heavy traffic which you wish to go from the eastern side of the city round to Parramatta-street? Yes.
68. *President.*] You have a grade of 1 in 12 in and out? No; the grade the other way is easy.
69. *Mr. Humphery.*] Where would it commence;—at the Railway Institute, or nearer the railway station? Nearer the railway station.
70. *Mr. Wright.*] Would it not begin almost at George-street? There would be a lowering commencing from George-street.
71. *President.*] Does any extension from Redfern towards the city involve the alteration of Devonshire-street? Yes; any extension affects Devonshire-street, but in the Hyde Park proposal I have arranged to lower Devonshire-street, so as to be suitable for all kinds of traffic, with a 16-foot headway. The worst grade is 1 in 25, which is a good grade. The level of Devonshire-street would be affected by any scheme which went across that street; but if you remove the terminus to Hyde Park, Devonshire-street can be lowered and the grades and headways rendered suitable for all classes of traffic.
72. But with this scheme, in that the extending lines cover a greater length of Devonshire-street, it increases the difficulty, because you cannot get the grade I suppose? Yes; the grade at the eastern end is shortened, and consequently is steeper. The difficulty in all these questions of extension, especially the extension of a terminus, is the difficulty of keeping up the existing traffic while you are connecting with a new station. If you could create a temporary terminus somewhere else, and you had a free hand to do what you like at Redfern, possibly the simplest way would be to raise all the lines some feet up in the air.
73. *Mr. Wright.*] What is the difference between the railway level at Redfern station and the crown of Devonshire-street? 10 feet on the lines of the present station.
74. What is the difference in grade between the platform at Redfern station and the first tunnel going out? I think the lines are exactly level—64 feet above high-water.
75. How far back would you now have to go to raise the lines 2 or 3 feet? You would not have to go back very far.
76. To Eveleigh? No. You would have to go back only halfway from the station. It will depend on the amount you require to rise. If you had a free hand you could raise the line by starting back some chains beyond the southern end of the present station. You could raise the line sufficiently high to get over Devonshire-street without interference with the road traffic.
77. You could not do that without stopping the traffic? No; it is entirely out of the question. Continuing my description, I may mention that this section, which was got out on a large scale so as to be easily visible, shows the line between Devonshire-street and Belmore Road. It will be seen there that immediately after passing Devonshire-street the ground begins to rise, and when you get from the Benevolent Asylum to the Police Barracks you are in a cutting. The ground does not give you any opportunity of getting a road around or underneath in any way. The section of Devonshire-street shows the lowering of that street.
78. *Mr. Black.*] Has that map any connection with the Hyde Park scheme? Yes.
79. *President.*] Or any scheme involving the crossing of Devonshire-street? Yes; but the levels crossing Devonshire-street would be practically the same.

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80. *Mr. Wright.*] Would it be possible to abolish Devonshire-street, and provide an overhead bridge for the traffic? That would mean rising to a great height, because George-street is 14 feet below the surface of the rails.
81. What is the difference between the crown of Devonshire-street and your rail level now? It is about 10 feet.
82. An overhead bridge would not necessarily be very high? It would mean rising up to that rail level, and then rising another 20 feet, or in all 34 feet, which, from George-street, must be considered out of the question.
83. *Mr. Hoskins.*] It would cause great difficulty in working, too? It would be impossible.
84. *President.*] The grades on that would be a long way worse than the grade in a cutting? Yes.
85. *Mr. Wright.*] What length of 1 in 12 grade would there be? Probably 120 or 130 feet.
86. *Mr. Humphery.*] Would any scheme mean practically the closing of Devonshire-street for heavy traffic? No; the extension beyond to Hyde Park would not involve it. There are worse grades in Sydney than 1 in 12, but it is introducing a steep grade on a road which had previously good grades.
87. *Mr. Wright.*] I suppose as a matter of fact nineteen-twentieths of the heavy traffic to the railway station come from the north along Belmore-road from the city proper, and not from the southern portions? I should think so.
88. The only traffic which a steep grade would affect would be the traffic which comes from the south to the railway? Yes. It would only affect a very small portion of the traffic, and what traffic it does affect could easily go round by the new street. It would have no heavy grades to deal with in going by that way, and it would be simply going a little further.
89. *President.*] Will you be good enough to proceed now with your description of the plans? The platforms are shown as 600 feet long, but they are intended to be 700 feet long. At Park-street the platform is shown as 700 feet long and these others will be brought in accord with that one. Taking the western side of the station first, there are two lines for country traffic, and between those two lines and the next there is a cab-road, which has its approach from Devonshire-street, and a return on to the wide approach to the station proper. Then comes a platform 33 feet wide, on the other side of the cab-road. Then come three roads, and then another platform of 35 feet. Then come three more roads and another platform of 30 feet. Then come three more roads and another platform of 30 feet; and then two roads; another platform of 30 feet and another road. It will be seen that there will be eleven platforms and eleven roads, besides the three docks.
90. Why do you say eleven platforms? The first pair of roads on the western side gives practically two platforms. A double platform is really two platforms. There are three single platforms and four double platforms. Between the end of the buildings and the platforms there is a width of 80 feet. That main building is situated right at the end. On the western side of the station there are offices. At the north-western corner there is a cloak-room 100 feet x 40 feet, and the accommodation can be increased in the basement. Then there is a large refreshment-room and closets, a large booking-office and general waiting-room, and on the north-eastern corner there are urinals and water-closets.
91. *Mr. Wright.*] Is it not rather awkward to have the cloak-room and large offices separated from the platforms by a cab-road? They are not; the offices at the side are intended for clerks and porters, and will not be required by the public at all.
92. Your cloak-room will be required by the public, and it is separated from your platform by a carriage-road? No; it is separated from one of the platforms, but you must have a separation somewhere. That passage out is a foot-passage.
93. *President.*] Have the Railway Commissioners approved of that provision? Yes; this has been worked out with the Commissioners.
94. You had better describe now the way your trams are going to leave? The Botany Bay tramway is diverted across the Belmore Park into the new street, and then round into Devonshire-street. On the western side of the station there is a large space for approaching the station and a cab-departure road shown with an incline from George-street up to the north-western end of this approach, going over Pitt-street. Then as regards the George-street tramway, the line working towards the station will be diverted alongside that cab-departure road and go underneath the approach to the station until it gets up close to the station, and then it rises on to the level. It will discharge passengers and take passengers on the same platform. There will be no crossing of the lines or any interference at all because people will be able to get off and on at the same platform. It will be extremely convenient to people. The trams as they depart work round the curves shown near Devonshire-street and get back on to the line again. If it is required to connect with the western suburbs, a connection can be made with the other trams, but it was only thought necessary to show the connection with the George-street tram.
95. In the opinion of the Commissioners is the accommodation shown on these plans ample for Redfern? Yes.
96. *Mr. Lee.*] Will you indicate where they exceed the existing accommodation? I will get the length of all the existing platforms. Recently a new platform has been built.
97. *President.*] Will you furnish a comparison between the present accommodation and the suggested accommodation? Yes.
98. *Mr. Lee.*] Through the tunnel under Regent-street, at the end of the railway yard, the whole of the traffic has to pass inwards and outwards? Yes.
99. If you increase the accommodation at Redfern Station or at 100 yards beyond the station, will not the congestion always be at that tunnel? There will be always a congestion at that tunnel.
100. Is there more space afforded by passing over Devonshire-street than the Commissioners now have? Yes. There is not sufficient length at Redfern. With a greater length a great deal more could be done. At Redfern it is exceedingly inconvenient and it is very difficult to work.
101. *Mr. Black.*] Do any of your schemes propose an increased tunnel? No; but this plan will give the length that is required to do the shunting operations.
102. *Mr. Humphery.*] Is there accommodation through the tunnel at the present time for more than the existing number of roads, which I understand to be six? I believe it would be much more convenient for the traffic if there were more room in the tunnel. The Commissioners consider the traffic is very much pinched up there.
103. I do not think that quite answers my question. I think it is the different classes of traffic coming in through

through the tunnel which it is difficult to accommodate—that is, after the trains had passed through the tunnel? Yes; and although the traffic is pinched there, if you could lengthen the station at Redfern you would ease the shunting at the station and you would give the accommodation which is really required. For instance, at present some of the trains have to be split up. There is not room for the northern train to draw up at one platform, and, therefore, it has to be divided into two parts. With the exception of two platforms, I think there are no platforms sufficiently long to suit long trains.

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104. *Mr. Hoskins.*] If you extended the platforms at the existing station you would increase the difficulties? You cannot lengthen the platforms, because the crossings would interfere.

105. *Mr. Humphery.*] What is needed is increased space and accommodation for trains after they have passed through the tunnel? Yes; you want greater length between the tunnel and the station, and greater length at the station itself.

106. *Mr. Black.*] Has the advisability ever been considered of diverting the goods traffic before coming to Redfern tunnel by means of a cutting or tunnel, making more directly for Darling Harbour? I think it has been under consideration.

107. *Mr. Wright.*] If the city railway were extended by a circular line there would be no necessity for all this accommodation, would there? I think some accommodation would be necessary.

108. If you had a line from Redfern to the city, running by a circular route, would not the Redfern yard be big enough for marshalling purposes? I do not think that has been considered. If the Commission wish that point to be considered, I should have to consult the Railway Commissioners, and then I could report later on.

109. Have you ever considered the question of a circular railway into the city? Yes.

110. *Mr. Roberts.*] Is it possible to get sufficient accommodation at Redfern, without crossing Devonshire-street, by land resumption? No.

111. *Mr. Hoskins.*] Not by taking the park? No; you cannot get at Prince Alfred Park.

112. *Mr. Lee.*] Could you not resume land on the tunnel side, so as to enable the yard to be widened? Yes.

113. *Mr. Hoskins.*] Why could not part of Prince Alfred Park be taken? Because you cannot get round to it; it is sharp off to the right as you pass through the tunnel.

114. *President.*] Is it not possible to shift Devonshire-street to the north and give the desired accommodation? The question of shifting Devonshire-street to the north, and thus lengthening the platforms, has been under consideration; but I know the Commissioners are of opinion that would be only a partial relief—a makeshift. What they want to do, if possible, is to make a complete new terminus, giving the extra length not only in the station but outside of it.

115. Do you submit a sketch-plan of the proposed terminal station at Park-street as suggested by the Railway Commissioners? Yes.

116. Will you be able to explain that plan to-morrow to the Commission? Yes.

117. Are you prepared to hand in an estimate of the cost of extending the railway system to Park-street? I will read the estimate. It is as follows:—

Land resumption between Belmore Park and Liverpool-street	£100,000
Buildings (600 feet roof)	200,000
Construction of line.....	£260,000
Signals and interlocking	15,500
Electric lights	4,500
	<hr/>
Shelter-sheds and alterations.....	280,000
	20,000
	<hr/>
Add for extension to St. James' Road ..	600,000
	50,000
	<hr/>
	£650,000

THURSDAY, 18 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

118. *President.*] You placed before the Commission yesterday a plan of the proposed extension to Park-street, and an estimate of the cost of the extension? Yes. I have handed in some plans of Park-street for distribution to Members of the Commission, and the plans on the wall will give all the information that may be required.

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119. With regard to the item of £100,000 for land resumption, you have said that it is very probable that it will require to be increased, as the width of the line has been increased;—is there any other cost, excepting the value of the park land, which we need add to your total estimate of £600,000? Not unless prices go up very much. That estimate was cut down so as to be adapted to the prices that prevailed some months ago; but prices are beginning to show a considerable rise.

120. Your 10 per cent. allowance would in all probability cover it? I do not think so. I have cut that down also to a minimum. This estimate of £600,000 includes a certain amount of contingencies and engineering expenses, but I should not like to reckon too much on that.

121. What will cover it? I cannot tell how prices will go up.

122. If an estimate were made to-day, is that £600,000 plus what has to be added to the £100,000 the amount? Yes.

123. *Mr. Hoskins.*] Based on an estimate made some months ago? Yes; I think it would fairly cover it now.

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124. *Mr. Wright.*] When the city railway was projected in 1885 there was a question of resuming this land between Liverpool-street and Belmore Park, and I think it was then estimated by Mr. Mills, of Mills and Pile, at £55,000;—have you any record of that valuation? I have heard something about it, but I have not seen any of the papers.

125. Does this estimate of £100,000 include any money which you will have to pay to the Benevolent Asylum? No.

126. Will you explain as briefly as possible the nature of the accommodation which is provided at Park-street? The accommodation at Park-street is precisely the same as the accommodation which I described at the Benevolent Asylum site, with the same number of platforms and the same length. It works out within a few feet of the same. At the Benevolent Asylum site we get 7,480 lineal feet of platforms, and at the Park-street site 7,430 lineal feet; the difference between the two is due to how the ends of the platforms come out between the roads.

127. In crossing Liverpool-street your lines are congested into a comparatively narrow space;—will not the same difficulty present itself there by reason of that congestion as now exists at Redfern Station by reason of the tunnel? No; all that has been worked out.

128. How much greater length have you in the park than you have between the tunnel and the terminus at Redfern? The Park-street arrangements give practically a length of 1,800 feet.

129. From Liverpool-street? No; from further back. You must reckon from that street. You must reckon where you can start with the collecting and dispersing lines. From there to the end of the platform is 1,800 feet, and that is really what we want in any case. At Redfern, if you take it from the inside of the points, leading off to the carriage shed, and measure 1,800 feet, you will come up to Belmore-road.

130. You have ample room here to work the traffic? Yes; that has been gone into very carefully by the Chief Commissioner with me, and he is quite satisfied that it is a well-arranged plan—as nearly perfect as you can make it.

131. *Mr. Hoskins.*] There will not be any tunnelling on the Park-street line? No; there will be a bridge at Liverpool-street, and an overhead bridge at Goulburn-street, carrying a number of lines.

132. *Mr. Wright.*] There is no danger to be apprehended from working these lines as proposed here? No; because we have 1,800 feet clear for the shunting and reception of the trains. At Redfern you have far less than that. You have only practically inside the points leading off to the goods and carriage sheds; you only have, I think, about half that length.

133. You have eight lines here as against six lines in the Redfern tunnel? Yes.

134. *Mr. Hoskins.*] You will have to resume some houses between Belmore Park and Liverpool-street to erect the piers for your bridges? Yes; but that does not take up much more room than the width of the rails. We shall not want more than 8 or 10 feet on each side. I desire to hand in a return showing the length of each platform at Redfern Station, at the Benevolent Asylum site, and at Park-street. It is as follows:—

		LENGTHS OF PLATFORMS.		
		<i>Redfern Station.</i>	<i>Benevolent Asylum.</i>	
Platform	A	490 ft. long.	2 platforms	610 ft. 1,220 ft. long.
"	B	490 "	8 "	700 " 5,600 "
"	No. 1	490 "	1 platform	660 " 660 "
"	2	490 "		
"	3	475 "		Total..... 7,480 "
"	4	200 "		
"	5	620 "		
"	6	620 "		
"	7	225 "		
"	8	450 "		
"	9	325 "	1 platform	650 ft. 650 ft. long.
"	10	325 "	1 "	520 " 520 "
"	11	420 "	8 platforms	700 " 5,600 "
			1 platform	660 " 660 "
		Total..... 5,720 "		Total..... 7,430 "

The platforms at Redfern Station measure 5,620 feet, as compared with 7,430 feet at Park-street and 7,480 feet at the Benevolent Asylum site.

135. *President.*] Have you any right to tunnel under property for railway purposes? No, not without resuming the property, to the best of my knowledge. That matter was carefully enquired into some time ago. Under the Lands for Public Purposes Acquisition Act you can only tunnel for any other purpose than railways;—you have to resume the properties for railway purposes.

136. Could you, by leaving sufficient cover, tunnel under properties without detriment to the buildings on them? Yes; that has been done. By leaving sufficient cover, as a rule, it can be done.

137. Is there legislation in other countries permitting a tunnel to be made under a property? I do not think so; I think it all has to be paid for.

138. Would it be reasonable legislation for this Colony to pass—the Colony owning the railways? If the tunnel were sufficiently low down I think it would be reasonable, provided the Government paid for any damage which might be done.

139. *Mr. Hoskins.*] According to the figures given in your evidence the total cost of the Park-street extension would be about £1,500,000. You estimate £800,000 for the works themselves? No; that estimate includes everything. It is £600,000 to Park-street and £650,000 to the further site, and that includes everything.

140. *President.*] These are the salient points of this scheme, which is viewed most favourably by the Commissioners? Yes.

141. What does that building marked 600 feet mean? That is the covering roof over the platforms.

142. Is the building indicated on the plan what you propose to adopt? At the Benevolent Asylum site we should not require so large a building as that; it would be a two-storey building, because the Commissioners' offices would not have to be provided in that building, but only traffic offices. The Commissioners, if the Park-street or King-street site is adopted, will find accommodation in that building, but not at Redfern, which would be too far away.

143. It is a question where the terminal station is to be, and this is the terminal station for the Park-street scheme? Yes; I would like here to supplement what I said as to the tunnelling. Although no doubt

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doubt you can tunnel if you are deep enough without disturbing the buildings, I doubt very much whether any extension into the city we can make would be deep enough to avoid interfering with the buildings altogether. I do not quite see how a suitable or practicable line could be made far enough down with sufficient cover of sandstone so as to avoid the possibility of damage to houses. All the large and more important buildings in Sydney are carried down to the sandstone, and there is a considerable amount of excavation through the top clay and made ground. In Hyde Park that amounts to about 25 feet I think on the average. If you make a tunnel so as to get under the sandstone down below you get a platform level at a very great depth—probably at from 40 to 50 feet down in places. That means a great number of steps to get up to the surface. If you want to keep near the surface you get partly into sandstone probably and partly into the softer material on top through which the foundations of the important buildings go. As regards the lighter buildings whose foundations do not go down to the sandstone I doubt very much whether you can tunnel under them without the risk of causing settlements.

144. Does it mean that you must either be under the park or under the streets? Yes, generally speaking.

145. *Mr. Wright.*] Or resume? Yes.

146. *President.*] Under the streets would it be safe enough? Under the streets it would be all right.

147. The Commissioners' scheme is a surface one? It is all open.

148. And the Hyde Park terminus is a surface terminus? —

149. *Mr. Wright.*] How much would the platform be below the level of Elizabeth-street? The station starts with the rails say about 18 or 19 feet below Liverpool-street and rises up to near the altered level of Park-street. The level is below Park-street, but you will have no steps to go down.

150. *Mr. Lee.*] That would be with the object of keeping the line level? I have given a tip-up. Stations are made on a slight grade. There is no harm, but an advantage in having a starting-station made on a grade downwards, because it is then easier to start the trains. As long as the grade is not steeper than the rolling-stock will stand on, then you are all right.

151. *Mr. Hoskins.*] If you had a tunnel to carry eight roads, would it not be so wide that it must interfere with the foundations of the houses on the sides of the streets? Yes; there would not be room, to do it comfortably, for more than two lines.

152. *President.*] Could you put four lines down? Only with difficulty.

153. *Mr. Wright.*] The whole block, from where the lines cross Elizabeth-street till you come to Liverpool-street, must be resumed to the full width you want? Yes.

154. *President.*] How many lines can you put down in a tunnel under a street like Elizabeth-street? There would be room for four lines if you open out the street and cover it in again.

155. Would that affect the buildings? Not unless there are cellars under the pathways.

156. *Mr. Hoskins.*] I do not think the buildings in the lower part of Elizabeth-street are aligned, and therefore it is very irregular in width? There will be of course that difficulty to deal with; but in a 66-foot roadway you can just about squeeze four lines in, but you would have to be very careful with your foundations.

157. *Mr. Wright.*] Have you a 66-foot roadway? There are some in Sydney, but mostly they are about 60 feet.

158. Is Elizabeth-street or Castlereagh-street a chain wide? King-street is 60 feet wide, and Elizabeth-street, I think, is a 66-foot road. The proposition of the Commissioners to carry the railway down to the Custom House comprised only two lines. I would much rather have to deal with two lines of way than four. At the same time I think four lines with care could be laid, but it would be very difficult to avoid damage to houses on each side.

159. *President.*] With two lines of way you could do it? Easily.

160. Would they carry all the passenger traffic in the city? No.

161. How is it the Commissioners suggested a scheme which is not likely to carry the traffic? I have given a description of the scheme. Up to Hyde Park there were four lines of rail, but beyond Hyde Park only two lines. Some of the traffic would stop at Hyde Park; two lines would be taken on to Circular Quay and two lines round to the eastern suburbs.

162. *Mr. Lee.*] From an engineering point of view do you favour a terminus at Park-street or one at St. James' Road? Both are equally good for traffic purposes and from an engineering point of view.

163. Which of the two do you prefer? There is no doubt that the St. James' Road extension is better than the other, because it brings the line further into the city, but as regards accommodation and from an engineering point of view they are precisely similar.

164. If it were extended to St. James' Road how would Park-street be affected? The lines would go under Park-street without altering the level.

165. Would not that give you a sunken station at St. James' Road? No, you would rise up in the same way. There is a fall in the ground from Park-street down to St. James' Road.

166. Is there not a block of Government property in the vicinity of St. James' Road—on the western side of Elizabeth-street? Yes; but it is not large enough for a main terminus.

167. Could it be utilised in any way in connection with this scheme? Not with this one.

168. *President.*] The area owned by the Government in the block is about an acre and a half; an acre of land is in the hands of private owners;—the Railway Commissioners require 14 acres for a surface station, I think? Twelve acres, I think.

169. Does it appear that there will be a sufficient area of land at present in the possession of the Government in the block bounded by Market, Castlereagh, King, and Elizabeth Streets to make a daylight station? Yes, under the modified scheme.

170. And from that going towards Redfern Station there would be no resummptions at all, and no danger of interfering with any interests until you pass Liverpool-street? No. You can keep clear of any property till you pass Liverpool-street.

171. Just opposite the Public Works Office, at the corner of Phillip and Bridge Streets, there is an area of Government land about 150 feet square? I do not know how wide it is, but I think it is about 150 feet long.

172. That is not long enough for a daylight station? No.

173. *Mr. Wright.*] Does not Lady Young terrace belong to the Government? I do not know. I have not inquired.

174. Could you put four lines of rails in the piece of land between Elizabeth-street and Castlereagh-street, where St. James' School stands, and then produce two of the lines to Circular Quay? I do not think you would be able to get in there and out again in the space.

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175. Supposing you could put four lines into that area near King-street, could you work the whole of the Sydney traffic in the space available between the two streets? I can only go by what the Railway Commissioners stated in their report to the previous Railway Commission when they recommended that modified scheme.

176. What did they say then? They proposed then, I think, to run some of the trains down to King-street with four lines, and to continue two lines on to the Custom House.

177. It appeared reasonable to the Commissioners that four lines to King-street would do the traffic? I do not think it would be quite that.

178. Would it be possible to run four sets of rails from King-street to Circular Quay? No.

179. Two lines can go on to the Custom House, and four cannot? Yes. I am not sure that you can get two lines on without resuming some of the houses along Elizabeth-street. I will look into this matter and report to the Commission.

180. Supposing that two lines were carried right through the city by one route and came back by another, would that be wide enough to work the traffic? I should think it would.

181. That is with two sets of rails going right round? I should think it would.

182. There would be no necessity for large resumptions for station purposes—no shunting would be required, and hardly any yard accommodation? You would require to have your main station at Redfern. Any shunting required or marshalling of trains or distribution would have to be done at Redfern.

183. *President.*] It would mean a circular resumption right round the city? If you can get under the houses without materially damaging them, of course the houses are left to be used, and you can get a rent from them. You have to resume on account of the damage which you will do, but still the damage, although it occurs, may not render them uninhabitable or unsuitable.

184. *Mr. Hoskins.*] You have heard that the proprietors of underground railways have had to pay large sums to compensate people for alleged damages to foundations of their houses, even though the railways did not interfere with the foundations? I know that there has been a lot of compensation paid. I would wish the Commission to understand that I am not advocating any of these schemes. I am recommending no scheme. I am merely reporting on the feasibility and desirability or advantages of one or the other from an engineering point of view.

185. *Mr. Wright.*] I suppose you are prepared later on to criticise any schemes from an engineering point of view? Yes; but I cannot give an opinion on traffic questions or questions whether a site for a station is desirable without infringing on the rights of the Railway Commissioners. According to the Railway Act they have the power to fix the stations and so on; my duties really comprise the engineering part of the business. I produce a plan of the city of Sydney, in answer to the request of the President, to show what I consider possible lines of railway. It is to be remarked that nearly all these lines shown here have been suggested more or less in one or other of those schemes which have been previously submitted. I have got out what appears to be practicable. I have shown a line from Redfern, in answer to Mr. Wright's inquiries, crossing Liverpool-street into Hyde Park, and turning up into the north-western corner of Hyde Park to Elizabeth-street, and then turning off to the right so as to tunnel right under Macquarie-street, and with a turn come round to Circular Quay. The levels are right enough for a line like that, but as a surface line at Circular Quay was not reckoned desirable, I suppose it to be carried on overhead over Circular Quay, and then to get under the ground on the other side of the city, near Harrington-street, and then follow under Church Hill from Wynyard-square, following as much as possible under the roads—unfortunately you cannot follow the roads altogether—and then coming into daylight about Liverpool-street, and curving round and entering the main station again. That line, where it passes under the Domain, could be lowered and continued down to Fort Macquarie, if required. Then the line on the western side was to be laid down so that it could be continued across by bridge to North Shore; that is the same position, for that purpose, as I submitted to the other Royal Commission. Then there are other connections shown, branching off from the northern end of Hyde Park. There is a line shown turning round to the eastern suburban line, and a double connection is made there by a fork to Circular Quay and Hyde Park also. Starting again at Redfern, there is an extra set of lines starting from the goods side of Redfern station and running parallel to the other lines as far as Liverpool-street, and then turning off to the right to get down to Woolloomooloo Bay on the other side. That line will pass under the line branching off to the eastern suburban line, but a connection with it can be made by the lower fork. Then, I have shown on the plan some lines off to Pyrmont and Glebe Island. I have a larger plan to show what has been done in regard to Glebe Island. Under instructions from the Minister, I had surveys made, some years ago, from Stanmore and Petersham to connect with Glebe Island and Long Nose Point; it is not shown on this plan, because the plan is not wide enough.

186. That will serve Bahmain? Yes.

187. *Mr. Barnell.*] Do you not propose to go beyond Longnose Point—across Parramatta River? No.

188. *Mr. Black.*] Is the line under Wynyard Square merely a return line, or is it for setting down and picking up passengers? It can be used for picking up passengers, of course.

189. I suppose it would not serve the purpose if run along the waterside? I do not think anything would be gained by running it along the waterside.

190. *Mr. Wright.*] Is it possible to continue a passenger line with a traffic line round the wharfs? I think it would be a great mistake. I think, in any case, the passenger traffic must be separated from the goods traffic; it is done all over the world. It would be most inconvenient to mix them up.

191. Could not a circular line, with a branch to the wharf, be utilised for that purpose? No; it would be too high. A line for goods purposes must be a separate line, and it is immaterial as regards expense whether it is by itself along the wharfs or alongside another line; but the two kinds of traffic cannot be mixed up.

192. You think the goods line must be distinct from the passenger line? Yes; that opinion seems to be held all over the world. Different railway companies, in other parts of the world, I know have gone to very great expense indeed to get the two kinds of traffic separated.

193. Have you made an estimate of the cost of these schemes? No.

FRIDAY, 19 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

194. *President.*] You promised to find out whether it would be possible to run four trains into the block bounded by King, Castlereagh, Market, and Elizabeth Streets, and for the trains to return? I have tried that on paper, and I find that the area is too restricted. To make a proper scheme it would be necessary to encroach on some of the properties at each end, fronting Elizabeth-street. There is no room to get in the lines and out again and get in two dead-ends.

H. Deane.
19 Feb., 1897.

195. *Mr. Wright.*] It is not wide enough? It is quite wide enough, but it is not long enough.

196. *President.*] Supposing the line stopped absolutely there, would it be possible to get two trains backwards and forwards—for you have the width of the road and you have the space under the road on both sides, which gives you another 2 chains? You do not want any width on the Castlereagh-street side, because there is not length to get across there. I think it would be possible to scheme out something if they were dead-ends—if you were not carrying the line on any further.

197. *Mr. Hoskins.*] Is there room there for a large station? No; it would be a very small station. The length of the Government land in that block is 360 feet, reckoning from Market-street to the High School boundary.

198. *Mr. Wright.*] What length is it from that point to King-street? 160 feet.

199. Supposing the Government resumed all the land in that block on the northern side of the High School, would that give you sufficient room? I think it would make a fair wayside station, but it would not be a very roomy one.

200. *Mr. Hoskins.*] With a small station, would you not be reviving all the difficulties of working the traffic which are experienced at Redfern Station? This extension in any case will involve the construction of a new station on the Benevolent Asylum grounds.

201. In addition? Yes; you could not get over that; Redfern must be improved.

202. Do I understand that any city extension will necessitate the resumption of the Benevolent Asylum grounds, and that you must have a station there under any circumstances? Yes, unless you bring the terminus on to Hyde Park; but otherwise you must do something at the Benevolent Asylum grounds.

203. Is the Commission to understand that if you extend the railway to the city, say to King-street, or anywhere else, the Benevolent Asylum site, and, perhaps, the Cemetery ground, must be resumed to have a large station there, because the existing station at Redfern is too small? Yes; you are bound to have an improvement of the present terminus station, either by shifting it across Devonshire-street, or by making a new one in Hyde Park.

204. *President.*] Have you taken into consideration the moving of Devonshire-street further north, and, instead of virtually abandoning Redfern Station, working that station in with your proposed improvements? I wish to point out, in the first instance, that any alteration of Redfern Station will entail an entire reconstruction of the passenger platforms and docks; and the easiest way of dealing with it is to make a new station beyond. It is a mistake to suppose that the ground on which the present station is will be wasted. The space will be necessary for the distribution of the trains and for bringing them into the station. Referring to the plan of the Hyde Park scheme, the station is not merely that part lying between Liverpool-street and Park-street, but practically it starts from a point near Goulburn-street. From that point where you begin to manipulate your trains, to the end of the docks at Park-street, the distance is 1,800 feet. Now, if you measure 1,800 feet from where the lines branch off say at the carriage-shed in the yard at Redfern Station towards Belmore Park, it will carry you nearly to Belmore-road. With the existing heavy traffic at Redfern it will be extremely difficult, and perhaps almost impossible, to make a partial extension into the Benevolent Asylum grounds. The platforms at Redfern are not properly arranged. The station-building was erected a long time ago, when the requirements of the railway traffic were nothing like what they are now. The amount of the traffic then was extremely small compared with what it is now.

205. *Mr. Wright.*] Supposing that Devonshire-street were closed, and a street were run obliquely across the cemetery in its place,—would that give you sufficient room? I do not think that such a deviation could be worked in. I have here a plan—it is rather a rough one—which I have had prepared in compliance with the wish of the Commission to show the proportion of ground which will be taken up by the Benevolent Asylum scheme. It is proposed to take up the space which is tinted red on the map, and which it will be seen forms a very large proportion of that area. The only way of getting the traffic round will be by taking it right round Garden-road. On the eastern side of the station it is proposed to have a wide street (which goes into Devonshire-street) to take the converging traffic.

206. *President.*] Supposing that you drew a line on the map from the old police-station in George-street, parallel with Belmore-road, what amount of line would it cut off? About 150 feet of line, and you lose the end platform and the building and the approach at the end.

207. *Mr. Wright.*] Adding on the space occupied with buildings and with the roadway, what length will it cut off? 320 feet.

208. *President.*] How much platform is wanted? I think it is 70 feet.

209. *Mr. Wright.*] You must have a parcels office and a ticket office at one end available for all the platforms? Yes.

210. *President.*] What is the length from Devonshire-street to the end of your line? About 700 feet.

211. Towards the end you have another 300 feet for your offices? Yes.

212. Surely it would be better to move Devonshire-street further north and keep them altogether? By running the station over Devonshire-street you do not separate the lines.

213. It means either cutting the station in two or abandoning everything in Redfern Station? It would mean the abandoning of the buildings and offices.

214.

- H. Deane. 214. The platforms and all the buildings? Yes. When you want to make a change it must be a radical one; it is no good to botch the thing.
- 19 Feb., 1897. 215. Is it not a pity to have the thing cut in half by the street? No; it is not cut in half by the street. There will be no gap there, because the lines will be carried over the street.
216. *Mr. Hassall.*] Would any great inconvenience be caused by closing Devonshire-street, as long as you provide access to the trucking-yards and produce-sheds by means of the new road you propose to make? I do not think very much inconvenience would be caused. It was thought desirable to avoid any complaints in the matter, and a subway for light traffic was provided.
217. *President.*] Supposing you had to put your railway-station on the northern side of Devonshire-street, would it not be better if you had no Devonshire-street? It would save expense.
218. *Mr. Wright.*] If there was no Devonshire-street, would you design your buildings so far to the north as you do? Yes.
219. *Mr. Hoskins.*] The proposed station either at the Benevolent Asylum site or at Hyde Park will be for passenger purposes only? Yes.
220. A portion of the yard at Redfern Station is used for the arrival of produce and merchandise. Supposing the passenger-station were shifted to the Benevolent Asylum site or to Park-street, would there not be more room left at Redfern station for the arrival of merchandise and produce from the country? I think not.
221. Not if you did away with the platforms? No. I think the same space would be required as at present. It is all occupied now. If you did away with the platforms you would do away with a comparatively small width.
222. You do not propose by the alterations which the Commissioners suggest to give any additional accommodation for the inland produce trade? No.
223. *Mr. Black.*] How many feet is it from the Devonshire-street end of the existing platforms to the fence round the Benevolent Asylum grounds? About 120 feet.
224. How many feet do you require to be added on to the space from the mouth of the tunnel to the inner end of the railway platforms to give you room for marshalling your trains? About 1,800 feet.
225. *President.*] Will you be good enough to state what is wrong with the Redfern station? The length is not sufficient, and there is not room to make the distributing roads right for shunting purposes.
226. *Mr. Hoskins.*] Do they propose to have carriage sheds at Park-street? No.
227. *President.*] If it is too short from the tunnel to the platforms it is impossible to make any alterations to the south? I understand that the best arrangements of the space have been already made, but they are most unsatisfactory.
228. It is not a question of the site which exists, because that is cut off by Devonshire-street? You would get length of platform, but you would not get proper arrangements for running into the platforms.
229. *Mr. Hoskins.*] You would have a smaller station at the Benevolent Asylum site than the proposed station at Park-street? The building would be of less height.
230. *Mr. Humphery.*] Have you any estimate of the cost of the Park-street building? £200,000.
231. What would be the exact cost of the building which you think would be necessary on the Benevolent Asylum site? Including the foundations, which would be very much heavier at the Benevolent Asylum site, I make it £185,000.
232. Practically there is an inappreciable saving? There is not much saving.
233. There would be a saving of £15,000, but on the Park-street site you would provide offices for the Commissioners? Yes.
234. Which would not be provided on the Benevolent Asylum site? No. I think that is a fair statement.
235. *Mr. Hoskins.*] Why would the foundations be so very expensive at that site? Because you are so high above the ground at that end. There is a great drop in the ground. The platform at Redfern Station is 64 feet above the level of the sea and Belmore Road, right in line with the station, is only 33 feet above sea-level.
236. You would have to build up the foundations? There would be a great deal of foundation in the north-western corner; but the space below would be utilised.
237. *President.*] At King-street, supposing the railway was to be extended underground to the north, how deep down would you be? With good grades it would be about 35 feet.
238. If it was not to be extended to the north it would be about 20 feet? Yes, at Market-street.
239. You would be deeper at King-street? Yes.
240. Supposing the Government determined to make a railway station at Fort Macquarie, there are two ways to get to the port, namely, either by going straight ahead or by going under the park. To go straight ahead would simply mean very heavy resumptions to get down to Fort Macquarie? Yes.
241. Would you be deep enough, passing from King-street towards Hunter-street, by keeping easterly so as to get under the park as soon as possible;—would there be enough for cap for your tunnel to enable it to be made without any interference with the building? If you follow the line I showed on the map yesterday, and get from that corner in Elizabeth-street, and then turn round you get plenty of depth there to tunnel without disturbing the houses.
242. You would get into the Park somewhere near Governor Bourke's statue? Yes, somewhere near there.
243. Therefore, there would be no resumptions? I do not know about resumptions, but you would not injure the buildings, I think.
244. Parliament could pass a law which would permit the Government to tunnel, always providing that they did not interfere with the buildings? Yes; I am pretty well sure that it could be done, but I would like to look into the matter before I expressed a definite opinion.
245. *Mr. Wright.*] The old surveys by Mr. Whitton show that that could be done? Starting from the north-eastern corner of the Park we could tunnel, but this is different.
246. The rail level was 60 feet below the surface? I know there was great depth; we were right into the sandstone.
247. *President.*] From the Domain, would it be possible to have an underground railway coming out on the surface at Fort Macquarie? Yes.
248. That is apparently the only way you could approach the harbour from Redfern in a northerly direction without heavy resumptions? Without injuring property, because the necessity of resumptions would have to be dealt with afterwards.
249. *Mr. Black.*] In that case I suppose it would not be wise to have a central station at Fort Macquarie? That would not be a central station; it would not dispose of the Benevolent Asylum station.

TUESDAY, 23 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

John Parry, Outdoor Traffic Superintendent of Southern Lines, Department of Railways, sworn, and examined:—

250. *President.*] What is your position? I am Outdoor Traffic Superintendent of the southern system, Government Railways. J. Parry.
251. Do you come here at the instance of the Railway Commissioners? Yes. 23 Feb., 1897
252. You desire to place a return before the Commission? I wish to lay before the Commission a return showing the number of trains in and out of Redfern daily. [*Vide Appendix.*] I have taken two ordinary days, namely, the 25th and 29th of January, and the last Eight-hour Holiday. On 25th January the total number of trains and engines in and out for the day was 555, and when the business people were coming into the city between 8 a.m. and 9 a.m.: the total number of trains in and out during the hour was forty-six, and between 9 a.m. and 10 a.m., thirty-nine; the two busiest hours of the morning.
253. What proportion of these is passenger trains in and out of the station? Between 8 a.m. and 9 a.m., of the forty-six trains I mentioned, there would be twenty-two in and eleven out.
254. Does that represent one of your busiest hours at Redfern? Yes; between 8 and 9 would be the busiest hour on an ordinary morning, but on a holiday there would be more.
255. How much would the traffic increase on a holiday? On last Eight-hour Day, which was a heavy holiday, the total number of trains in and out was 701 and between 9 a.m. and 10 a.m. there were no less than fifty-two trains.
256. Will you now state the number of passenger trains between 9 a.m. and 10 a.m. on the separate lines on an ordinary day? Between 9 a.m. and 10 a.m. out of Redfern on the slow lines there were three trains, on the fast lines five trains, and on the goods lines two trains, and into Redfern on the slow lines there were six trains, on the fast lines six trains, and on the goods lines nil—ten trains out and twelve trains in.
257. Out of forty-six trains it appears that thirteen are engines running free? Yes.
258. So that there are thirty-three passenger trains between 9 a.m. and 10 a.m.? Yes.
259. Will you now divide up the thirty-nine trains, in and out, between 9 a.m. and 10 a.m., in the same way? Between 9 a.m. and 10 a.m. ten passenger trains out and twelve in.
260. The difference would be engines and goods trains? Yes.
261. Fifteen engines and two goods trains? Yes.
262. Supposing that instead of the engines running back out of the platforms towards Redfern it was possible to run them ahead towards the city; that would lessen the traffic by about thirty, would it not, in the two hours? Of course light engines would have to go to their shed at Eveleigh.
263. If it were possible to arrange the Redfern yard by an extension towards the city, so that instead of an engine running back at the busiest hours of the day she could go towards a shed further on, you could lessen the number of engines passing on the lines by fifteen in each hour? Although they would not run on these lines, you would have to deal with them in Redfern yard all the same. It does not matter at which end you have your engine-shed.
264. *Mr. Hoskins.*] Do they not run on lines on which trains do not run? As a rule, only goods trains run on these lines, except on special occasions.
265. *President.*] If the work in Redfern yard is limited to passing passenger trains in and out, it is perfectly clear that you have got rid of shunting seventeen in one hour and thirteen in another? We get rid of the shunting of these engines if the trains run through.
266. You would lessen the pressure in your yard very materially? We should if we could run them through to another station; that would relieve the working at Redfern station, as the engines would not have to shunt about the yard.
267. If the main station is moved to Hyde Park, Redfern then would not be congested? No.
268. There is plenty of room for them all to pass through? Yes; with a modification of the lines there would be ample room for them to pass through.
269. And still to be used, we presume, for an ordinary passenger station? Yes, there would be ample room for an ordinary through station.
270. *Mr. Hoskins.*] And still the engines would be running down to Eveleigh? Yes. I understand the point of the President to be that if the terminal station were removed to the city there would be no difficulty in passing the engines through Redfern from the terminal station to the engine-shed.
271. Redfern would then cease to be congested? Yes.
272. You have chosen the busiest hours? In the morning.
273. Are there busier hours in the afternoon? On the same date, 25th January, between 5 p.m. and 6 p.m., there were forty-five trains, and between 6 p.m. and 7 p.m. thirty-nine trains.
274. That represents your present maximum traffic? On an ordinary day but not on a holiday. On the last Eight-hour Day the total number of trains and engines in and out of Sydney was fifty-two between 9 and 10 a.m. and fifty between 5 p.m. and 6 p.m. and forty-four between 6 p.m. and 7 p.m.
275. That is, engines running free and trains? Yes.
276. How many engines were there out of the number? There were six engines out of the number between 5 and 6 p.m.; seven between 6 and 7 p.m.; and nineteen between 9 and 10 a.m.
277. I presume there are continual operations going on in the yard in addition to the number of trains? Yes. In addition to the number of trains in and out, every passenger train coming in during busy hours has to be drawn out to liberate the engine which has brought it in. If the coaches have done their work they are simply drawn out and shunted into the carriage-shed sidings. If not they may be run out direct or shunted to another platform, another engine being attached, or the same engine which brought it in, to take it out to form another train. The figures in the return of the number of trains are exclusive of shunting operations and represent trains passing between Redfern tunnel and Eveleigh. The shunting operations are carried on between the station platforms and the tunnel. 278.

- J. Parry. 278. *Mr. Wright.*] Do not some of the suburban engines push an outgoing train as it is leaving the platform? No, trains are never pushed out; they are always drawn out.
- 23 Feb., 1897. 279. *President.*] They follow up closely? Yes; the coaches are drawn out by another engine, and the engine which brought them in follows up closely.
280. How many of these shunting operations take place in an hour? It would be almost impossible for me to tell you the number of operations. In the morning, for instance, the trains are so thick coming in at times that an engine not required immediately may have to be shunted to two or three different lines to clear other trains, or if a train comes into No. 6 platform the engine may have to shunt out of that platform and go to No. 1 or No. 2 to lay hold of a train to go right away.
281. Have you got a list of the goods trains coming into Redfern Station for a week or a day, or would you prefer to give all this information in the form of a return? It would be better for me to furnish a return now that I know the form in which you desire the information to be given. The return, however, to be furnished, will not give the Commission an adequate idea of the full amount of work actually done in Redfern yard in dealing with trains, because it will not convey to you the large amount of shunting to be done, as previously explained.
282. Presuming it was possible to take 12 acres of land or some such area to the north of the present station, would it be possible to equip it with lines so that it would relieve some of the congestion to the south of Redfern Station? Yes, materially, if sufficiently far away from the present station.
283. Supposing the Redfern Station is to remain as it is, and that you are given an area ahead of that station to make what use you can of it—either in extending the station or in laying down shunting yards—will it do away with the pressure or congestion at the throat of the present yard? I would bring the six main lines straight through Redfern station—the ordinary bay platforms at Redfern would not then be required. If you get away from the tunnel you can widen out and arrange your platforms and roads in such a way as to reduce the amount of shunting very considerably by providing proper refuge-sidings for the engines to stand in, and for carriages to stand in to strengthen trains.
284. Are we to infer from your statement that it means the abandonment of Redfern Station and the erection of new buildings? Yes, as a terminal depot.
285. Supposing that it were found necessary to utilise the platforms and buildings at Redfern with the extension would it be possible, ahead of the station, to carry out any shunting operations to relieve the congestion to the south of the station;—is it possible to utilise it? Not without entirely remodelling it.
286. Have you any estimate of the cost of remodelling it? No.
287. As far as the public are concerned, there is really no difference between a station at Redfern and a station on the Benevolent Asylum site? No.
288. Supposing that each of your thirteen platform-roads were carried on to a point, say 1,000 feet north of the station and brought to another "throat" so that you could work the trains from both ends, would not that obviate a great deal of the difficulty which you now experience? It may assist the shunting operations; but I would respectfully suggest that you can make no alteration to the existing station which will in any way compensate for the expenditure without entirely remodelling the whole thing.
289. *Mr. Hoskins.*] Would not the difficulty which you now experience at the narrow neck where the engines cross over from the different platforms still continue? Yes.
290. That is the most dangerous part of the yard? Yes.
291. Could that be obviated by extending the station further north and removing a number of these platforms so that there would not be such a convergence of roads and engines to one narrow point? In my opinion to extend the present platforms a short distance north and converge the roads again into through roads at the southern end would not be a satisfactory arrangement.

WEDNESDAY, 24 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P., (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
	FRANK FARNELL, Esq., M.P.

John Parry, Outdoor Traffic Superintendent of Southern Lines, Department of Railways, further examined:—

- J. Parry. 292. *President.*] You wish to make a statement bearing upon the evidence you gave yesterday? I do.
- 24 Feb., 1897. 293. Will you be good enough to read the statement? It is as follows:—

- I have prepared, for the information of the Commission, some returns (*Vide Appendix*) showing,—
- (1 and 1A.) The number of trains and engines arriving and departing through Redfern tunnel on up and down lines during each hour of two ordinary days, viz.:—25th and 29th January, 1897.
 - (2.) The number of through-passenger trains, and number of suburban-passenger trains, arriving at and departing from Sydney during each hour on an ordinary day.
 - (3.) The approximate number of passengers arriving at and departing from Redfern Station during the busy hours of morning and evening on an ordinary day.
 - (4.) The number of trains and engines arriving and departing through Redfern tunnel during each hour on last Eight-hour public holiday, 5th October, 1896.

By referring to statements Nos. 1 and 4, it will be seen that on an ordinary day, 29th January, the total number of passenger and goods trains and light engines passing through Redfern Tunnel to and from the station and Darling Harbour was 561, and the number during the busiest hour was forty-five. On last Eight-hour holiday the number of trains increased to 701, and the number during the busiest hour of the day was fifty-two.

Statement No. 2 shows that the number of through and suburban-passenger trains in and out of Redfern during an ordinary day was 324. Of this number thirty-eight were dealt with in the busiest hour of the day. The

The number of through and suburban-passenger trains passing through the tunnel in and out of Reelfern on last Eight-hour holiday, 5th October, 1896, was 476, and the greatest number during an hour of the busiest time was thirty-seven.

The number of trains and engines shown as arriving and departing, however, does not represent the work done in the passenger yard, as a large proportion of the passenger trains arriving have to be drawn out from the platforms and shunted to liberate the engines which brought them in, or to place the cars at other platforms to form other trains. There is also a great deal of shunting of the engines to keep them out of the way of incoming and outgoing passenger trains, as there are no refuge sidings between the platforms on the main running lines to allow of the engines being readily shunted clear to take water or stand while other trains arrive and depart; nor are there any sidings between or handy to the platforms where spare coaches can stand, so as to be readily available to strengthen trains, and considerable shunting across the main running lines is occasioned to get to the carriage sidings.

The distance between the ends of the passenger platforms and the junctions of the goods yard and the Darling Harbour branch with the main passenger lines is much too short, and frequently causes delay to shunting operations, both in the passenger yard, the goods yard, and to the goods trains on the branch. The arrangement of the points and crossings is also unsuitable to conduct the traffic satisfactorily in consequence of the limited length, and being hemmed in by the Darling Harbour branch, the yard having been added to, piecemeal, from time to time.

The sidings between Darling Harbour branch and Mountary for storing carriages necessitate trains of cars to be shunted through the tunnel in the face of the incoming passenger trains when drawing the empty trains out of the sidings to set back into the passenger platforms, besides blocking goods traffic on the branch while the shunting is being done.

Platforms.

There are thirteen platform-roads (including the two recently constructed), but of these, two, viz., Nos. 4 and 7, are useless for trains to arrive at or depart from, they being only 173 feet and 233 feet long in the clear respectively. Nos. 9 and 10 platforms are also much too short to accommodate ordinary seven-car trains without fouling other roads, they being only 313 feet, and 248 feet long in the clear, whereas the length of a seven-car train with engine is 410 feet and 424 feet long, according to the class of engine, and it is frequently necessary to run trains up to nine cars, the length of which is about 530 feet, and on holidays it would be an advantage to run even up to twelve cars at times, the length of same including engine being 689 feet.

The lengths in the clear of the eight platforms, Nos. 1, 2, 3, 5, 6, 8, and A and B, are as follows, viz., Nos. 1 and 2, 469 feet each; Nos. 5 and 6, 624 feet each; No. 8, 405 feet; A, 436 feet; B, 482 feet; so that it will be seen that only Nos. 5 and 6 platform-roads will hold trains of more than eight cars and engine clear of other roads. Much difficulty is, therefore, experienced at holiday times by trains standing on one line blocking the entrance to other roads.

None of the platforms are provided with roofing or awning sufficient to admit of passengers' luggage and parcels of long country trains being discharged under cover, and in wet weather this gives rise to complaints.

Main-entrance Platform.

The end platform at the front of the station is most inconvenient and too narrow. There are no means of keeping it clear of persons who are not travellers, but who congregate and stand about blocking the way and inconveniencing passengers. Passengers arriving and departing meet each other on this narrow platform, which at busy times becomes so congested that the porters and officers are unable without much difficulty to pass along from one platform to another, and it is only with the greatest difficulty and risk to passengers that parcels and luggage barrows can be got through.

294. *Mr. Hoskins.*] Is not that the fault of the railway officials;—cannot they prevent stragglers and idlers walking about the end platform? It is all open, and if an officer spoke to a stranger and he said, "I am going away by the train and am going to get a ticket," you could do nothing with him. I tried energetically once to deal with these people, but I found that I had to drop back; you cannot deal with them. It is the same with the latrines; the building is frequently filled with loafers who simply go there to use the place—they are not passengers, but we cannot challenge them as it is impossible to ask every man who goes there, "What brings you here; have you a ticket!" You may possibly challenge one who had a ticket; you cannot demand to see their tickets before going in.

295. *President.*] Will you now resume the reading of your statement? Yes.

The approach from the streets to this platform also involves much inconvenience and risk to passengers in crossing the main cab approach.

Cloak-room.

This room is too small, most inconveniently situated, and gives rise to much irritation to passengers at busy times. On one of the recent busy days no less than about 1,385 to 1,500 different parcels were dealt with by passengers depositing and calling for same. A great proportion of these parcels were dealt with between the busy hours of morning and evening, and although the maximum number of men who could work in the space were employed, still delay to passengers could not be avoided.

Parcels Office.

The Parcels office is small, and the cart approach to same is too contracted in space to admit of a sufficient number of carts to draw up to the platform to deliver and receive parcels during busy times, and delay to carts takes place in consequence. The difficulty of conveying the parcels on barrows to and from the trains through the crowds of people on the end platform is very great.

Refreshment-room.

The present room is much too small and inconvenient, both from a public and Departmental point of view.

296. *Mr. Roberts.*] Have you a record of the number of passengers carried on Eight-hour Day? No; I am unable to give the number of passengers carried into Sydney on that day.

297. You have, I think, a record of the number carried on an ordinary day? I obtained it simply by counting the passengers in the trains. I had special officers out to count the passengers as the trains were coming in. My opinion is that on the last Eight-hour Day we dealt with about 100,000 passengers,—50,000 in, and 50,000 out.

298. How would that compare with the traffic on an ordinary day? That would be about 150 per cent. more. On an ordinary day the total number arriving in Sydney would be, approximately, about 20,000.

299. *President.*] Nine-tenths of that number would be suburban passengers? More than that.

300. Will you ascertain what proportion are suburban passengers, and what proportion are long-distance passengers? I will get the information, approximately.

301. Would there be 20,000 passengers in and 20,000 out? 20,000 passengers in, and approximately the same number out.

302. *Mr. Hoskins.*] Have they not some arrangement in Victoria at the railway stations by which they do not allow persons not going by train to go on a platform unless they get a special ticket? I believe that is so, and we do so here as far as possible. For instance, we do not allow people to go on No. 3 platform unless they have either a railway ticket or a platform ticket, because we are able to fence off that platform and put a man at the gate; but the end platform, where the cabs approach, we are unable to fence off, and in consequence of the refreshment-room being on No. 5 platform we are unable to fence that off.

303. *Mr. Lee.*] The chief trains start from that platform? Yes.

- J. Parry. 304. You do place a barrier across that platform when the principal trains are starting? On the tunnel side of the refreshment room we do for the mail trains only.
- 24 Feb., 1897. 305. The inconvenience to the working of the Department is not caused by the influx of loafers, but because the station is too small to give egress and ingress to the passengers? The difficulty of keeping people clear of the main entrance platform and the space is too small. Referring to the plan of the new station, you will see that no one will be able to pass on to the general platform, which is 57 feet wide, without obtaining a ticket; the whole of the people coming in with tickets will go on to the general platform, and everyone who wishes to go on to another platform from the main platform will have to show his ticket to a porter, and the tickets will be checked to see that the people go to their proper trains. The main platform will be fenced off from the other platforms.
306. The whole of the station will be absolutely under the control of the officers? Yes.
307. And they will be able to control the traffic which they are unable to do now? Yes.
308. No ordinary alteration of the present station would enable you to do that? You would have to take in Devonshire-street to make the alteration necessary to the present station and then it would be defective.
309. *President.*] You could lengthen the platform too? Yes; but after you have improved the entrance to the station the question of safe working will arise.
310. It is the yard behind the station which becomes the trouble then? Yes.
311. The extreme length you gain is 12 chains, that is twelve carriages? Even then it is inconvenient to have the general waiting-room, the ladies' waiting-room, the refreshment-room, and all other buildings on these two platforms between No. 3 and No. 5, and No. 6 and No. 8.
312. Where are you going to put the buildings in the new station? In the front.
313. Why cannot you put these buildings in the front too? Even then it means remodelling the whole of the portion of the yard between the platform and the tunnel. Supposing you take up all the sidings you will not have room enough. Even supposing you extended the platforms for a considerable distance north, you would not have room between the ends of the platforms and the tunnel junction to make a proper and convenient passenger yard.
314. Supposing it were possible to move Redfern Station up bodily, how much room would you require between the tunnel and the southern end of the platforms to give you room for a suitable yard? The plan of the new station shows the way in which you get proper arrangements in for working the trains. It is about 1,900 feet.
315. How far from the turning shown on that plan would be the southern end of the proposed station in Park-street? About 1,200 feet.
316. The station proper is 1,200 feet long? 1,200 feet from the outside of the shunting-points to the southern end of the platform.
317. How far is it from the tunnel in Redfern yard to the southern end of the present station? About 980 feet.
318. Therefore, it is 220 feet shorter than you believe is necessary? More than that, because, as you will see, the goods branch to Darling Harbour joins the main rung lines about 240 feet back from the mouth of the tunnel and this restricts your yard space to the north of the tunnel.
319. But supposing that this point were brought nearer the tunnel, in shunting your carriages into and from the platforms you would have a considerable amount of shunting into the tunnel again? You would have trains shunting through the tunnel in drawing out and setting back.
320. Your first objection is that it is too short by 220 feet? The distance is too short.
321. Will you now explain how the goods line turning off into Darling Harbour further blocks the yard? Inasmuch as the goods trains passing to and from the Darling Harbour branches have to travel on these passengers lines up to that distance.
322. *Mr. Hoskins.*] And have to cross the arrival passenger lines? Yes; the arrival and departure a great deal.
323. *Mr. Humphery.*] Your calculation is that 980 feet, less 240 feet, which is taken up by the approach to Darling Harbour, would be available in Redfern yard as compared with 1,200 in the new station? Between the southern end of the old platform and the tunnel we have only 960 feet, but that space is further restricted by this Darling Harbour branch which joins the passenger lines 240 feet back from the tunnel. That gives us a space of 720 feet.
324. *President.*] Would it be possible to cheaply devise any scheme by which the yard could be lengthened towards the south? I do not think so.
325. Did you ever look at it carefully? Yes. It would mean an enormous cost in land resumptions.
326. You have no land there? Practically none, I think, that would be of any use; it would have to be resumed.
327. *Mr. Lee.*] Is it possible to devise a scheme to widen the tunnel by taking land on the eastern side and utilising Prince Alfred Park; if that were done, would it give the relief which is desired? It would mean an enormous cost in land resumptions.
328. *President.*] Can you get 1,200 feet to the south of the present platforms along the main line;—is there no way by which you can devise it at all? I would not like to suggest it.
329. Supposing it is suggested, have you any idea of what it would cost? No.
330. The crucial thing is not the station itself, but the yard behind the station, and you state that you want 1,200 feet;—will you be good enough to explain why you cannot get 1,200 feet to the south of the station? I believe the tunnel would come practically in the middle of your yard, and I do not think you would get the height and that it would cause a considerable alteration of the streets to get depth for girders which would span over a sufficient width to admit of a clear space for these additional roads and sidings necessary to widen the yard out. Assuming for a moment that it is possible to extend the yard in a southerly direction with the large number of trains we have coming in day by day, amounting on an ordinary day to 500 or 600, besides the enormous amount of shunting going on continually during the day the inconvenience it would cause would be such that it would be almost impracticable to carry out the alterations in that direction so as to provide a proper station.
331. Will you prepare a statement showing the reasons why it is not possible to extend the yard to the south? I would suggest that it is purely an engineering matter, and although I should be pleased to do anything you may wish I think the engineer would do it more readily and equally well. If you ask me from a traffic point of view whether it is feasible to extend the station in that direction, I would strongly urge that it should not be done because of the enormous inconvenience which must of necessity

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necessity arise to the general public to say nothing of the risk attendant in carrying out the works in the middle of so much traffic. Assuming for a moment, for the purpose of argument, that it is possible to extend the yard in a southerly direction and get the required yard accommodation you will see that the platforms shown on this plan of the existing station have only two roads between them, that is, one for each as a main arrival and departure road. There is no third road between these platforms, and therefore, every train which runs into the platform must, of necessity, be drawn out before the engine can be liberated; whereas, if we had a central independent road, between these platform roads, a train would run into the platform, the engine could cut off, cross over to the middle road, and run back to the southern end of the train and couple on, and thus save an enormous amount of shunting. A second train could arrive at the opposite platform, and its engine could be cut off and use the middle road in the same way.

332. There are only two roads between the platforms at Redfern? Not more than two, and in some cases only one.

333. You regard that as a salient defect, which you cannot get over? It is a very serious defect in a terminal station, where so many suburban trains are arriving and departing. If you will refer to the plan of the new station you will see that that great defect is obviated by having a middle line. That will do away with an enormous amount of shunting. It is a most important point to have three roads between the platforms for suburban traffic.

334. *Mr. Hoskins.*] I believe you despatch the express train to Melbourne from one of the western platforms? From No. 5.

335. You have another platform still further to the west? Yes.

336. When you are despatching the Melbourne express from No. 5 platform, or when you are despatching trains from the more western platforms, each train has to cross over the arrival line to get on to the departure line at the end of the platform? The Melbourne express starts from No. 5 platform.

337. It has to cross over the arrival line? No, it runs straight away on the same line.

338. But some trains departing from the western platforms have to cross over the arrival road to get on to the departure road if they are going to the south? But when you come to the mouth as it were of a large terminal station like Sydney you abandon your arrival and departure roads, because trains when they arrive at the entrance to the yard simply branch off so that you can run them into any platform.

339. There would be no danger if the trains were diverted from the main road on to a siding parallel with the arrival main road; but supposing that they have to be taken across an arrival road is there no danger of a collision occurring? There should be no danger because the lines would be properly signalled, and if a train were departing from one road, and in order to get on to its proper departure road it had to cross an arrival road, the signals controlling the trains on the arrival road would of necessity be at danger and if the drivers observed these signals there would be no risk of a collision.

340. To ensure a prevention of accidents it is necessary that the driver of an arrival train should be exceedingly careful to look at the signals, and the signalman must be careful to see that the trains are properly signalled? Yes.

341. Is it not unusual at a railway terminus in Europe or Great Britain for trains leaving a station loaded with passengers to have to cross a road on which passenger trains are arriving very frequently? No; it is the usual arrangement in terminal stations. At the Liverpool-street terminus, one of the most modern stations in London, you would find that existing there in just the same way.

342. That is to say, that outward trains cross the arrival train roads with great impunity? Yes, because to conduct a large traffic you must of necessity be able to run the arrival trains to any platform, and also to start trains from any platform to either of the departure roads.

343. Is it not a fact that trains are sent into sidings from the main departure roads where they do not have to cross other roads? No; it is the usual thing at a terminal station to work in that way. Supposing a train was brought into a platform on the west; if it was started with passengers from a platform on the west, it would have to cross the arrival road to get on the departure road; but supposing it does not depart from the platform the engine would still have to draw the coaches out to cross the arrival road in order to place them on some other road to enable them to be put in position for the train to start from another platform road which does not cross an arrival road, so the coaches would have to cross the arrival road any way.

344. If there is a minimum of danger of trains not coming into collision by crossing roads on which other trains come in, how is it that the last accident happened at Redfern Station? That was purely because the driver started without his signal being lowered; the signal stood at danger, and if the driver had waited until the arm fell nothing could have happened because the incoming train itself locked the levers so that the man could not pull the signal down while the train was coming in.

345. Is it proposed, do you know, at the new station either at Park-street or at the Benevolent Asylum site that the trains shall be so arranged and ordered as they are now, that trains from one side of the line shall cross over the arrival roads or other roads coming in in an opposite direction? Of course in the arrangement of the station every effort is made to prevent that as much as possible; but in order to get the maximum work from the station it must of necessity be that trains will cross each other as you say.

346. If the railway is extended to Park-street, will there not be less probability of trains having to cross other lines where engines or trucks are being moved about and where there is a possibility of a collision taking place? There would be very much less liability, because you would remove a very large amount of the shunting across the running lines which has to be done at Redfern Station.

THURSDAY, 25 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT.)

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BEACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

John Parry, Outdoor Traffic Superintendent of Southern Lines, Department of Railways, further examined:—

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347. *President.*] You desire to make one or two statements pertinent to your last examination? In regard to your inquiry as to the proportion of long-distance passengers who arrive at Redfern per day, I have ascertained that the number of through passengers on an ordinary day would be, approximately, about 1,800—that is, from stations south of Campbelltown, west of Penrith, north of Hornsby, and south of Sutherland. I simply took the trains, counted the passengers, and averaged the number, as I have no means of getting at the exact number without counting the passengers. I have based these figures on the passengers coming in on a Monday. On other days the number would be slightly less perhaps, but it is the maximum traffic which we have to deal with, and which causes the inconvenience.

348. *Mr. Lee.*] You have special excursion trains at intervals through the year which bring in many passengers? We run special excursion trains from the country to Sydney once a month, and sometimes oftener, and on these days have brought in as many as from 1,100 to 1,200 passengers from the south, I suppose from 1,200 to 1,300, or even more, from the west, and 600 or 700 from the north. Then, I suppose, on some occasions we would get equal to five or six of these cheap excursions coming in on the same day.

349. Then the capacity of the station is very much taxed? Yes. On last Christmas Eve, for instance, from nearly 4:30 p.m. to 6:30 p.m. it was with the greatest difficulty the passengers could move about on the end platform next to Devonshire-street, and it was next to impossible to get the luggage and parcels barrows through the crowd. I was there, and I walked backwards and forwards with the object of seeing what more I could do to distribute the passengers. We had special transit officers to regulate the cab traffic and the vans, but even then we were unable to control the traffic properly.

350. *Mr. Fegan.*] Not with a double shift of men? Not with a double shift of men on the station. A cab, for instance, would drive up to the station with a passenger and say two portmanteaus to go to the south; a porter would take hold of the portmanteaus, and then lose his passenger, and it would be a very long time before he would be able to get through the crowd and return to take another passenger's luggage. It was due to the porters not being able to get about the platforms. Although we had a double shift on, and an extra staff as well, still we were not able to keep down complaints in consequence of not being able to move about and properly supervise the traffic on the platform.

351. *Mr. Hoskins.*] Surely these difficulties occur on stations in England during holiday times? During holiday times, unless you have very ample room, you do get difficulties, but I do not think they are anything compared to what we get at Redfern Station in consequence of the defective design and arrangements at that end.

352. *President.*] We wish to know the number of suburban passengers per day, speaking approximately;—is it 18,200? The traffic fluctuates, but I think the estimate of suburban passengers from stations up to Campbelltown and Penrith, Sutherland and Waterfall at 18,200 a day it would not be far out.

353. The figures you have given in regard to passengers and trains show that the suburban traffic is the real weight of the whole business? Yes.

354. That is really what provision requires to be made for? The suburban together with the through traffic.

355. *Mr. Hoskins.*] Do you not think that in any arrangements which might be made for traffic at a head station here the suburban traffic should be separated from the long-distance traffic? No; my very strong opinion is that the whole should be dealt with at one central station.

356. *President.*] What are the other statements you wish to make? The number of through trains arriving here on a Monday is about fifteen; but that number, of course, is increased when we are running cheap excursion trains and on holidays. On last Eight-hour Day the number of through trains arriving in Sydney was about twenty-six—a very considerable increase on the ordinary number. On that particular morning the trains would be made up to the maximum load of the engines, which makes the trains very long, and therefore they cannot be accommodated at short platforms. Both in the busy hours of the morning and in the busy hours of the evening the shunting staff in the station-yard are taxed to their utmost to get the trains in and send the trains out without causing delays. Frequently incoming trains have to stand outside the station-yard before they can get a platform clear, or the shunting-road or the main lines clear from shunting, to get to their platforms. All these cases come before me where delay takes place through trains being blocked outside the station-signals. I look into the causes of the delays, and I am quite satisfied that although the shunting staff do their very best to get trains through it is impossible to avoid delays to trains at the signals during busy times.

357. Is there anything else you wish to state? As regards the information asked for of the tonnage of goods arriving at Darling Harbour, and what proportion is for shipment and what proportion for local distribution, the Secretary to the Railway Commissioners has arranged for Mr. Harper to appear before the Commission. You also wished me to speak to Mr. Deane as to what were the objections to extending the station in a southerly direction. I have spoken to Mr. Deane, and he will be prepared to give you further information. I have also seen the Secretary to the Railway Commissioners on the question as to whether or not any plan has been prepared for extending the branch to Darling Harbour further south, so as to keep clear of Redfern yard, and he has promised to look the matter up and see if there are any plans.

358. Supposing Redfern Station were removed, would you be able to deal easily with all the goods you have going down to Darling Harbour on the present track? Yes, as far as the branch itself is concerned.

359. Taking it for granted that Redfern becomes satisfactory, either by removal to the north or by extension to the south, would you be able to work the traffic down to Darling Harbour without any trouble? Yes, so far as the branch is concerned.

360. Could you work twice the traffic without any trouble? As far as the branch is concerned I consider ^{J. Parry.}
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361. Could you do four times the amount of work? I would require to consider that matter. But supposing that we got fourfold the traffic, the only difficulty would be in crossing the main lines, and bringing it over the main suburban lines. It would not affect Redfern station in the least if the junction were sufficiently far from the shunting-yard.
362. *Mr. Lee.*] At the present time you get over the difficulty to some degree by running the goods traffic in at night when there is little suburban traffic to be dealt with? Yes; we could accommodate an enormous increase of goods traffic.
363. Without interfering with the passenger traffic? Yes.
364. Do you remember that the congestion in Redfern yard has come about during the last three or four years? No; it has been a source of complaint from the time I can remember. In 1881 I interlocked Redfern yard, and the cry was almost as great then as it is now in regard to not being able to deal with the trains. Temporary alterations were made and additions given which provided for the circumstances, not perfectly, but so that they could get along. Again a further extension was made between 1886 and 1887. Then again the Commissioners, after they took office, made further extensive alterations to bring the four lines direct into the station, by which an enormous amount of crossing and recrossing of the Illawarra trains across the main line trains and the main line trains across the Illawarra trains was obviated.
365. I wish to know whether the quadrupling of the suburban lines has led to further complication in Redfern yard? No, it simplified it.
366. It involved the construction of more points in crossing the lines? Yes; but before the four lines were extended to the platforms the Illawarra trains joined the suburban line at the tunnel—all the traffic, from the Illawarra line and from the main suburban line, simply came on to two roads there. They had to cross each other's track at the tunnel, and after doing that they had to cross each other's track going into the various platforms at the station. Then, instead of the traffic on the four lines having to go on two lines, and then branching out again, the Commissioners extended four lines straight away to the platform, which enabled the Illawarra trains to come into the station direct, and go away direct, thereby minimising crossing of the main suburban lines.
367. The additional line outside has not led to any complication inside the yard, but, on the contrary, has made the working of the traffic there easier? Yes.
368. And the congestion arises from one cause, and that is the increase of traffic? Yes.
369. Will it be possible, by the resumption of land, to extend the Redfern yard? I have thought over this question since I was last before the Commission, and my own opinion is that it is practically impossible to extend the existing yard and make anything like a satisfactory arrangement.
370. I suppose if the line were brought into the city, Redfern station would become a suburban station—an outer city station? Yes, it could be made a very good intermediate suburban station.
371. You admit that a shift has to be made,—do you think it will be more desirable in the interests of the railway traffic to go on to Park-street than to stay at Devonshire-street? I think it would be better to go on to King-street; but failing that I am strongly in favour of going to Park-street.
372. You think a station at Park-street or at King-street is preferable to a station at Devonshire-street? Yes.
373. It means a certain amount of cost and inconvenience to go 150 yards from Redfern to Devonshire-street? Yes.
374. The additional facilities to Sydney people will be nil? Exactly.
375. It would be no more inconvenient to city people to be put out at Redfern than at Devonshire-street—would it not be better to bring them straight into the city at once? I say decidedly yes; and, further than that, if the railway were extended to Park-street or King-street, in my opinion the traffic would increase enormously, for I have no doubt many business men at the northern end of the city do not go out to live on the Illawarra or suburban line, or on the north coast line, because they have to take an omnibus or tram to reach the station. As omnibuses are not very reliable, they have to leave a margin of time to get the omnibus, and leave a margin of time at the station, in order to catch the train. There is not the slightest doubt but that from ten minutes to a quarter of an hour, or even more time is lost by a business man in getting from this end of the city to Redfern and catching the train; whereas if he could get into his train at King-street, knowing exactly when his train would start, he would just leave himself sufficient time to allow him to jump into his train, and it would not take more than three or four minutes to go between Redfern and the city.
376. How will the railway fare between Park-street and Redfern compare with the tram fare and the omnibus fare? I understand that the Commissioners proposed to charge a fare of 1d. single and 2d. return, 2nd class.
377. Unless the charge is made equivalent to the fare charged by the trams and omnibuses, would there not be a danger of a number of the suburban passengers leaving the train at Redfern station and availing themselves of the trams and omnibuses? The fare would not exceed 1d. 2nd class single, and 2d. 1st class single, 3d. 1st class return, and 2d. second return.
378. That would be less than the street rates? Yes. As regards season-ticket holders, their charges would be almost infinitesimal per day.
379. A large proportion of the suburban fares are collected in the form of season tickets? Yes, very largely.
380. Does not that very largely facilitate the working of the railway traffic? It saves an immense amount of trouble for passengers to show their passes instead of tendering tickets. With a season-ticket a man is saved the trouble of going to the ticket-office every day to get a ticket.
381. You are clearly of opinion that the traffic must increase if the railway system is brought into the city? I am clearly of opinion that the traffic would increase very largely, and that residents who now live in the eastern suburbs and who have to come by tram and omnibus would take the railway to the western suburbs.
382. I suppose the Commissioners do not contemplate any branch line for the western side of the city for passenger traffic? Not to my knowledge.
383. *Mr. Hoskins.*] Have you ever thought of this view: to make a large station suitable for all requirements of the railway on the site of the Benevolent Asylum, Carter's Barracks, and the Cemetery, and to extend
two,

J. Parry. two, three, or four lines with a small station at the terminus for the suburban traffic, and to have the through traffic at the terminus I spoke of, seeing that a large number of the passengers who come from long distances do not make for the offices in the northern part of the city, but have their business in all parts of the city or go out to the eastern suburbs? I cannot say that I have given much consideration to that view. In my opinion it would lead eventually to complaints and inconvenience.

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384. You would have plenty of room for shunting on the site I spoke of? Yes; but we bring a large number of suburban passengers in in some of our through trains. For instance, the Penrith train in the morning will pick up 100 or more suburban passengers at Strathfield, and that train will require to go down to the city, because practically it is then a suburban train. So that to be satisfactory there would not really be many trains left at Redfern if you brought all the trains that carried suburban passengers down to the city.

385. I asked that question for this reason: if a large central station were made with sidings and every accommodation, on land resumed at that particular place, very little compensation would have to be paid by the Government, but directly you extended the line further if you wanted a large station in town even though you did take a portion of Hyde Park you would still have a lot of land resumptions? I should still consider it worth the effort to get a city station.

386. *President.*] You promised yesterday to ascertain the smallest area on which such suburban traffic as is required to come to Sydney could be worked? I have thought that matter over, but I am not in a position now to state what area will be able to accommodate the suburban traffic as purely separated from the ordinary traffic, because it would require very careful consideration as to what was country traffic and what was suburban traffic.

387. No goods traffic would go down? No.

388. What area will be required to work all the rest of your traffic? I prefer not to express an opinion at this moment; I could only give a very rough guess.

389. Would four or six lines be necessary to come in? Four lines at the least.

390. Suppose you bring in all the traffic how many lines would you require? We should require six lines.

391. Motive power becomes more powerful every year and the tendency is to have longer platforms and to make bigger engines? Until recent years one of our small engines, which ran the Melbourne express, would only haul right through to Goulburn about three vehicles,—that is, three of our ordinary lavatory type; but the engine of to-day will haul six vehicles, so that the length of your train is doubled.

392. With a population growing, the tendency will be to have stronger engines and, therefore, longer trains? At race time the length of our Melbourne train, including one engine, is about 587 feet. With our cheap excursion trains we use the ordinary old style of vehicle, and the length of an excursion train is about 540 feet. The platforms require to be long to accommodate trains of that length and to leave a little margin for coming and going.

393. We know pretty well what length of yard and width of platforms are required;—now, with six platform lines, what width would you require to carry on the traffic? I would like to have some time to reflect before I answer the question, because it is purely a question of what we would consider suburban trains and through trains.

394. Would the accommodation provided in Mr. Deane's plan of the proposed extension be sufficient to enable you to work your traffic? I have seen the plan which Mr. Deane has submitted to the Commission, and I am of opinion that the accommodation provided is required now and that it will enable the traffic to be dealt with for a very long time.

FRIDAY 26 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN JONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, surveyor, Department of Lands, sworn, and examined:—

395. *President.*] What position do you hold? I am a surveyor in the Civil Service of the Colony.

396. You have prepared a description of the foreshore of Sydney harbour? I have.

397. Will you be good enough to read the description to the Commission? It is as follows:—

STATEMENT of the ownership and present occupation of the principal business portion of the water frontage of the City of Sydney, extending from Potts' Point, Sydney, to Jones' Bay, Pyrmont, and illustrated by a map of Sydney.

Commencing at Potts' Point, at the north-western corner of M'Quade's land; from this point, without any break, the Government are the owners of the foreshore extending along the whole of Woolloomooloo Bay, the Domain, Mrs. Macquarie's Chair, the Botanical Gardens, Farm Cove, Port Macquarie, Sydney Cove, and Circular Quay to the southern side of Dawes Battery, a total length of about 16,460 feet.

WOOLLOOMOOLOO BAY.

The eastern foreshore of this bay, from the above-mentioned commencing point at M'Quade's land, southerly to the eastern end of Cowper wharf at the head of the bay, was resumed by Government for wharfage purposes on the 1st February, 1890, at a cost of £172,275, the length resumed was about 1,350 feet, with an average width of about 200 feet, and a total area of 6 acres 3 roods 12 perches. This land is in course of development, and pile wharfs are being constructed to provide five broadside berths, each about 300 feet long, for use principally for discharging timber and coal metal. These wharfs will be approached landwards *via* Cowper wharf, and the two at the inner end are to be available for use by about the middle of April next. By dredging the mud a depth of 28 feet of water at low tide will be obtained at these berths, and the whole of Woolloomooloo Bay is gradually to be dredged to that depth; the work proceeding as the plant can be spared from more urgent work.

Cowper Wharf.

Continuing westerly, Cowper wharf, about 1,400 feet long, with a jetty in the middle about 260 feet long, occupies the head and south-western corner of Woolloomooloo Bay, it is now used almost entirely for over-sea vessels, the Gulf Line for example, cargo steamers of over 3,000 tons gross. These pay no rent for the wharf, but the dues collected by Government under the Wharfage and Tonnage Act during 1896 for Cowper wharf amounted to about £6,000; this includes £250 per

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per annum for the two sheds used for wool-dumping, and situated at the western side, on what was formerly known as the Admiralty wharf. It also includes the £15 per annum paid by P. Ireland, waterman, for permission to occupy a small area having a water frontage of about 15 feet adjoining the north-western end of Cowper wharf.

The next occupation of the foreshore northerly is by the Health Department, about 370 feet, for a quarantine reserve or depôt; thence bordering the Outer Domain, the remainder of the western side of the bay is used for men's and women's swimming baths, and rowing club and other boat-sheds. This length, about 1,400 feet extends to what may be considered the outer limit of Woolloomooloo Bay, viz., the Domain footpath at the water's edge immediately to the north of the Sydney Rowing Club shed. Close to high-water mark along this 1,400 feet the water is shallow, but the soundings show a depth of about 18 feet to mud at low tide at a distance of about 200 feet off.

398. *Mr. Hoskins.*] Have not the corporation an engine shed there? Yes; but it is on Crown land.

From the commencing point at M'Quade's to the said outer limit, the length of the foreshore of Woolloomooloo Bay is about 4,535 feet.

399. *President.*] That is all available for wharf frontage if required? Yes.

400. *Mr. Roberts.*] Are all the baths the property of the Crown? The structures themselves are not the property of the Crown; but the land on which they stand is Crown land.

From the commencing point at M'Quade's to the said outer limit, the length of the foreshore of Woolloomooloo Bay is about 4,535 feet, or the same length as a straight line in Darling Harbour, drawn from the north-western corner of the Australian Gas Company's wharf through Pymont Bridge to the foot of Bathurst-street.

WATER FRONTAGE OF THE OUTER DOMAIN AND BOTANICAL GARDENS, FARM COVE.

Continuing from the Sydney Rowing Club shed, the foreshore, being that of the Outer Domain and the Botanical Gardens, about 5,200 feet in length, is used exclusively for public recreation, and for the greater part is delimited by an ornamental stone sea-wall. Skirting the peninsula, at the end of which is Mrs. Macquarie's Chair, it extends along the head and western side of Farm Cove (embracing the 200 feet length let to F. Cavill, on lease for baths, at a rental of £20 per annum) to the gate of the Botanical Gardens, at the southern end of the road lying between Government House grounds and the sea-wall. The depth of water at 150 feet out from high water-mark, on that part lying between the Sydney Rowing Club shed and Mrs. Macquarie's Chair, is from 26 to 31 feet, to mud at low tide. Thence along the remainder of the 5,200 feet the water is shallow close to the sea-wall of Farm Cove, but in the middle of the cove there is a depth of from 16 to 36 ft. at low tide. Borings have not been taken in this cove to test the depth of the mud.

AT AND NEAR FORT MACQUARIE.

From the said gate northerly, and again westerly, the sea-wall is continued along high-water mark bounding, *en route*, the road last referred to and the reclaimed and level land of Fort Macquarie peninsula, a distance of about 1,680 feet to the North Sydney horse ferry dock. The fort of course is obsolete; and no practical use, but for public recreation, is made of this 1,680 feet, with the exception of the four small portions occupied respectively by the Men of War jetty, the watermen's boat dock, the jetty for shipment of explosives, and the large sewer at the northern extremity of the point. The water is very shallow at places along this wall. At a distance of 100 feet out it varies from 13 feet to 20 feet in depth at low tide, and borings at that distance out, recently made along a considerable length at the north-eastern corner of the point, show rock bottom at about 13 feet from low tide level.

CIRCULAR QUAY.

From the North Shore horse ferry dock at the outer end of Sydney Cove, south-westerly, lie, in the order mentioned, the berths of the mail steamers of the Peninsula and Oriental Co., Messageries Maritimes Cie., and the Orient Co., a length in all of about 1,500 feet, commanding the depth common to all the berths for over-sea vessels at the Circular Quay, viz., 28 feet at low tide. From the Orient Co.'s wharf, the remaining berth, about 500 feet long, extending to the floating jetty at the foot of Phillip-street, is occupied by ships and steamers promiscuously, bringing general cargo and shipping wool and other Colonial produce.

The floating jetty is used for the casual requirements of harbour steamers carrying principally excursionists; and thence westerly the whole of the head of the Circular Quay to the site of the old Queen's Wharf, at Pitt-street north, about 980 feet is occupied by passenger jetties, and with the exceptions of the Princes' Stairs, located about the centre of the Quay, and the jetty immediately to the east of same, the jetties are let at fixed rentals to the ferry companies, viz., Watson's Bay Co., Manly Beach Co., and the North Shore Ferry Co., who occupy the two most westerly jetties. On the western side of the Quay considerable improvements have recently been effected in the erection of new wharfs and sheds, and others are in progress. The most southerly berth, about 460 feet long, is occupied by the Nord-Deutscher-Lloyd line of steamers. It was here that the German steamer "Friedrich der Grosse," of 10,000 tons burden, was berthed, the largest steamer that ever came south of the line. The next berth northerly, about 440 feet long, is under improvement in preparation for the Eastern and Australian line of steamers which now berth at Smith's Wharf, Miller's Point.

The third and most northerly long broadside berth on this side of the Quay, about 409 feet in length, is occupied by the German-Australian line of steamers. This berth, together with the 550 feet (about) in continuation north-westerly, comprised the frontage of the A. U. S. N. Co.'s land, which was resumed by Government in October, 1887, at a cost of £275,000. Two jetties, one of which is 400 feet long, and used by the Port Line and other vessels for general cargo, extend into the Cove from the last-described frontage; and this adjoins on the south the 120 feet now used to berth the Marine Board launches and other harbour steamers of the Government, reaching to the southern side of Dawes Battery. This land, having 120 feet frontage to the water and about 275 depth and 75 feet frontage to George-street North, was purchased by Government on the 8th of October, 1887, for £29,000.

The total length of frontage to the Circular Quay, from the horse-ferry dock to Dawes Battery, is about 5,045 feet.

401. *President.*] What is the length of water frontage from the northern end of the Botanic Gardens to the horse-ferry dock? About 1,680 feet.

The average earnings for each of the seven long berths at the quay, four of which are on the eastern and three on the western side, was about £4,500 for the year 1896.

DAWES BATTERY.

Dawes Battery at Dawes Point and the smaller area of land westward of George-street north, whereon the Artillery Barracks and public baths are erected, is held under lease at a nominal rental by the Government of New South Wales from the Imperial Government, who are the owners by deed issued to the Ordnance Department. The total water frontage is about 1,980 feet. A proposed exchange, which will in all probability be effected, cedes this land to the Colonial Government.

402. What proposal do you refer to? There has been a proposal made that all the property held here by the Imperial Government shall be ceded to this Government, with the exception of Garden Island, and they leave it to the generosity of the Government to purchase Admiralty House for them at North Shore.

403. Can we take it for granted that the 1,980 feet of water frontage you mentioned will become the property of the Colony in the future? I got that information from the Chief Surveyor, who has gone into the matter fully, and knows the details of the proposal.

THE ASSOCIATED WHARFS.

These are of course private property, except where the reclaimed land has not been purchased from the Crown. Commencing with Walker's wharf, at the Artillery Barracks above referred to, they extend westerly and round Miller's Point, and thence south-easterly, finishing with Dibbs' wharf at Clyde-street, a total length of about 4,370 feet. These have

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have thirty-three berths in all, and are known as the back wharfs. Circular Quay being the front wharf. The gradients of the roads of access to these wharfs are very steep, varying from 1 in 10½ to 1 in 15. Ships and steamers berth here, bringing general cargo from England and the Continent, and taking in wool and other colonial produce. There are large wool stores on nearly all these wharfs, notably at the Central, Dalgety's, and Dibbs', and since the increased measure of freetrade in the fiscal policy of the Colony, some of the buildings formerly used as bonded stores are also available for wool, &c. The wharfs are associated to prevent undue competition for business among their owners, also so that vessels consigned to any proprietor in the Association can berth at any wharf that may happen to be vacant at the time of their arrival. All the berths are valued by the Association, and the wharfages collected by the Secretary, and dividends *pro rata* are distributed at intervals throughout the year. Except during the wool season, lasting about five months, these wharfs could do more business than they get, and the secretary to the association, Mr. Benson, stated before the Public Works Committee, about three years ago, that the wharf accommodation of the port of Sydney was four times as great as the requirements, and that at the associated wharfs they only get 270 over-sea vessels a year, whereas they could berth 500.

Some of the associated wharfs, including the land and the stores and jetties, are worth as much as £100,000 each. The value varies very much with the business connection of the proprietor, and evidence on oath is available, showing that, when one of these wharfs was used by a business house in the city, doing a large import trade, the wharfages, if collected, would have amounted to about four or five times the value to be derived by placing the wharf in the Association.

EASTERN SIDE OF DARLING HARBOUR.

FROM CLYDE-STREET TO THE GAS WORKS.

This frontage—about 675 feet—has not been used for shipping, probably on account of the great difference in level between the Kent-street frontage and high water-mark, and the precipitous character of the land.

The holdings are of comparatively narrow width, with the exception of the site for ferry and landing place—about 260 feet frontage—dedicated 15th August, 1871, which, however, has never been used for that purpose. It is under the control of the Sydney Municipal Council, and the part of it fronting Kent-street is used as a depot for wood-blocks.

AUSTRALIAN GAS-LIGHT COMPANY'S WORKS.

This property has considerable frontage to Kent-street (whereon are the offices and coke yard), and to the harbour about 575 feet. I am informed by the chairman of directors that at a very rough estimate the claim by the company, if this property were resumed, would be about £400,000 for the land, buildings, machinery, and disruption of business.

FROM THE GAS-WORKS TO PYRMONT BRIDGE.

(About 3,200 feet.)

Upon this frontage are located the wharfs of the principal coasting and intercolonial steamship companies, which necessarily must find accommodation in close proximity to the Sussex-street stores, where their cargoes of farm and other produce are sold. Three short lengths of this frontage, viz., that of the sewerage reserve, the Balmain Ferry Company's wharfs, and the Patent Slip wharf, belong to the Crown; and two other portions, viz., those of the Lime-street wharf, about 330 feet, and the Market wharf, about 260 feet, also are Crown property, but are vested in the Municipal Council of Sydney. The Grafton wharf which adjoins the Gas-works is now used for over-sea vessels. It was until a few months ago occupied by the A.U.S.N. Co. who have removed to the Lime-street and Patent Slip wharfs situated further up the harbour. The principal companies occupying the wharfs along this very important trade centre are the North Coast, Union of New Zealand, Huddart Parker, Illawarra, A.U.S.N., Howard Smith's, and the Hunter River New S.N. Co.

FROM PYRMONT BRIDGE TO THE HEAD OF DARLING HARBOUR.

(About 2,080 feet.)

Several of these holdings embrace valuable portions of land reclaimed from the harbour which have not been alienated from the Crown. These are referred to in full detail in a schedule prepared by me and read before the Public Works Committee in 1894, when the proposal to remove the Pyrmont and Glebe Island bridges was under consideration.

There are some valuable wharfs on this southern side of the bridge, viz., the Albion, Mellwraith's two (now R. Reid), the Union Co's., and Russell's wharf (now J. Taylor and others). About a dozen properties are comprised in this length of frontage, and they are used respectively for almost every kind of wharf business. Coastal, intercolonial, and foreign steamers and ships berth here. Some are used for timber, others as coal depôts, and on one is a flour mill.

Since the bridge opening has been widened to 51 feet, cargo steamers of from 3,000 to 4,000 tons gross register berth at Mellwraith's new wharf; but as the depth of water in the bridge opening is only 22 feet at low tide, the largest vessels must pass through at high water.

WESTERN SIDE OF DARLING HARBOUR.

From the head of Darling Harbour to the western boundary of Darling Island the whole of the water frontage, a total of about 6,810 feet, belongs to the Government.

IRON WHARF AT THE DARLING HARBOUR RAILWAY-YARDS AND NEW PILE WHARF EXTENDING TO PYRMONT BRIDGE.

The iron wharf, commencing at the Fresh Food and Ice Company's Works at the southern extremity of Darling Harbour, extends on a flat curve north-westerly about 1,450 feet, having projections 60 feet wide, extending 40 feet into the harbour, dividing the berths which are each about 240 feet long. The width of the wharf is 3½ feet to the railway which follows it throughout. The principal business at this wharf is in timber (for despatch by rail) discharged from small coasting vessels, and in railway material lightered from over-sea ships. These berths are not long enough for modern over-sea vessels and the depth of water commanded is insufficient. The depth of water at the bridge opening is only 22 feet at low tide.

Reference might here be made, in passing, to the fact that the wool, tallow, hides, wheat, and other colonial produce brought by rail to Darling Harbour is there placed upon lorries or drays and carried through the streets to the various stores in the city to be afterwards carted and shipped. The delay and inconvenience to business caused by this process will be avoided by continuing the railway as proposed and hereafter referred to, to Darling Island, which is to be made the shipping depot.

A new pile-wharf occupies the 1,150 feet of space between the end of the iron wharf and Pyrmont Bridge. Here also the depth of water is insufficient, being not more than 20 feet at low tide; but at the one berth, 250 feet long, which projects 40 feet into the harbour, the rock is being excavated to provide a depth of 26 feet, to admit of the direct shipment of frozen meat which will be carried from Geddes' store close by, by means of an overhead tramway.

PYRMONT.

(From Pyrmont Bridge to Darling Island.)

The land from the bridge north-westerly to Murray-street, having about 890 feet water frontage, and bounded by Union-street, was resumed for railway purposes on 14th June, 1881, at a cost of £117,829. Some years ago it was wharfed, and two piled railway jetties, each about 460 feet long and 60 feet wide, and carrying three railroads, were thrown out into the harbour. They are used for shipping coal, shale, horses, &c., carried by rail. Two railroads from Darling Harbour yards cross Union-street at the bridge abutment.

The water is being deepened at these jetties to 28 feet at low tide. That depth has been reached along the greater portion of the eastern side of the more eastern jetty, and the wharf. At the other berths it is not more than about 23 feet. The deepening will proceed as soon as the plant can be spared from work which is considered more urgent.

At the foot of the more western jetty and on its western side the pontoon is berthed to receive the refrigerating railway car containing frozen meat from the country. Thence it is towed to the Pastoralists' Association Stores at North Sydney. The meat is shipped from the stores direct for Europe, &c.

Continuing north-westerly, the block of land bounded by Murray, Union, and Edward Streets, and Darling Harbour, and that bounded by Edward, Alma, Alma extended, and John Streets, a total water frontage of about 1,205 feet, were resumed on the 7th August, 1896, for a public wharf and approaches thereto for the extension of the railway system to Darling Island.

The

The demolition of buildings on the site of the proposed railway lines at the corner of Edward and Alma streets has already been effected. The claims for compensation have not been settled; consequently the cost of the resumption cannot be stated. This frontage was used principally in connection with the timber trade, but several important portions of the reclaimed land abutting the water had not been purchased from the Crown.

Crossing John-street, Darling Island is reached—an area of 8 acres 1 rood 37½ perches, having about 1,900 feet of water frontage. It cost £135,000 when purchased by the Government on the 4th June, 1839.

The patent-slip and appliances of the old A.S.N. Co., whose repairing shops were located here, have been removed, and the island quarried down to a uniform shipping height.

The scheme for improvement of the berthage includes the construction of a solid quay of concrete, along the water frontage of the island. The depth of water to be provided is, as usual, 28 feet at low-tide. The outer limit of the quay-wall has been located some distance from the present shore-line, so as to curtail the amount of dredging and excavation as much as possible.

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CONCLUSION.

Finally, this investigation shows that of the water frontage between Potts' Point, Sydney, and Jones Bay, Pyrmont, the Government own and are in possession of about 23,500 feet. About 9,800 feet is held by private persons, and three portions, fronting Crown lands, totalling about 870 feet, are held by the Municipal Council of Sydney as trustees. By the addition of the frontage of Dawes Battery, the length owned by the Government will be increased by 1,980 feet (about).

Dividing the total water frontage into sections, according to the uses to which it is put, shows:—

1. Woolloomooloo Bay, from M'Quade's to Domain roadway, immediately north of the Sydney Rowing Club shed—about 4,535 feet.
2. From said roadway to entrance gate to the Botanic Gardens, opposite Government House grounds—5,200 feet.
3. From said entrance gate to the horse-ferry dock at Fort Macquarie—1,680 feet.
4. Circular Quay, from the horse-ferry dock to Dawes Battery—5,045 feet.
5. Dawes Battery—1,980 feet.
6. Associated wharfs, from the Artillery Barracks at Dawes Battery round Miller's Point to Clyde-street—4,370 feet.
7. Eastern side of Darling Harbour, from Clyde-street to Pyrmont Bridge—4,450 feet.
8. Pyrmont Bridge to head of Darling Harbour at railway yards—2,080 feet.
9. Western side of Darling Harbour, from the railway yards along Pyrmont to western boundary of Darling Island at Jones Bay—6,810 feet.

401. *Mr. Hoskins.*] Does your statement of the water frontage in the hands of private owners include the sinuosities of Darling Harbour? I have not followed them closely. At the Central Wharf, for instance, vessels are moored, although the frontage itself is not large enough. This statement does not indicate the berthing frontage; it shows the length of frontage of the land; it does not follow the sides of the wharfs.

405. *President.*] It is the ordinary way in which you measure water frontages? Yes.

406. If Government and private properties are measured in the same way the comparison is a correct one? Yes.

407. The State is in possession of three-fourths of the foreshores of Sydney proper? Yes.

408. *Mr. Hoskins.*] Some of the other owners have not a legal right to the foreshores of their holdings? That is so.

409. They have not obtained the permission of the Crown to reclaim the land? In many cases that occurs.

410. *President.*] Have you prepared a description of the frontages to Blackwattle Cove? Yes; it is as follows:—

BLACKWATTLE COVE.

Blackwattle Cove lies between Pyrmont and the Glebe; it is within 1½ mile of Redfern Railway Station, and ½ mile of the nearest point on the railway at Darling Harbour.

The water-frontage land on the northern shore of the cove is nearly level, being reclaimed land. It forms part of the Harris estate, and access to the water is very convenient from Bank-street and Gipps Crescent, which bound the water-frontage allotments. About half the total length of the foreshore, which is about 2,500 feet long, is leased to various persons, and used principally as timber-yards. The freehold value of these allotments varies with their position and depth, from about £30 per foot near the bridge to about £70 per foot at Pyrmont Bridge Road.

The southern foreshore of the cove is about the same length as the northern, but is much steeper, the gradients of the roads leading to the water being very severe. The southern shore is inferior to the northern shore for business, and the design of subdivision of the locality is inconvenient for access to the water, consequently land values are much lower than on the northern side. There is one large timber yard on this side of the bay at the Pyrmont Bridge Road, and about half the remainder of the water frontage is occupied for businesses of less importance, and the rest for residential purposes.

The Government wharf at the head of the bay lies between the Pyrmont Bridge Road and the cove. It is 1,075 feet long, all in one straight line, and forms the head of the cove. The wharf is used for discharging road metal from vessels carrying up to about 320 tons, and was built when the natural head of the cove was reclaimed from the harbour, and formed into the recreation reserve called Wentworth Park.

Direct access from Blackwattle Cove to the city is provided through Pyrmont, and thence by the bridge to Market-street; but the gradients of the roads traversed and which cross the backbone of the Pyrmont Peninsula are somewhat steep.

The gradient is easy from Blackwattle Cove, *via* Wattle-street, to Redfern Railway Station.

The Glebe Island bridge connects that Island with Pyrmont, and obstructs the natural access to the cove. The bridge opening is situated at the Pyrmont end, and is sufficient to allow of vessels up to 34 feet beam passing through. In the opening there is a depth of 12 ft. 6 in. of water at low tide. I was informed that a new pile recently driven at the western side of the opening required to be 50 feet long to reach the rock.

On the 21st November, 1894, the Public Works Committee, after inquiry, reported against the replacement of the bridge by a new structure.

DEPTH OF WATER AND BORINGS TO ROCK.

The depth of water in the cove is from 7 feet to 13 feet at low tide; in a few places it reaches 20 feet. This is sufficient for the present requirements, *viz.*, for vessels up to about 400 tons burden, laden with the timber and road metal referred to above.

The dredge is now at work in the cove lifting mud which is taken to the large reclamation work in progress about half a mile away, at Johnstone's Creek, Rozelle Bay.

Soundings north of the bridge show a depth of from 18 to 19 feet. Seventeen borings upon two longitudinal sections extending across the bay show a depth varying from 21 feet to 86½ feet in the middle of the bay. At one place there was only 8½ feet to rock. These sections were located respectively north and south of the bridge and distant therefrom about 100 feet. Borings have not been taken to test the depth to rock throughout the bay.

I desire to point out to the Commission that the assessment of wharf properties by the Municipal Council of Sydney is made on the buildings and land alone; it does not include the machinery, nor the trade done, nor the value of the pile structures extending beyond high water-mark.

411. It does not include the disturbance of trade or the destruction of trade? No.

412. Will you prepare a separate estimate of the value of the wharfs? I will.

413. What is the area of the Gas Company's property? It has an area of about 6 acres (by scale on this map, which is drawn to a very small scale), with a frontage of 575 feet to Darling Harbour.

MONDAY, 1 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
 The Hon. JAMES HOSKINS, M.L.C.
 The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
 HENRY CLARKE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.
 THOMAS HENRY HASSALL, Esq., M.P.
 GEORGE BLACK, Esq., M.P.
 FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

John Harper, Goods Superintendent, Department of Railways, sworn, and examined:—

J. Harper.
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414. *President.*] The Commission desire some information with regard to the import and export of goods to and from New South Wales, so as to ascertain the quantity that goes direct from the ships to the railways and from the railways to the ships? It will be absolutely impossible for me to give that information.

415. How far can you go? I can give the Commission information as to the number of bales of wool which came to Darling Harbour last wool season. The number of bales during the period ending last wool season was 429,390. That number of bales was delivered to the various warehouses in town by waggon; 83,816 bales were lightered in Darling Harbour to various wool warehouses, chiefly to Kirribilli, where there is the Australian Pastoral and Finance Co.'s store. During the same period 172,601 bags of wheat and flour passed over the wharfs at Darling Harbour.

416. That is inward? Yes; and there were 140,758 tons of coal and 21,634 tons of shale shipped.

417. That is shipped direct from the railway? Yes. The timber I could not get. Then there were 236 trucks of chilled beef passed out of Darling Harbour, but that does not necessarily mean that it was for direct shipment, as a large portion of it was taken by lighters to Kirribilli, there to be stored and frozen. This practically represents all I can give you, beyond this—that approximately 75 per cent. of that wool was offered in Sydney for sale, necessitating its being shown in the various warehouses.

418. There would be a good deal of the wool in the remaining 25 per cent., I suppose, sent down to Sydney dumped, but even that would not be put on board ship direct? Only a small portion. The Orient Company takes some direct to the ship's side.

419. Nearly all is stored in the warehouses for some time? Yes; it either passes into the hands of wool-brokers or goes into the dumping stores. The 75 per cent. I have referred to represents wool actually offered in Sydney for sale.

420. *Mr. Humphery.*] About how many bales already dumped arrive in Sydney by rail? About 12,000 or 14,000 bales.

421. *Mr. Hoskins.*] You have no hesitation in saying that only a small proportion of the wool which is sold here is not taken to warehouses before it is shipped? The greater portion of it is sent to warehouses to be dumped; the smaller portion is taken direct to the ship's side. Over 60 per cent. of the whole wool export from Sydney is loaded into ships leaving wharfs on the eastern side of Darling Harbour.

422. *President.*] Where is the residue shipped? Either at Woolloomooloo or Circular Quay; nothing from Darling Harbour railway wharf. Sixty per cent. of last year's clip, if not more, was shipped from wharfs on the eastern side of Darling Harbour, between Dawes Point and the bridge.

423. *Mr. Hoskins.*] Is not that wool sold at auction? It is chiefly wool that has been sold at auction which is sent there for shipment. Most of the foreign buyers ship from Miller's Point.

424. *President.*] Can you divide the remaining 40 per cent.? No, I could not; that is distributed about the city.

425. *Mr. Hoskins.*] Do you think that if warehouses were built, and proper shipping appliances provided at Darling Island, buyers would be disposed to send their wool there for shipment, thereby diverting the trade from where it is now? It will be a long time before it is diverted from its present channel, but there is no room at Darling Island. Two of our modern warehouses would cover Darling Island. Then there is another difficulty. The Pastoral and Finance Association at Kirribilli Point were anxious that all their wool should be loaded in trucks by itself, so that it might be shunted down on to the wharf, and there placed in the lighters, but after two years' experience that was found impracticable, because in picking up the wool at the stations it was found impossible to get a truck load at one station. Wool sent to different consignees would be put into the same truck, so that one truck would contain wool for three or four different consignees, and ten bales of the quantity in the truck might be all that a consignee desires to have lightered. The contents of the truck have therefore to be split up.

426. *President.*] From what you have stated, it would appear that all that could be saved by bringing the railway down to the wharfs is the cost of the dray carriage? I could not say that, because the wool would have to be distributed at the wharfs again.

427. What does it cost the railways to send the wool from Redfern? Threepence per bale all over the city, the contractor providing all the loading and unloading. Roughly it comes to 1s. 6d. a ton.

428. Therefore, the delivery by railway would save 1s. 6d. per ton, but it would be surrounded by conditions which make it impracticable? Yes, that is the position.

429. Do you see any likelihood of any change in the present conditions? I do not, the warehouses being scattered all over the city, and there being a growing disposition for buyers to purchase at different places.

430. The only cure would be to have the whole of the wool trade done adjacent to some particular wharf, and for all the wool to go to that wharf? That is the only remedy. With reference to the figures I have, I was going to add, with regard to the export merchandise trade, that I cannot give the Commission any idea of that at all, even in regard to tallow and hides. What I have said with regard to the conditions surrounding the wool relates also to these two things, tallow and hides. With regard to general merchandise going up the country, I cannot give the Commission any definite idea of that either.

431. How many tons of wool are shipped from Sydney? About 100,000 tons per annum. We carry about 70,000 tons by rail.

432. Therefore, there would be £5,000 a year saved in cartage were it possible to bring the railway to the wharfs? That would not be all saved, because certain services in connection with it would still have to be rendered.

433. Would four-fifths of it be saved? Yes, under the ideal conditions you have mentioned—that is, that all the wool should be brought to one wharf and the whole of the wool trade carried on there.

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434. You say that you carry 70,000 tons? Yes.
435. And $\frac{1}{4}$ of the 1s. 6d. per ton for carriage would be saved by an ideal system which would place the wool direct into warehouses adjacent to the ships? Yes.
436. And the total amount would be about £4,000 a year? Yes.
437. That is about 4 per cent. on £100,000, at the very best? That would be saved to the consignees of wool, but it is impracticable because of the existing conditions of the large warehouses dealing with the traffic.
438. What is the total production of wool in New South Wales? It is estimated at 850,000 bales.
439. How much goes to Victoria? I could not tell you. A great deal goes to Newcastle, which we do not see at all here.
440. How much do you carry to Sydney? 429,000 bales were carried last season.
441. How many did you carry to Newcastle? 66,000 bales were shipped direct from Newcastle, and from Morpeth 69,000 bales.
442. And some from Grafton? About 2,000 bales.
443. *Mr. Wright.*] That 69,000 bales from Morpeth comes direct to Sydney? Yes; but a lot of it goes direct on board ship. The residue of the wool, apart from what I have stated, finds its way to Victoria and South Australia.
444. *President.*] What is the coal shipment at Darling Harbour;—that is the coal that goes direct on board from the railway? 140,000 tons.
445. There is no wheat export? No.
446. What about ores? There is nothing shipped from Darling Harbour direct. Not very much ore comes to Darling Harbour. A great deal of it is treated locally, and that which comes to Sydney is shipped from different places, and not from one particular point.
447. What becomes of copper and minerals of that kind? That comes to Sydney, of course, and is shipped, but not from one wharf; it is not shipped from Darling Harbour wharf.
448. What you have said up to this point deals with the export trade. Now, in relation to the import trade? I cannot give you any impression of that.
449. What of the junction of the train service with the water carriage, beyond what it is at present, in relation to sending goods into the country? The necessity for any alteration in the present state of things is very little indeed, for the simple reason that there are very few country houses which indent direct from home. Most of them are supplied by the distributing houses in Sydney.
450. The goods received become broken packages in Sydney? Yes.
451. With regard to supplies of a heavy description, such as wire netting, wire fencing, woolpacks, and so on? Those are just as likely to go from the wharfs on the eastern side as from Darling Harbour, but I could not give you any definite idea on the subject. Captain Jackson would probably be better able to give you the information.
452. If the railway were extended to Darling Island, and suitable wharfs and warehouses were erected there, do you not think that a good deal of the loading for Sydney would be taken there, seeing that the island is in a central part of Sydney? As a matter of fact it is quite possible for ships to go alongside there now, but if Darling Island were made fully suitable for the loading and unloading of vessels it would not really give greater facilities than we have now. It would give increased space, but we do not find vessels going alongside there now.
453. *Mr. Wright.*] Would it not give increased depth? Yes, it might; but we had the flagship, "Orlando," I think it was on one occasion alongside the wharf at Darling Harbour to take in coal there; so you see we do not want much increased depth.
454. *Mr. Hoskins.*] Is it a fact that half the private wharfs in Darling Harbour are almost empty half the year? I could not say that of my own experience.
455. *President.*] Have you the necessary appliances by which, if required, you could do an export and import trade from the wharfs at present in existence in Darling Harbour? Yes.
456. Have the Railway authorities noticed any tendency to doing a direct import trade? No, except in grain.
457. To what extent? I have given the figures already.
458. That is imported grain? Yes.
459. *Mr. Hoskins.*] If the cultivation of wheat largely extends in this Colony, and Darling Island be properly utilised, could not wheat be brought down by railway and loaded there? That most undoubtedly will be done, but as we have not yet commenced exporting wheat Darling Harbour is not being utilised for that purpose.
460. *President.*] You have a large frontage for the trade now, and you do not consider that any addition to that frontage is, at present, necessary? No.
461. *Mr. Wright.*] What is the wharfage accommodation at present provided by the Department of Railways at your terminal point north of the bridge? Two jetties.
462. How many berths for ships of a good size are there at those jetties? Four.
463. Are they ever filled? It is quite exceptional.
464. What is principally loaded there now? Coal and shale.
465. What is unloaded? Chiefly railway material, and, during an exceptional season, grain.
466. So that absolutely you have now more wharfage accommodation than you require? Yes.
467. And if your present wharfs were extended to Darling Island you would have an increased wharfage equal to a trade perhaps four times as large as could be dealt with at the present wharfs? Yes, we should decidedly.
468. As a matter of fact, when the railway connection with Darling Island is made, you will have a very long length of wharf sufficient for any trade you may get? Yes; provision is made for six berths there which will accommodate any vessel.
469. You have already four berths, and with the six you speak of you would have ten berths each sufficient to accommodate the largest vessels; and then, in addition, you have the berths which are above the bridge? Yes.
470. So you would have berths to accommodate sixteen or eighteen ships? Yes.
471. Would not that be sufficient for the trade of Sydney? I should think so. I might mention that I was a member of a Board who considered the question of utilising Darling Island, and our recommendation was that the lines of railway should be extended to the island, but that, as the Government had sufficient wharfage accommodation, the space provided by the island for warehouses and wharfs should be submitted to

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- to public offer, in order that it might be leased by private persons, and warehouses of proper design erected and wharfs built, as the lessees might consider necessary, it being considered by the Board that we had more than ample wharfage accommodation for the purposes of the Government.
472. Do not the wharfs at Darling Harbour, both north and south, point conclusively to the fact that there is more wharfage accommodation in Sydney than is required? Decidedly.
473. And if you were to construct the additional wharfs you have just mentioned, you would have more than ample requirements for any trade? Yes.
474. Can you tell me if any inconvenience was felt in the past season from want of wharfage accommodation? I have never known of any.
475. Then you believe that Sydney at the present time is amply provided with wharfage accommodation for the Government and for the private wharf owners? Yes, I do.
476. If we had the railway connecting with the private wharfs in Darling Harbour, what proportion of the goods coming from England or other countries would go direct on to your trucks? A very small proportion.
477. Do you think 5 per cent.? I daresay that arrangements might be made to send the heavier goods direct from the wharf.
478. And do you think that the total amount would represent 5 per cent.? With a comprehensive scheme to embrace the whole of the wharfs, I think it would exceed that quantity; but under other circumstances I think that the question of freight so largely controls the vessels that bring out the cargo that the question of cartage from the wharf is only a very small consideration.
479. What proportion of wool do you think would go direct from the trucks to the ship? Only a small portion would go to the ships, and the rest would go into the stores to be dumped.
480. So that, with any possible scheme to supply the goods traffic of Sydney, there would be considerable handling of the goods under any circumstances? Yes.
481. *President.*] Do you know the average charge made for carting goods from the stores to the railway? Two shillings a ton.
482. *Mr. Wright.*] What is the charge for carrying the goods from the ships to the bonds? I could not say.
483. *President.*] Can you tell us what proportion of loading taken from Sydney into the interior represents the heavy class of goods, such as wire and salt? I could not tell you offhand.
484. You might give us the gross amount the railways carry up and down from Darling Harbour? From Redfern, 35,910 tons. That is all goods of all classes.
485. Going inland? Yes. From Darling Harbour, 224,564 tons. That, of course, includes everything that may be sent from Darling Harbour, including coal and timber.
486. How much comes down to Sydney for Darling Harbour? 40,000 tons of hay, straw, and chaff into Redfern and Darling Harbour, exclusive of wool and coal—375,000 tons.
487. *Mr. Wright.*] Does the Government land its own material at Darling Harbour? Yes; it is all landed by contract; it is lightered.
488. Then the ships that bring the material out do not go to the wharf? No; only in the case of having heavy locomotives on board; all the rest is lightered.

TUESDAY, 2 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES MOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL PEGAN, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

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489. *President.*] Have you any further statement to make? No; I came to-day to reply to questions.
490. You now furnish a map showing a complete scheme of city railways? Yes; showing practicable routes for city railways.
491. You have had all the schemes before you? Yes.
492. Any information which you think we ought to have you will see that it is furnished to us? Yes; I have considered the engineering question only.
493. Some days ago you were asked for a comprehensive scheme which would enable the railway to reach the central portions of the city, and which it would be possible to extend to Woollomooloo Bay, Circular Quay, Darling Harbour, and also to such wharfage accommodation as might eventually be placed in the western portion of the city, and which would be no bar to an extension towards the eastern suburbs? Yes.
494. This plan which you now place before us pretty well embraces those various objects? Yes. The map on the wall is an enlargement of the map which I produced the other day, and has marked on it the same lines which are located to suit the various purposes mentioned.
495. The map on the wall shows a line extended from Redfern to a central passenger station at Hyde Park; and turning off at Redfern yard to the east is a line which can be constructed by means of tunnels? Yes.
496. From Hyde Park it will reach Woollomooloo Bay and form a connection with the eastern suburbs? Yes.
497. From Hyde Park, at the central station referred to, it can be extended by means of tunnels towards Farm Cove, and then turning round be run abreast of Circular Quay, and can, partly by means of a tunnel and partly by an overhead way, be taken to Redfern station, thus forming a circular railway? Yes.
498. From the vicinity of "The Rocks" the elevation will be sufficient to enable it to pass from Dawes Point to McMahon's Point by means of a bridge? From the vicinity of Wynward-square.
499. From the line already mentioned as going to the eastern suburbs it is possible to connect with the circular railway under the Botanic Gardens, and this line can also be extended, after passing Government House, to Fort Macquarie? I should say under the Domain instead of the Botanic Gardens.
500. From Darling Harbour there are shown two lines in red which will reach Johnston's Bay, or any wharfage accommodation which may eventually be placed in the vicinity? Yes. 501.

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501. *Mr. Wright.*] What is the object of the two lines? To utilise the frontages over there, and to reach Glebe Island by means of a bridge.
502. And to go to Balmain if necessary, I suppose? Yes.
503. *President.*] Does that appear to you pretty well the scheme which will eventually be accepted for the development of the trade? I cannot go so far as that.
504. Do you know anything better? I think if it should be shown the lines are required in this direction, these will be practically the routes which will have to be adopted, because these are the routes along which suitable levels will be found.
505. They are all practicable from an engineering standpoint? Yes.
506. If Woolloomooloo Bay is to be approached, this, in your opinion, is the way to approach it? Yes.
507. If Circular Quay is to be approached, this is your idea of approaching it? Yes.
508. If there is to be a bridge taken to North Shore, this, in your opinion, is the best way to take it? Yes.
509. And that a circular railway, passing under portions of Sydney, in your opinion is the best? Yes.
510. In regard to Blackwattle Bay and Glebe Island, you think that is the best way to approach them if they ought to be approached? Yes. In regard to the proposal to approach Glebe Island I may say that I have had surveys made—of course under instructions—going down by Rozelle Bay. The lines of these surveys are shown on the map in purple tint.
511. The map also shows an approach from near Stanmore station to Glebe Island, passing over White Bay and eventually reaching Longnose Point? Yes.
512. It also shows an alternative line keeping westerly from Whitehorse Point and junctioning on to the previously described line at Rozelle Bay? Yes.
513. Can you suggest anything better? No.
514. You believe that eventually those will be the routes if these be the localities to be reached? Yes; with that proviso.
515. *Mr. Lee.*] If you want to get to Woolloomooloo Bay, where are you going to start your tunnel? From Liverpool-street.
516. There would be two separate and distinct lines in Hyde Park? Yes; it would be essentially a goods line to Woolloomooloo Bay.
517. *President.*] You regard it as wise to separate passengers and goods as far as possible? As far as I can see, it must be done.
518. This line might eventually reach Port Jackson at Fort Macquarie;—would it be possible to bring that as a surface line to the northern end of Hyde Park—that is, to the south of St. James' Church—and then enter a tunnel? Yes.
519. To get to a surface line near St. James' or at the north-western end of Hyde Park, it would be a surface line all the way, or a "cut and cover," or something of that kind? Yes; it would be an underground line between Liverpool-street and Park-street, and from Park-street you would rise till you got to St. James' Road. Your terminus would be a ground level station.
520. You would really be in your station yard after you passed Park-street? Yes; it would be open.
521. How deep would the cutting be? At Park-street it would be about 20 feet.
522. It could be "cut and cover" and give as much ventilation as is necessary? Yes; up to Park-street.
523. How far south from Liverpool-street could it be "cut and cover"? There would be no tunnel till it reached there; it would be in a cutting to about half-way back to Goulburn-street, which would be crossed over.
524. Supposing you have a surface station at St. James', from there could you reach Fort Macquarie by means of a tunnel? Some of the lines would have to be lowered in order to get properly under King-street and under St. James' Road, and then there would be no difficulty about reaching Fort Macquarie or the eastern suburbs, or any other part.
525. How much would they require to be lowered? Just sufficient to get in the approach to the station—that is, about 15 feet.
526. *Mr. Humphery.*] If you continue the line which is to stop at Park-street to St. James' Road would it be a surface station? It depends upon what you want to do at St. James' Road.
527. How far is it from St. James' Road to Park-street? It is 1,120 feet from Park-street to what is shown on the plan as the end of the station.
528. Would you have sufficient space there for your terminal station and necessary platforms? Yes.
529. *President.*] And for your yards, and all that sort of thing? Yes.
530. *Mr. Humphery.*] Approximately, what would be the additional cost of making that your terminal station instead of Park-street? £50,000.
531. Would you have as much or sufficient accommodation there? Equal accommodation.
532. For six roads? Yes.
533. *Mr. Hoskins.*] How many buildings would you have to resume? The Registrar-General's Office only.
534. *Mr. Humphery.*] That is on the other side of St. James' Road? Yes; but it would interfere with it.
535. My question is based on the assumption that it would be unnecessary to resume any portion of the Government buildings fronting St. James' Road? It would be difficult to get a station in unless you did that, because St. James' Road runs very obliquely.
536. Taking the shortest distance from St. James' Road to Park-street, what is the measurement? To where it bends off it is only 960 feet.
537. Would it be possible, without any resummptions, to provide the necessary accommodation, including station buildings, between St. James' Road and Park-street? I doubt whether it would, because if the front had to be shifted back 100 feet it would interfere with the arrangements altogether at the Park-street end of the station.
538. *President.*] In your opinion it would be wiser for the State to take down the buildings than to impair the beauty of the new structure? It is not a question of beauty.
539. It is not a question of yard or platform, but a question of the accommodation—the buildings and the appearance of the new station? Yes.
540. It means an alteration in the design of the buildings, or taking in the Registrar-General's Office? It means cramping the buildings and spoiling them altogether.
541. *Mr. Hoskins.*] It would be repeating the difficulties at Redfern? The design has been well worked out, and the accommodation is not any too large, and it would be cramping the station; and, in a sense, it would be repeating what we have at Redfern.

- H. Deane. 542. *President.*] Do you propose to have a street on the eastern side of the platform following down from the Park? No.
- 2 Mar., 1897. 543. Only a footway? We should leave the Park avenue as it is.
544. The approach on the side would be a foot-bridge? Yes.
545. From a surface-station at the southern side of St. James' Road, is it possible to go to Woolloomooloo Bay? Yes, by lowering the roads.
546. The same lowering which would enable you to get to Fort Macquarie would enable you to get to Woolloomooloo Bay? Certainly.
547. *Mr. Wright.*] The trains coming into your surface-station do not go on to Woolloomooloo Bay or Circular Quay? If you lowered some of the roads you could take them round.
548. You would require to have roads on different levels? For that purpose.
549. Would not that be very inconvenient in working your station? I think not, because they could be dropped down from the Park-street end, so as to get the distance down which is required.
550. It would mean that passengers wishing to go beyond that point would have to go in one train, and the passengers to King-street in a separate train? Yes.
551. It would be inconvenient therefore to the travelling public? Passengers coming to King-street, of course, could come by either train, but some of them would stop at King-street.
552. Those going beyond King-street would have to go by a special train? They could travel by certain trains only.
553. *President.*] Would that extension, lowered 15 feet, do for the circular railway which you show on the plan? Yes.
554. Would it also do to connect with the eastern suburbs? Yes.
555. In this approach to the station through the Park, how do you propose to protect the ventilating places in the "cut and cover," between Liverpool-street and Park-street? I have not thought that out very much, but I suppose it would be necessary to enclose certain spaces by walls or some other means. I think that probably one way of doing it would be to enclose the open places by walls, and leave long stretches covered over, so that the view might be less interrupted.
556. Presuming it was regarded as unwise to erect stone structures in the Park, would there be any objection to using iron-gratings over the cutting? They would be very subject to corrosion.
557. Would there be any other objection than the one that they would not last very long? I do not know that there would; I think the question of durability would be the chief question. It would be rather an expensive arrangement.
558. *Mr. Wright.*] They would not necessarily have to be above the surface? No; but they would have to be protected by strong iron railings.
559. The walls you spoke of would only rise a small distance above the surface? They would have to be high enough to prevent boys from looking over. Where boys can see over they like to throw stones, if they do not see over they are not subject to the same temptation to throw stones.
560. *Mr. Hoskins.*] Would not there be a danger of the smoke from the engines damaging the trees in the Park? I do not know that it would be sufficient for that.
561. *President.*] There would be no more smoke from the engines than from the trams running along Elizabeth-street? More.
562. *Mr. Hoskins.*] Is it not a fact that the smoke from some of the shafts on the Metropolitan Railway, through Temple Gardens in London, has destroyed the foliage of the trees? Smoke is, of course, very detrimental to vegetation. It chokes the pores of the leaves. The less concentrated it was, the better it would be, because, if the smoke were concentrated in funnels or ventilating shafts the trees immediately around there would suffer considerably, but if the whole or nearly the whole space were left open there would be less damage done.
563. *Mr. Wright.*] Would it not be possible to have an opening through the Park guarded by ornamental iron railings on either side? Yes.
564. So as not to interfere with the view of the Park and only taking in that bit occupied by the cutting? I am afraid that if you leave it open to the view altogether you will lead the larrikins into temptation.
565. Not if it is railed off? Not if it were screened off so that they could not see through.
566. The larrikins do not interfere with the trams running through the streets? No; but this is the case of a pit sunk below the surface of the ground.
567. Would not the smoke be less destructive to vegetation if it were distributed? Yes.
568. *President.*] That would mean taking a great deal more of the Park? Yes; I am inclined to think on further consideration that it might be sufficient only to protect the spaces with a dwarf wall and iron railing, because it is not as though there were a large supply of stones for the boys to throw down. There are no stones unless the boys bring them from a distance.
569. A grating might do? I do not care about a grating very much.
570. *Mr. Wright.*] Suppose this subway were covered most of the distance and some openings were left for the smoke to escape through; even with the best vents you could provide, would not the ventilation and the atmosphere be very bad with the number of trains which would be passing through? I am not in favour of ventilating shafts. I do not think the ventilation would be sufficient. I do not know that I have advocated them before the Commission.
571. You spoke of the place being walled off? They would not be mere funnels or ventilators; they would be large openings walled round.
572. *President.*] Your idea is to have a "cut and cover"? For this particular section, I think, the greater part of the space ought to be left open. I was under the impression that I had conveyed that view to the Commission.
573. *Mr. Wright.*] You think it should be an open cutting protected on either side by rails? Yes. If you left large places open you might have a considerable length covered over (say 50 or 100 feet at a time) so that people could easily pass across the line and still leave the bulk of the cutting open. There would be no difficulty about the ventilation in that case.
574. *President.*] Is there anything else you desire to tell us? I wish to say that the plan of the station at Park-street has been worked out quite independently of the superstructure. The superstructure with its architectural features has been placed on top. The architectural design has been adapted to the ground plan which was worked out.

575. *Mr. Wright.*] The whole of the ground floor would be required for the working of the traffic and the accommodation of the staff? Yes. The ground plan will be exactly the same as it is if no tall building is erected at Park-street.

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576. I suppose you do not care to say which scheme you would prefer if left to yourself? I do not think I would care to go any further than I have said—that the Hyde Park scheme is the most satisfactory from the engineering and traffic points of view.

577. *Mr. Hoskins.*] You mean the Park-street scheme? I mean the St. James' Road scheme.

578. *Mr. Wright.*] From an engineering and traffic point of view would it be better, in your opinion, than the circular railway sketched on the map to suit the requirements of the city of Sydney? I am quite convinced that the Hyde Park scheme (putting on one side any objections, sentimental or otherwise, that there may be to using Hyde Park, the carrying of the station to Hyde Park, and the construction of a large central station there) will be a much more satisfactory scheme than any of the others. It might not meet all the requirements but it would be satisfactory in itself.

579. What I want to know, if you care to express an opinion on the point, is whether, in your opinion, the city would be better served by a circular railway than by the Hyde Park scheme? That I would rather not give an opinion about. I am quite satisfied that the Hyde Park scheme is an excellent one—one which would probably stop agitation for very many years.

580. *Mr. Roberts.*] If you take in the Registrar-General's Office, would it not make a much more complete and satisfactory scheme to go as far as King-street? No, I believe it is better to stop at St. James' Road.

581. *Mr. Hoskins.*] Do you not think if that view of yours were carried out, and the Registrar-General's Office were resumed for railway purposes, it would lead to the judges of the Supreme Court and the lawyers finding fault with the noise at the terminus, and the whistling of the trains, and finally to the resumption of the court buildings? I do not think they would hear a sound because it would be all covered in. The building at the front of the station would be a break to any sound or whistling, and the platforms and lines would be covered by a large roof. I do not think that any inconvenience would be experienced from the whistling of the trains.

582. *Mr. Roberts.*] Would St. James' Church be left intact? Yes.

WEDNESDAY, 3 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

583. *President.*] You desire to give some information which was asked for yesterday by a Member of the Commission? I desire to hand in a return showing the acreage of Hyde Park, the area required for the Park-street station, the area required for St. James' Road station, and the small portion required from the Registrar-General's Office, and what is supposed to be the value of the Registrar-General's Office. It is as follows:—

H. Deane.
3 Mar., 1897.

	a.	r.	p.
Acreage of Hyde Park	40	0	0
Do required for Park-street Station.....	12	0	31
Do do St. James' Road Station	13	2	38
Do resumed from Registrar-General's Office	0	0	25
Cost of Registrar-General's Office, £14,000.			

I was also asked to give some information as to the possibility of improving the Redfern station yard, especially by widening the tunnel. I find that there is no difficulty about doing that; it is only a matter of expense; but whether the widening of the tunnel would effect the desired easing of the traffic arrangements is, of course, a different question. If the tunnel were widened on the eastern side, it would interfere with St. Paul's School, but there would be some considerable expense in the work of lengthening the tunnel, resuming the properties, and building retaining-walls. Again, on the other side, if the tunnel were widened there the Darling Harbour traffic and Mortuary traffic would be kept off the six roads. An alteration of that kind, it seems to me, would not have the desired effect of really lengthening the station. It will be seen from the plan on the wall that the roads leading to the station are very much pinched up a long way on the northern side of the tunnel; and without making a very radical alteration no real improvement could be effected. Then again you will have the consideration that Redfern station, even supposing it could be altered so as to bring the trains in comfortably to the passenger platforms, is scarcely large enough to meet present requirements. As the goods traffic increases more accommodation will be required for it; as the passenger traffic increases more accommodation will be required in the carriage yard and carriage sheds,—for there is barely room there now, I understand. So that, even supposing that Redfern station could be made so that the passenger trains could be brought in and out without any great difficulty, it would not be a station which would provide for the future like the proposed stations in Hyde Park. A rearrangement of the station at Redfern would be a tremendous undertaking. To alter six roads and make them suitable while the traffic was going on would be almost a dangerous operation. During the reconstruction and alteration of the roads rendered necessary by the building of the two additional platforms A and B, very considerable difficulty was experienced.

584. *Mr. Hoskins.*] Even suppose that you widened the tunnel and necessarily widened the road approach to the widened tunnel, would not there still be the same difficulties you now complain of in shunting from arrival platforms to departure platforms, and shunting in the station yard? Yes; even if you widened the tunnel in order to make a proper and convenient arrangement for the trains you would have to remodel the whole yard. There would be room then to remodel the yard, but that would be a very great undertaking indeed.

585. If you continued the present arrival platforms; if you did not extend them further to the west by taking in a portion of Regent-street, you of necessity would be compelled, even though you widened the station and the approaches at the tunnel, to cross over from one road to another? Yes. 586.

- H. Deane.
3 Mar., 1897.
586. The frequent crossing of engines would exist then almost as badly as it does now? Yes.
587. *President.*] If Redfern became only a station through which the trains passed, the terminal station being removed elsewhere, it would be no difficult matter to equip Redfern with the traffic going on so as to serve for a great goods station? If Redfern were left merely as a passenger station—a station of considerable magnitude, but still only a wayside station—there would then be room for the expansion of the carriage sidings and the goods, both of which are required.
588. *Mr. Hoskins.*] If the tunnel were widened considerably, of necessity you must widen the approaches to it, and therefore you would have to resume a good deal of land and house property in Regent-street, and further on towards Eveleigh? Yes; there would be a great deal of land to be resumed.
589. Do you not think it would be quite as expensive to widen the tunnel as desired and to resume all the land required for improving the approaches to the tunnel as to make a terminus in Park-street where so little private land would have to be resumed? Yes; I am quite of opinion that the cheapest arrangement in the long run is to bring the station into Hyde Park—to St. James' Road rather than to Park-street—and to provide for the loss of any public recreation ground in some way.
590. You entertain very little doubt, I suppose, speaking without having examined the matter minutely, that it would cost twice as much, if not more, to resume the land, widen the tunnel, improve the approaches, and make a wider road, than to take the railway across Belmore Park and skirting Hyde Park to take a small portion of the park? Yes; that is to say, to re-arrange the whole station yard and to provide the accommodation which is proposed in Hyde Park.
591. *Mr. Lee.*] After that was done it would then only be a temporary station? Yes.
592. It would not meet the requirements of a great terminal station? No, and it would be only sufficient for just a few years.
593. You have now exhausted, from every point of view, the question of the probability of extending Redfern yard and making it answer the purposes of a terminal station? Yes.
594. You are clearly of opinion that whatever decision the Commission may come to it is very clear that there must be a removal from Redfern? Yes.
595. Are you very clear about that question? I am quite convinced of that.
596. *Mr. Hoskins.*] I suppose you are of opinion that with the probably increasing traffic at Redfern there will be a great danger attendant upon working the traffic? Undoubtedly.

James Powell, late Collector of Customs, sworn, and examined:—

- J. Powell.
3 Mar., 1897.
597. *President.*] You were Collector of Customs for New South Wales for many years? Yes.
598. You are a Commissioner of Customs at the present time? I am.
599. The Commission will be obliged if you will be good enough to state your views as to the distribution of goods for export and import—that is, products and ordinary commodities? The quantity of goods sent direct to the country is and has been for many years very small. Sydney is a distributing depôt, and the houses outside Sydney importing directly from Europe and other countries are but few. I think the direct importations for the country are so small as to be scarcely worth consideration. The goods from the country—that is, wool and produce generally other than agricultural produce—do not go direct to the ships. I find that it is almost an exception for wool to be sent direct to vessels for transport. If the Commissioners wish to have more accurate information on this subject they should examine the master carriers, such as Shortland & Sons, Mr. James M'Mahon, the Suttons, Permewan Wright & Co., Wright, Heaton, & Co., and Mr. John Meloy; but certainly, as far as the goods shipped to the interior are concerned, I think that where we have direct shipments they are mostly transmitted by water—that is to say, to the Hunter or the Richmond Rivers.
600. But they all become broken packages? They come as original packages and the bulk of them goes to the Hunter.
601. *Mr. Lee.*] I suppose the largest item of export would be wool? Yes.
602. Is it not the practice for wool to come to the city as the depôt, to be there sorted, classed, offered for sale, and, as a general rule, exportation takes place when the producer fails to get a market in the Colony? That is more frequently the case now than it was years back.
603. Is not Sydney becoming more largely a sale depôt for the produce of the country? All statistics go to show that.
604. That of itself would necessitate the wool being conveyed to the warehouses to be dealt with? That is so.
605. It is sent to its destination by the respective buyers? Yes.
606. You know that more than three-fourths of our wool is exported to London by the second-hand man rather than by the producer? That is so.
607. Would not that prove the fact that the wool has to be dealt with in the city in some warehouse? It has to be, for the purpose of sale, and also for dumping and preparing for shipment.
608. That would preclude the possibility of the wool coming direct by train, and being taken to the ship's side? I am of that opinion.
609. Have you given any consideration to the question of the Government resuming the wharfs on the western side of the city, and constructing a railway round there for the purpose of dealing with the goods traffic to and from the shipping? If with a view to feed the railways, I think the time is not opportune. I do not think the time has arrived for it.
610. If the imported goods have to go into the warehouses for distribution it is not likely that they will be put on the railway? No.
611. They will be conveyed by dray from the ship's side to the warehouse, and the bulk of the wool traffic will be dealt with in the same way? Just so.
612. Therefore, it would appear that there would be very little traffic for a railway if constructed round that portion of the city for that purpose? That is the view I have always taken of it.
613. You have had an extended opportunity of judging of these things? I have had forty-four years' experience of it.
614. You have been able to watch the growth of the trade of the port? Yes.
615. Do you think there is an inclination on the part of the producers to more largely use the port of Sydney than they did a few years ago? I do; I think the railways have helped it.

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616. The more the railways have been extended, the more the produce has come here? Sydney has benefited.
617. I suppose Sydney must now be looked upon as really a depôt for the country? I think so.
618. For other than coal? Yes.
619. What would best facilitate the receipt and despatch of goods and produce in the shape of a city railway extension;—do you think it is necessary to extend the railway to the city for the goods traffic? I do not.
620. Do you think it is necessary, in the interest of the passenger traffic, to extend it? I do not feel myself competent to offer an opinion on the subject.
621. Will you confine yourself to the goods traffic? If the goods have to be removed by dray there is no more expense for a long distance than there would be for a short distance. The handling of the goods increases the expense.
622. If goods have to be handled it will make very little difference in cost whether they are handled from Darling Harbour to Mort's buildings, or whether they are brought from Miller's Point Wharf to Mort's buildings? I do not think there would be any difference in the cost of dealing with them.
623. Therefore it would be impossible to expect a revenue to be derived from the goods traffic on a railway along the western side of the city? I see no possibility.
624. Nor do you see how it is going to facilitate the export of the produce? I do not; that is altogether apart from the resumption of wharf frontage.
625. What I want to get at is whether you, after your very long experience, think that the trade of this port could be facilitated in any way by the construction of a line of railway along the western side of the city? I do not.
626. *President.*] If the Government purchases the wharfs on the eastern side of Darling Harbour, and subdivides them, and puts a railway down adjacent to them, and resells them, would it in your opinion be a profitable operation to the State? I think not.
627. You think the operation would end unsatisfactorily, from a commercial standpoint, to the Government? From a commercial standpoint, I believe the Government would be large losers.
628. Why? Because the merchants, and those who would receive payments for their wharfs, would compete with the Government in other parts of the harbour.
629. *Mr. Hoskins.*] Suppose that the Government wished to let these resumed wharfs to private individuals, do you think the Government would be able to get a rent sufficient to pay the interest on the money they had paid for the wharfs? I do not; the rents are being reduced at the Circular Quay.
630. *President.*] You have spoken so far with regard to the present trade of Sydney? Yes.
631. Do you see any probability in the near future of such an expansion of the import trade as would alter your view as to the value of joining the harbour with the railway system—is trade likely to alter in any way? As cities increase in population, and new cities are created, I believe the distributing trade of Sydney will decrease.
632. As the towns inland become larger they will indent more? They will draw their goods direct from the old country.
633. Is that going on to a very great extent? To a large extent, but not to a very great extent.
634. Can you give us any idea of the percentage? No; I do not think anyone can do that.
635. Is it a quarter of the goods? Nothing like it.
636. Is it 10 per cent.? I could not arrive at it at all.
637. *Mr. Wright.*] It is not more than 5 per cent.? I have no statistics to work on, but I am sure it is very small. If you say it is 5 per cent. I am quite sure you are within the mark. I wish to make a few observations as to the possible trade of the future. I believe as the country increases, the importations will not increase in proportion to the increase of population. I believe that we shall manufacture our own goods, and that we shall not be so dependent on foreign countries as we now are. I do not speak of any fiscal policy.
638. *Mr. Lee.*] You think that as the population of the country increases we shall supply our wants more than we do now? Yes.
639. And that a railway will not be required to the wharfs to take the stuff away? No.
640. *Mr. Wright.*] Is it within your knowledge that the large firms which existed in the interior are gradually disappearing? From my experience they are disappearing. We had more large firms in the country twenty-five or thirty years ago, I think, than we have now.
641. So that, instead of the distribution taking place in country towns, owing to the railway facilities, it takes place in Sydney, and it has decreased in large country towns? I think so; or the large firms in the country have absorbed the smaller.
642. Such a firm as the firm of Dickson Bros., of Mudgee, has ceased to exist, and no firm has taken its place? Yes.
643. The large firm of Webb & Co., of Bathurst, is now doing a comparatively small business? Yes; in direct shipments.
644. It is the same with Dalton Bros., of Orange? Yes.
645. It does not appear likely that direct importations to country towns will largely increase under any circumstances? The importations will continue, as Sydney is, and will continue to be, a distributing centre. It affords an opportunity to people in the country to keep a smaller stock and to work their business with a much smaller capital.
646. The inference is that there will be a diminishing quantity of goods going direct from the ship to the railway? That is the view I take.
647. From your experience as Collector of Customs, has there been ample wharfage accommodation in this port? I went into the question before a Royal Commission some years ago, and I see no reason to alter the opinion which I then formed, namely, that the wharfage accommodation is quite ample for the trade of the port.
648. That has been your experience for some years past? It has.
649. In the rush of our business, notably in the wool season, has the wharfage accommodation, as far as your knowledge extends, been sufficient to meet requirements? I have never heard any complaints about lack of accommodation.
650. You are aware that recently additional wharfage accommodation has been provided at Pyrmont by the railway authorities, and that they contemplate providing further accommodation at Darling Island? Yes.

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651. Is there any likelihood in the near future—say, within the next quarter of a century—of the wharfage accommodation of Sydney being largely deficient to accommodate the shipping? Things have altered very much. The running of the lines of steamers has made a very great difference in the trade of the port. These vessels take up berths at Circular Quay or Woolloomooloo Bay by arrangement with the Government, and supposing that each of the lines has two ships a month running, that throws out of employment a corresponding number of the sailing ships which we had years ago, and which used to take a very much longer time to discharge their cargoes. These big steamers will put out a cargo in from twenty-four to forty-eight hours. In the old times the ships were at the wharf for a month and sometimes six weeks discharging; so that far less wharf accommodation is required to get through the work than was wanted years ago.

652. The advent of large vessels, taking from 12,000 to 16,000 bales of wool in place of the vessels which took 4,000 or 5,000 bales of wool, has diminished the wharfage accommodation required at the port? The necessity for wharfage accommodation is diminished by the rapidity of loading. Statistics will show that the sailing tonnage is decreasing almost year by year, and that the steam tonnage is increasing.

653. As a matter of fact, the ocean liners—the P. & O. boats, the Orient boats, the Messageries boats, German Lloyds boats, and the Anchor & Gulf lines—are practically capable of doing all the trade of this port? They do the bulk of the trade.

654. For this purpose there already exists ample wharfage accommodation? The bulk of the oversea trade is done by the Government wharfs at Circular Quay and Woolloomooloo Bay.

655. Do you happen to know if the wharfs round towards Miller's Point—Smith's wharf and Moore's old wharf—have been much employed of late years? I have had no opportunity of knowing what they are doing. At one time I was secretary to the Wharf Association, and had to do with wharfs. I do not think they are fully employed.

656. So that there is at all times in Sydney a certain amount of wharfage accommodation over and above its requirements? Always, and a very brisk competition to get the ships.

657. Has not there been a very large discount paid by wharf owners? I do not know what the discounts are now; but in my time, that is eighteen years back, 75 per cent. was the maximum allowance.

658. Is not that proof positive that the wharfage accommodation at all times has been more than abundant? Most undoubtedly; no better evidence can be given.

659. If the outward and inward trade of Sydney were to increase by 25 per cent., do you think that there would still be wharfage accommodation for the trade? There would be ample accommodation on the eastern side of Darling Harbour, and with the increased accommodation at Woolloomooloo Bay I think there would be quite sufficient for the Government work.

660. At the present time, do you think it would be wise for anyone to build wharfage accommodation as a commercial speculation? I do not think so.

661. As it would not be wise for a private individual to do so, therefore it would be unwise for the Government to do so? That I cannot say.

662. From a commercial point of view, if it would not pay a private firm to build additional wharfage accommodation, it would not pay the Government to do so? The Government do not charge themselves anything for the capital.

663. If they treated it from a commercial stand point would it pay them? It would leave a loss.

664. No railway system which could be devised would prevent spirits and other dutiable goods from going into bond? Under the present tariff the bulk of the goods would go into bond under almost any circumstances, because there are no inland country bonds.

665. Have you ever taken part in the agitation to extend the railway from Redfern to the deep waters of Port Jackson? I have had nothing to do with it. As a public officer I have always abstained from taking part in any agitation.

666. But there was a time when you were not a public officer? I never interfered with the matter; I had a fixed opinion which I have not seen reason to alter.

667. *Mr. Humphery.*] Has there been a large increase of inward and outward tonnage during the last ten years? A very considerable increase. The figures showing the commerce for last year will be published almost immediately by the Government Statistician. There has been a gradual increase every year for the last ten years.

668. Notwithstanding the increase, there has been always ample wharfage accommodation? In my opinion, yes.

669. You have expressed an opinion that in all probability our imports would not increase to any large extent in the future, owing to the probability of our being able to supply our own wants;—now, judging from past experience, would not the exports largely increase? I presume, and hope that the exports will increase with the increased prosperity of the country.

670. Having regard to the probable increase of our exports, would any advantage arise from connecting our railways with the various wharfs and distributing centres? I take it, as far as we know at present, by selling wool in Sydney, or having the opportunity to sell wool in Sydney, the producers have a chance of testing two markets, and they can elect which they will sell in; but generally, in order to do that, they store their goods for inspection. The wool must go into a store to be handled and dealt with before it is shipped, and therefore a railway would be no advantage to the shipper.

671. Your view is, that the connection of our railways with the various wharfs would not be sufficiently beneficial to justify the expenditure for either the import or export trade? That is my opinion at the present time.

672. *Mr. Lee.*] The articles of produce which it would appear possible to be exported direct from the railway by ships are grain, frozen meat, butter, minerals and fruit? Yes.

673. Are you sufficiently acquainted with the railway connection with Darling Harbour and Darling Island to be able to say whether enough accommodation is available there to carry on that business? I think more than sufficient.

674. If it were necessary to run these things down by train to the ship's side, the wharfage accommodation already exists? Yes.

675. I think the Collector of Customs licenses some barges to carry railway trucks—to carry goods generally? Yes.

676. Are not railway trucks of frozen meat conveyed from the head of Darling Harbour to the Pastoral Finance Co.'s stores at Kirribilli Point? I think they are, but the Collector of Customs has no control over the meat.

677. The frozen meat is transferred from the trucks into the ships? So I understand.
678. If the P. and O. boats, and other large boats, have their wharfs at Circular Quay, it will be quite possible for them to bring their frozen meat alongside in a truck on a barge and put it on board? No difficulty about it at all.
679. *Mr. Humphery.*] You stated that the various lines of mail steamers could nearly do all the trade of the port;—could you say what is the proportion of these mail boats to the whole of the tonnage arriving here? If I referred to public statistics it would be misleading, because these large vessels only bring a portion of a cargo to each port. Although a vessel may be of a very large tonnage, she may only bring a small tonnage of goods to this port—she may bring only 200 tons.
680. In replying to Mr. Wright's question, you were only considering the tonnage of vessels, and not the tonnage in connection with the trade of the port? I kept that in mind also.
681. Are we to understand that that tonnage exceeds all other tonnage? It is superseding the sailing vessels. These liners make three trips to a sailing ship's one trip, possibly.
682. What you wish to convey is, that the wharfage accommodation at the port will be increased because these steam vessels will put out cargoes perhaps three times in the year to an ordinary sailer's one cargo, and therefore the wharfage accommodation does not require to be increased in proportion to the increase in the tonnage of the port? That is so.
683. Can you speak as to the number of sailors entering the port, as compared with the number of steamers? The information is given in the Statistical Register. Speaking from memory, the steam tonnage is larger than the sailing tonnage.*
684. Not the steam tonnage but the number of vessels? The steam tonnage and the number of vessels would be shown.
685. Is that the experience of Newcastle also? No; at Newcastle the bulk of the tonnage is sailing ships. I do not mean intercolonial traffic but oversea traffic.
686. Your advice would apply to Port Jackson only? Yes.
687. *Mr. Hoskins.*] Although the steam tonnage has largely increased, and may still further increase where they can get valuable cargoes like wool, there are cargoes of minerals and other things requiring low rates of freight, which will always use sailing vessels—such as cargoes of shale and ores? Yes.
688. *Mr. Fegan.*] You spoke of the probable loss which the Government will sustain if they resume the private wharfs;—is it not a fact that the Government wharfs are paying well? I cannot say, because I do not know what they cost. I went into the question once, and I found that there had been an enormous outlay at Circular Quay. I went back to the time when the wharf was extended under a contract with Mr. Randal. That was a very heavy expense, and year by year money has been spent on the Quay. If an account were made out I am afraid that there would be a very large loss on the Quay as a commercial matter.
689. I understood you to say that you returned 75 per cent. of the wharfage dues to sailing vessels? I did in a few instances during the time I was secretary to the Wharf Association, but the rates were higher at that time.
690. You do not think the wharfs at North Sydney would compete successfully with wharfs at Circular Quay? I think they might do so. Steam punts and lighters would bring the goods across from the ships.
691. Do you think that they could compete under present conditions, seeing that the ships can lie alongside the wharfs without requiring lighters or tenders? Suppose the Government maintains a high rate of wharfage it would pay anyone to compete with them.
692. I think you will admit that in a commercial fight the Government would be able to retain their position as against private wharf-owners? If the Government competed, of course they would.
693. If it came to a question of returning one-half or three-fourths of the wharfage dues, private owners would not stand in a very good position? The Government could lower the rates, as they have done already. I am better acquainted with the English practice in London. The Government have nothing to do with the wharfs; the dock companies provide the accommodation. But even there outsiders compete with the companies; they put the goods into small steam lighters, and they land them at wharfs on the Thames, and at less rates than the dock companies' charge.
694. The rates are more excessive there than they are here? I think some of the rates are very heavy; but you have to look at the value of property there.
695. A few years ago there was an agitation against some of the most powerful dock companies because of the excessive rates they charged? Yes; and they lowered the rates. The dock companies are about the worst paying speculations a man can go into in London. I think the less the Government interferes with these matters the better.
696. *President.*] Do you think there is anything else which it would be of importance to the Commission to know? I am not aware of anything.

J. Powell.
3 Mar., 1897.

FRIDAY, 5 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
The Hon. DANIEL O'CONNOR, M.L.C.
HENRY CLARKE, Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
FRANK FARNELL, Esq., M.P.

Captain John Jackson, Manager of Public Wharfs, made an affirmation, and was examined:—

697. *President.*] You are the Manager of Public Wharfs? I am.
698. You desire to hand in a return? I wish to hand in a return showing the earnings of the public wharfs for the year 1895. The total is £16,434 7s. 11d. [*Vide Appendix.*]
699. What wharfs have you in Woolloomooloo Bay? Only Cowper Wharf.
700. What wharfs is the Government erecting there? Two berths on the eastern side where the land was resumed.

Capt. J.
Jackson.
5 Mar., 1897.

701.

* NOTE (on revision):—1876, sailing vessels, 1,512; steam, 801. 1894, sailing vessels, 689; steam, 2,270. 1895, sailing vessels, 706; steam, 2,415.

Capt. J.
Jackson.
5 Mar., 1897.

701. How many berths will you have there when the work is complete? Nine when the whole of what is in contemplation is complete.
702. Does that embrace the whole of the eastern side of the bay and the southern shore? Yes.
703. Where the southern shore takes a bend to the north and on to the rowing-shed will also be available some day for wharf frontage? Yes, to about the Corporation Baths.
704. How many berths could you have then in Woolloomooloo Bay? I think it would give about four more.
705. For first-class ships? They would be large berths, fit for the largest ocean-going boats coming here.
706. Is there ample room there? Yes; we could get any depth by dredging.
707. Between the Domain gates and Fort Macquarie, is there an area available for berths? Not very much.
708. Is it a suitable place for shipping? A part of it.
709. How many berths could be put in there? One good berth.
710. What berths have you in Sydney Cove? Including the P. and O. berth, there are seven berths; one is not quite completed.
711. Does that include the whole of the Government land? No, not the late A.S.N. Co.'s wharf.
712. What berthing-room is there there? It is being reconstructed; there will be five berths there.
713. How many berths does that give you in Sydney Cove? Thirteen altogether.
714. Following down the eastern side of Darling Harbour, right to the southern termination of the Darling Harbour bay, has the Government any wharfage accommodation? Not on the eastern side.
715. On the western side, how many berths have you as far the bridge? Eight berths.
716. You have eight berths inside Darling Harbour, suitable only for small vessels? Yes, to the southward of the bridge; but they are suitable for very large boats, too.
717. If the wharfs are properly constructed, what berthing-room will you have there? You could berth four very large ships and four medium-sized ships. You could berth eight ordinarily-sized ships there of, say, 2,000 tons each.
718. Between the northern side of the bridge and the wooden jetties running out into the harbour, what berthing-room have you there? There are three berths on the eastern side—that is, between the jetty and the bridge.
719. What have you at the jetties? The berths include the eastern side of the eastern jetty.
720. What, in addition, is there? There are three large berths and one smaller one.
721. The three berths to the north of the wharf include the land between the bridge and the land side of the jetty on the eastern side of the eastern jetty? Yes.
722. How many more have you at these jetties? Taking from the bridge, six large berths and one small one.
723. The Government has resumed a large portion of land, extending from these wharfs to the western side of Darling Island? Yes.
724. What room will you have there when the proposed scheme is completed? About twelve large berths.
725. No small berths? The small berths would come in between the jetties.
726. That includes the whole of the Government property, including the places where the ferries are carried on, and the frontages to those areas which are laid aside for public recreation? Yes.
727. Your statement, is that there is a possibility, without interference with private land, of thirteen berths being provided in Woolloomooloo Bay, one berth on the eastern side of Fort Macquarie, twelve berths in Sydney Cove, four large and four medium berths on the southern side of the bridge in Darling Harbour, and three berths to the north of Pyrmont Bridge and embracing the eastern side of the easternmost jetty, three berths and a small one at the jetties, and twelve berths between these wharfs and Darling Island for large boats, and also accommodation for the small ones? Yes.
728. Is there enough trade to keep all your wharfs employed? Not all the year round.
729. Is there any time when the Government wharfs are not sufficient to do the trade? Yes, between four and five months in the year.
730. How many more wharfs would you have required to accommodate them this year? I could have done with four more berths.
731. Therefore, if Woolloomooloo Bay had been available and in a suitable position you would, with these extra wharfs, have had sufficient to do the trade for this year? Yes, ample.
732. And those extensions which we have described round Darling Island and Woolloomooloo Bay appear to be sufficient for a very considerable time? I should say for thirty years. It is an immense area.
733. You make that statement after full consideration? Yes; ships are getting so much larger, and they carry immense cargoes.
734. Are you always fully equipped? Well equipped—equal to any wharf in the world—except at Pyrmont wharf.
735. They are shipping coal at the jetties at Pyrmont? Yes.
736. The coal trade there is regarded as temporary? Not that I know of.
737. There must be some alterations for the coal trade, either at these jetties or elsewhere? Yes.
738. Can you suggest a new site for the coal trade? I have not thought of the subject, but I will communicate my views to you in a few days.
739. Have you any suggestion to make in regard to wharfs for the export of wheat? I believe within a very few years the whole of the export trade will go from Darling Island.
740. It is ample for thirty years ahead? From the present Pyrmont wharf to Darling Island, including the island, will be ample for the next thirty years, if it is properly equipped.
741. The only drawback to the port at the present time is the unsuitability of the coal-loading appliances on the jetties at Pyrmont? Yes.
742. That is all that is wrong, in your opinion? Yes; my idea is that in a very few years all the Government wharfs in Woolloomooloo Bay and at Circular Quay will be wharfs for nothing else than importing, and Pyrmont wharf, including Darling Island, will be used exclusively for exporting.
743. Would it be an advantageous thing to connect Woolloomooloo Bay with the railway system? I do not think it would be wise to connect Woolloomooloo Bay.
744. You see no great advantage in bringing the railway closer to the port than at present? No.
745. Do you believe that the connection with the western side of the harbour is sufficient for this purpose? I think so.

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746. With the large wharfage you have at Woolloomooloo Bay, ought a railway to Woolloomooloo Bay be constructed at once, or had it better be delayed? I think it will admit of delay.
747. *Mr. Lee.*] The revenue derived from the Circular Quay wharfs for 1895 was £32,000? Yes.
748. What interest does that represent on the capital? I am not able to say. I tried to get the information this morning, but I am informed that it will have to be obtained officially from the Treasury.
749. What are the working expenses of Circular Quay? I can give you the expenses as far as my Department is concerned. I do not know what the dredging might cost.
750. Will you state the annual expenses of the working of Circular Quay? I will have to refer to the Estimates before I can answer the question.
751. Are all the berths from the North Shore horse-ferry right round to Dawes Point permanently let? No.
752. How many berths are vacant? Only one of the large berths. It is the one at the south-eastern corner of Circular Quay. It is used for general purposes—that is, for sailing ships.
753. The berth is only casually let, as it is required for a sailing ship? Yes.
754. I suppose there are times when the berth is vacant? Yes; particularly in the dull portion of the year.
755. I suppose we may draw a great distinction between a permanent rental and a casual rental in this way—that is, in the wool season this berth will be fully occupied by sailing ships? Yes, and by steamers.
756. But there may be four or five months when there will be only an occasional vessel? Quite so.
757. The rented wharfs would be paying the same revenue every month throughout the year? Yes; but we collect the wharfages, which vary according to the quantity of a ship's cargo.
758. Any others? Yes; the old A.S.N. Company's wharf, which is being reconstructed. The old jetties, which are completely rotten, are being taken up. They are doing half of it this off season, and the other half will be done next year.
759. That means the erection of new jetties and new sheds and the deepening of the water to admit of large vessels coming in there? Yes.
760. How many berths are vacant there? When it is completed there will be no berths vacant, because they are all bespoken.
761. Are there any others? Not at Circular Quay.
762. Would that casual berth be suitable for berthing a line of large steamers? Yes; it is the longest berth at the Quay.
763. Is it capable of accommodating ships equal to the Orient and the P. and O. boats? Larger ships.
764. If any company wished to get a permanent wharf they could? Yes. It is 560 feet long.
765. These wharfs are let on an annual rental? Yes; an annual rental is paid in lieu of the usual tonnage dues which would otherwise be paid.
766. Do you collect the wharfage rates? We collect all wharfage inwards and outwards.
767. You get the rent and the wharfage on the stuff exported and imported? Yes.
768. At the vacant berth I suppose they pay tonnage rates and wharfage dues? Yes; the ship pays the tonnage dues, and the consignees either inward or outward pay the wharfage dues.
769. In fixing the rental of a wharf at Circular Quay, how do you arrive at what is a fair charge? We calculate how much tonnage dues a ship would have paid in ordinary circumstances. If she had been charged ordinary tonnage dues she would not have had an exclusive right to the wharf. We charge so much extra in order that the company should have an exclusive right to a berth. The calculation was worked out three years ago. I think the Orient Company would have paid between £1,500 and £1,600 a year in tonnage dues.
770. For having the absolute right to so many feet of wharfage they pay a percentage over and above what they would pay in tonnage dues? Yes.
771. Is there any growing desire on the part of shipowners to secure additional berths at Circular Quay? There has been of late. The E. and A. Co. go there for a berth and pay the ordinary tonnage dues, but they have not an exclusive right to the berth. When they are not using the berth I can use it for any other purpose.
772. If they desired to get an absolute right to the berth could they rent it? Yes.
773. It suits their business arrangements not to rent it? Just so; it is cheaper for them not to rent it.
774. Is the tendency of the export trade to concentrate itself at Circular Quay or to divide itself at Miller's Point and round Darling Harbour? I think it has a tendency to go over towards Pyrmont.
775. Why? I could not say why; but for years large warehouses have been built at Pyrmont, and I presume it is for the convenience of getting the wool in there for sale. I do not know of any other reason.
776. You know pretty well how the goods are handled which come here from the country? Yes.
777. Suppose a railway were built along the western side of the city and the wharfs became Government property, do you think that a large percentage of the produce of the country could be taken direct to the ships and be sent straight away? No.
778. Why? Wool, for instance, has to go from the railway into the warehouses to be sorted and sold. Then, after the auction sale is over, it has to go from the warehouses to the dumping-places, and then it has to go on board the ships.
779. In other words, it is a product which has to be handled and dealt with before it is shipped? Yes.
780. Wool, I take it, is the largest item of export? No doubt.
781. Consequently it will bring the largest amount of traffic to the railway? Yes.
782. Taking the items which may be shipped direct, such as grain, frozen meat, minerals, and butter, have you seen any of these dealt with directly? I have seen frozen meat dealt with.
783. Will you be good enough to say how it is dealt with at the present time? I do not know how it is dealt with before it comes from Riverstone.
784. Is it the practice to freeze meat in the country? I cannot say.
785. Is it not nearly all frozen in Sydney? I think so.
786. How do they deal with it here? They take it in ordinary carts from the freezing works and bring it alongside the ship—even the Orient Co.'s boats—at night-time; and so they do at Pyrmont wharf and at McIlwraith's wharf—in fact, all the frozen meat is shipped in the way it is done in Darling Harbour.
787. Do Geddes' freeze their meat at Kirribilli Point? It comes from the country in a railway truck which is put on a punt at Pyrmont wharf and taken over to North Shore.

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788. If that is possible would it not be equally possible to bring that car on a barge to the P. and O. or the Orient wharf, or to Woolloomooloo Bay, and ship the stuff direct out of the cars on to the boats? It is possible, but I think it would be more expensive.
789. The frozen meat is transferred to ships in this way by ordinary vehicles as well as by refrigerating cars? Yes.
790. Does that appear to be ample for the business;—do you think it is retarding the business? The only complaint I have had—and that was only a few days ago—was received indirectly from the Riverstone Meat Works, and it was that the Railway Commissioners' objected to allow their carts to go through the railway yard at Darling Harbour, because they could have shipped the meat more quickly at Pymont wharf than by going round all the way to M'Ulraith's.
791. Is that item of export of such weight and importance that it would justify the construction of a railway round the western foreshore for the purpose of shipment? I do not think so.
792. Do you think if a railway were made there would be two trainloads of frozen meat in a week for shipment? I am sure there would not.
793. Consequently that item of export is not so large as to justify any great expenditure? No.
794. It has to depend for exportation upon the available space which can be found in the mail steamers? Yes.
795. And in the specially constructed steamers which have come here occasionally? Yes.
796. But there is no such thing as a daily exportation of frozen meat? No.
797. If it were to increase 100 times, what then? Then it could be accommodated in the new berths at Darling Island. There is no doubt that that will be the great export depôt for wool and frozen meat.
798. You are very clear in your mind that there is no justification for resuming wharfs or constructing railways to deal with that? No; I am sure they would not put it into a truck.
799. The movement of butter is very much easier than that of frozen meat? Yes; it is packed in small cases.
800. Has there been any direct exportation of grain from this Colony? Not to my knowledge.
801. If it should become an item of exportation how could it be dealt with under existing arrangements? It could go by rail to Pymont wharf, and be shipped direct from the trucks.
802. Suppose that there was a constant trade, how many ships a year could be berthed at Pymont and Darling Island, allowing ample time for a ship to unload and load? I should say 500, but it would all depend upon the despatch which a vessel would get. It would all depend on the appliances and the despatch.
803. Do you think that will be sufficient to deal with the trade of the port for the next twenty-five years? I have no hesitation in saying yes. I do not suppose the Colony will go ahead any faster than it has done during the thirty years I have resided here.
804. Suppose that got filled up, would it then be possible to fall back upon Woolloomooloo Bay if it were all wharfed? Yes.
805. Which would give almost as much accommodation as the two places you have spoken of? Yes.
806. Practically for twenty-five or forty years ahead the Government has ample accommodation for the shipping to take the produce of the country? I thought I was very much within the mark in saying thirty years.
807. Is that your opinion? It is my opinion.
808. I suppose it would be very difficult to calculate the cost of resuming all the wharfs along the foreshore? I think so. I have given some thought to this question, and it seems to me that if the Government resumes all the private wharfs it will unhinge all the importing and exporting business for years. It affects not alone the wharfs, but all the warehouses. It seems to me that if the Government resumes all the wharfs it will have to act for a certain time as a middleman between the producer and the consumer.
809. Is there not existing among the wharf-owners a system of differential or graduated rates? As far as I know the Wharf Association charges full rates. An agreement was made some years ago that no refunds should be made, but there are wharfs outside the Association which do give very large rebates—50 and 60 and even 75 per cent.
810. *Mr. Humphery.*] Are they important wharfs? Yes; they take a very large number of import ships, and some of the export ships as well.
811. *Mr. Lee.*] If the Government resumed these wharfs it would be necessary to make a rate for wharfage or tonnage or fix a rental or have some uniform rate? The Government has that now.
812. If the Government once departed from that and began to make differential rates I presume the wharfage business would result in endless confusion? Not always.
813. Is there not a class of trade carried in ships of a cheap and unimportant character where they cannot afford to pay heavy tonnage or wharfage rates? Yes, there are goods on which the wharfage is very heavy.
814. Where they will have to go to some remote part of the harbour to get cheaper wharfage accommodation? No. It is not the unfortunate importer, but a ring in London that gets the benefit of the refunds, so I understand.
815. Suppose that all the wharfs on the western side were resumed, is there not a class of small shipping trade which would not be able to go to these wharfs? There are all the coasting traders and the different companies which have a fixed business; it would unhinge the whole of their business.
816. *Mr. Wright.*] They pay no wharfage? It is added into the freight in most cases.
817. *Mr. Lee.*] Do you think the Government should resort to that sort of business? I do not.
818. Do they resort to that sort of thing at Circular Quay? No.
819. It is not likely that the State could pursue any such underhand policy as that? No. In order that you may not be under a misapprehension, let me add that I have recommended a refund of the wharfage on the wheat coming from California. If I had not done so, the wharfs outside the Wharf Association would have taken my business away; and the railways besides the wharfs would have been losers.
820. Do you think that if the Government were to resume the western wharfs and put them in a good state of repair and keep them well equipped, and construct a railway at the back of them to convey the stuff to and fro, it would attract any more shipping to them than goes there now? No.
821. *President.*] Which, in your opinion, is the more valuable wharfage frontage in Sydney—Sydney Cove, Circular Quay, or Darling Harbour, embracing also Miller's Point to the north and that area abutting on the bridge to the south. Taking it foot for foot which is the more valuable? Circular Quay.
822. Is it twice as valuable? Yes.

823. Would it rent for twice the money taking it right through? I think so.

824. You cannot tell us exactly what it cost you to earn £32,000 at Circular Quay in 1895? I think it cost about £2,500.

825. The distance embracing Miller's Point and Darling Harbour, right to the end of the harbour, is twice the area of Circular Quay? I think so.

826. If your calculation be correct, then the gross earnings of that extent of foreshore, if it were in the hands of the Government, would be £32,000? Yes.

827. *Mr. Roberts.*] What allowance did you make on the Californian wheat? Thirty per cent.; if I had not done it, I should have lost some thousands of pounds.

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TUESDAY, 9 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Captain John Jackson, Manager of Public Wharfs, further examined:—

828. *President.*] You have obtained some information which was desired by the Commission on Friday? I beg to hand in a return showing the cost of the management and collection of the revenue for the year 1895. [*Vide Appendix.*]

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829. Does it show the interest on the capital expenditure on each wharf? No; that information is being prepared.

830. *Mr. Hoskins.*] Have you the cost of all the Government wharfs? The Treasury is getting that information prepared, and I am preparing the whole of the revenue returns since 1874.

831. *President.*] Will you be good enough to give the figures for each wharf? In 1895 the cost for Circular Quay was £2,201 19s. 6d; for Cowper wharf, £667; for Pyrmont wharf, £583; for Darling Harbour, £314 4s.; for Blackwattle wharf, £354; for Byron Bay, £125; for Woolgoola, £125; for Coff's Harbour, £125; and for White Bay, £65. I may state that the cost of the collection in the case of the two wharfs to the northward is more than the revenue—the cost exceeds the collection by about 50 per cent.

832. You were asked to consider the respective values of the foreshores of Sydney Cove and Darling Harbour, right from Miller's Point to the end of the harbour, for leasing purposes, and to submit a comparative statement based on what is obtained by the Government for the Sydney Cove wharfs, to enable us to form an opinion as to what may be reasonably expected from the wharfs from Miller's Point to the head of Darling Harbour? I must qualify the statement slightly. Circular Quay is of far greater value if all things were equal. Circular Quay is of the greatest value for the present trade, but some of the Darling Harbour wharfs—that is, the intercolonial wharfs—are of greater value for that purpose than Circular Quay would be, because Circular Quay or Farm Cove would never be suitable for the intercolonial trade. The whole business of the intercolonial trade is centred in Sussex-street.

833. Can you make a comparative statement, taking 4,000 feet of frontage in Sydney Cove and 4,000 feet of frontage in Darling Harbour—that is, 2,000 feet above the bridge and 2,000 feet below the bridge? It is only guesswork, but I should say that the wharfs in connection with the intercolonial trade at Sussex-street are of equal value with Sydney Cove wharfs.

834. Taking it right through, does the State get a fair return from Sydney Cove? I think so.

835. Can you make a statement as to 4,000 feet in Sydney Cove and 4,000 feet in Darling Harbour, taking an average of their respective values? There are some parts of Darling Harbour which are of very little value. There are 4,000 feet at Darling Harbour, above the bridge, not worth, I suppose, one-fourth of what Circular Quay is; but there are other parts of Darling Harbour which are—for instance, the Union Company's wharf, Huddart Parker's wharf, and the North Coast company's wharf.

836. Would 8,000 feet in Darling Harbour, taking the length we have described, be twice as valuable as 4,000 feet in Sydney Cove for leasing purposes? I think 4,000 feet of the wharfs I mentioned would be of equal value to 4,000 feet at Circular Quay.

837. Would the other 4,000 feet be one-half, or one-third, or one-fourth of the value? It all depends upon what business there is to do.

838. Is it one-half the value? I should say about half.

839. Taking the whole of Darling Harbour right through, a foot of Darling Harbour would be worth, for leasing purposes, about three-fourths of a foot in Sydney Cove? That would be it, approximately.

840. Have you taken into consideration that, generally speaking, in Sydney Cove the boats are berthed parallel to the frontage, whereas in Darling Harbour they are generally berthed at right angles? Nearly in all cases.

841. Does not that fact alter your statement in any way? I do not think so. I do not consider the boats at all; I consider the frontages for leasing purposes.

842. If it were in the hands of the Government, you think you could collect for a length of the foreshore we have described, foot for foot, three-quarters of what you get for Sydney Cove? I think so.

843. If it were resumed, could we base the returns on that proportion? Yes; I would leave the jetties out altogether.

844. Is it your opinion that if the Government were to resume the frontages to the extent of 8,000 or 9,000 feet you would get between £40,000 or £50,000 a year from the lessees, or would you get more? I think we would get £40,000 a year; but, of course, it would depend a great deal upon the business done.

845. We cannot separate your reply from the information upon which you base it? There is no basis to go on except the value of the Circular Quay wharfs.

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846. Do you consider that is a fair basis? The only basis we have is the public wharfs.
847. Taking the basis of the public wharfs, do you think it is reasonable to suppose that you would get £40,000 or £50,000 a year if the wharfs were resumed? I think so.
848. *Mr. Hoskins.*] Is it not a fact that a great many of the wharfs in Darling Harbour have scarcely a vessel lying at them for six months in the year? The principal part of Darling Harbour is taken up with intercolonial ships.
849. I mean the wharfs where the foreign vessels lie? Those wharfs are round at Miller's Point.
850. *Mr. Humphery.*] In estimating the value of Darling Harbour have you taken into consideration the fact that the jetties berth a larger number of vessels than can possibly be berthed if the vessels lie broadside on at the quay? I have thought of that; but I would rather leave the jetties out altogether.
851. How can you leave the jetties out in estimating the value of the wharf frontage? If we take Circular Quay as a basis it is all frontage.
852. *Mr. Wright.*] You have jetties at the lower end of Circular Quay? Yes; but we do not use them very much. Jetty berths are never anything near the value of a broadside berth. At a jetty of, say 35 to 40 feet, they put two vessels to discharge inward cargo. In my estimation that is not right. When two vessels discharge inward cargo at a narrow jetty the cargo all becomes mixed.
853. *Mr. Humphery.*] At Circular Quay, lying broadside on, what frontage would you require for one of the Union Co's largest boats? About 300 feet.
854. With 300 feet frontage at Darling Harbour how many jetties could you have? Two.
855. Which would accommodate four vessels? Probably.
856. Does it not follow, if you are using jetties at Darling Harbour and not at Sydney Cove, that for business purposes Darling Harbour must be more valuable to the lessees? It is of as much value I think as Circular Quay for that particular business. For the Union Company and the coasting boats in the intercolonial trade I think it would be fair to say that it would be of equal value to Circular Quay, but I do not think it would be of any greater value.
857. Is this what you wish to convey: that the rent obtained from one berth at Circular Quay would be equal to the rent obtained from four berths in Darling Harbour? As you put it, I think it is right. A large berth at Circular Quay would be equal in value to two jetties at Darling Harbour.
858. In estimating the leasehold value of the frontages to Darling Harbour, does your estimate of an annual rent of £40,000 or £50,000 include Sydney Cove, Miller's Point, and Darling Harbour? The whole of Darling Harbour, which starts from Miller's Point.
859. What properties would you include in your estimate? I would take from Smith's wharf right up to the iron wharf in Darling Harbour.
860. Upon what do you base your estimate? It is only an approximate estimate.
861. Would it not be more correct to say it is a random guess? It is very random.
862. It is not based on any figures or any knowledge? Except the value of Circular Quay. I told the Commission on Friday that I know nothing about the collections they have.
863. The opinion you have expressed as to the annual value of these frontages may be regarded as a random estimate? It is simply my own idea of what it would be.
864. *President.*] Regarding that opinion as an approximate statement of the value of the frontages in Darling Harbour, can we apply it round to Dawes Point on the same basis? Round by Dawes Point there are some very large broadside berths.
865. Is it as valuable as Circular Quay? No.
866. Would your three-quarters value still pretty well hold? Yes.
867. You were also to think over the question of broken goods and the value of a railway to the foreshores of the harbour;—can you make a statement in regard to those matters? I have made a statement as to the exports. I do not think the goods put from the ships into the railway trucks would be enough to pay for the greasing of the wheels. Nearly all the cargo which arrives here is taken to the warehouses.
868. Do you know the dray freight from the ships to the railway? It varies, but I think it is 1s. 4d. a ton now.
869. Can we take 1s. 6d. a ton as a fair estimate? I think so.
870. A comparison between the cost of 2 miles carriage, road and rail, would not be a fair one, because the route is not direct? No. It has to go to warehouses to be repacked, but of course there are a few exceptional cases where it goes direct.
871. With regard to a general principle or general expenditure, those cases are not worth considering? No.
872. We infer from your evidence that Sydney is a distributing depôt for the Colony? Undoubtedly.
873. The goods are broken here? Yes.
874. Have you formed any opinion as to which will be the best shipping depôt for coal in the port? I think Glebe Island.
875. How would you get to Glebe Island? By train.
876. If the coal has to come from Eveleigh to get to Glebe Island without passing over a bridge, you would have to turn back along the southern line some little distance? I do not know anything about the lines of railways.
877. In forming an opinion as to the best place in the harbour to carry on the coal trade you have to consider the accessibility of the place? A branch railway would have to be constructed from a main line to Glebe Island.
878. You propose, in reaching Glebe Island, to cross over a bridge near the present bridge? Yes; but I could not say where.
879. Why do you believe it is the best place to ship coal at? In the first place because it belongs to the Government, and in the second place because there is deep water. There is plenty of room for constructing shoots on the island. I think the coal could be shipped by shoots instead of cranes, which would save an immense deal of labour and cost; I mean something on the same principle as the Stockton Coal Company has at Stockton wharf at Newcastle. It saves all the hydraulic machinery and everything else.
880. In your opinion the present coal-shipping appliances in this port are unsatisfactory? Yes.
881. And after considering the question you have come to the conclusion that the best shipping place will be Glebe Island? Yes.
882. Where do you think that wheat will eventually be shipped? I think it will be shipped from the wharfs which will be constructed between Pyrmont wharf and Darling Island, including the latter.

883. Where is frozen mutton to be shipped? At the same place, and the railway will bring it to the warehouse if necessary.

884. Where is the wool to be shipped? At the same place.

885. There is ample room there in conjunction with what you have got elsewhere? Yes.

886. You regard Woolloomooloo Bay as an import bay? Yes.

887. You do not believe it is necessary to connect the bay with the railway? No; I consider Woolloomooloo Bay and Circular Quay will in a very few years be used exclusively for importing.

888. And no connection is necessary with the railway, because there will be no trade direct from the wharfs into the interior at present? No.

889. *Mr. Hoskins.*] Do you think there ever will be a large trade done through the Woolloomooloo wharfs? There is a good deal of trade done there now.

890. All you are doing now with the new wharfs is to unload broken metal there for the streets? It is past the wool season now; but Woolloomooloo Bay has been pretty fully occupied during the past season.

891. With three berths; but what about the berths which are going to be built round towards Potts' Point? Only two berths are going to be built, and I think there is a firm in Sydney which will take the two.

892. As regards the import trade and export trade of Sydney, is it your opinion that Sydney is amply supplied with wharfs, and will be supplied for many years to come? Yes.

893. *Mr. Clarke.*] In your estimate of the annual revenue to be derived from Darling Harbour, did you include the associated wharfs from Walker's wharf to Smith's wharf? No.

894. Then there would be a further income derived from those associated wharfs? I think so.

895. Do you think that Darling Island would not be a very good place to ship coal from? I think it would be a pity to put coal there. I think it will be occupied by other products.

896. Do you give any rebates on wharfages? Yes; on wheat.

897. It is the custom, I believe, for the owners or agents of vessels to receive rebates? Yes, where they can get it.

898. And sometimes something is given to the captain as well? I do not know.

899. Are you aware that sometimes as much as 50 per cent, and even more, has been refunded? I am quite sure it has been as much as 75 per cent.

900. If the Government resumed the wharfs that would put an end to any rebates? I do not think so.

901. Would the Government give rebates? No; but even if the Government did not there would be plenty of foreshore where private people would put up wharfs and give rebates and compete with the Government.

902. *Mr. Hoskins.*] Suppose that the wharfs in Darling Harbour were resumed by Government, do you or do you not think that people would start wharfs in other parts of the harbour with the view of attracting customers? Of course they would.

903. Therefore, the expectation of the Government that they would get all the trade would not be realised? No; it would pay people to put wharfs on North Shore and punt the things across.

904. *Mr. Clarke.*] Are you aware that some of the associated wharfs in certain parts of the year are almost idle? All wharfs—the Government wharfs as well as the others—are.

905. That is not the case in Darling Harbour? Not at the Pyramont wharfs, which are nearly always occupied.

906. I mean at the private wharfs? They are not fully occupied; no more are the wharfs in Woolloomooloo Bay or Circular Quay in the off season.

907. Are you aware that nearly all the private wharfs in Darling Harbour are pretty well occupied at the present time? Yes.

908. Do you think that the appliances at the private wharfs in Darling Harbour are quite sufficient for the public? I think so. Private owners seem to me to improve their properties as they are required.

909. Do the steamship companies charge wharfage in Darling Harbour? I do not think they do. In some cases they may, and in other cases they do not. I think it is generally added on to the freight.

910. Are you aware that most of the butter when it comes from the country, either by rail or sailing vessels, is sent to refrigerating rooms in various parts of the harbour, and that it is then carted to the various shipping places? Yes.

911. It would not be any benefit to the butter trade if a railway were made round the wharfs? I do not think so.

912. *Mr. Hoskins.*] Is it a fact that a number of the private wharf-owners at Miller's Point and Darling Harbour have not obtained a permit from the Government to build their wharfs in the harbour? I am not prepared to say that.

913. You do not know whether they pay any rent to the Government for the right to occupy the foreshores? I think they do; I think the Department of Lands looks pretty well after that.

WEDNESDAY, 10 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT)

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

William Thow, Chief Mechanical Engineer, Department of Railways, sworn, and examined:—

914. *President.*] What position do you hold? I am Chief Mechanical Engineer for Railways.

915. Have you any knowledge of the various schemes of railway extension before this Commission? I have no distinct knowledge of them, except what I have gathered from the press from time to time.

916. You are aware of the Commissioners' proposal to extend the railway system to a site in Hyde Park? Yes.

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10 Mar., 1897.

917. You are not prepared to make a statement on the relative merits of a surface line and a line in a tunnel? No. Generally speaking, I consider a surface line very much better than a line in a tunnel. I should always prefer a station that had not to deal with a line running through tunnels. My experience of the underground railway in London would lead me to think that where tunnels could be avoided they ought to be avoided.

918. Take, for instance, the question of a station site, and then divide that question into two, namely, the convenience of passengers and the convenience of working such a station, and then draw a comparison between an underground station and a surface station? Both the convenience of the public and the convenience of working are much greater on a surface station.

919. Why? The fact that passengers have to ascend and descend, even though you may give them the best appliances for that purpose, is an immense objection to a station underground.

920. The approach to the station is better on the surface than it is underground? Unquestionably. Then for the working of the station you have the thing before you in daylight; whereas, if you adopt a tunnel as an entrance to the station, you can see no further than the mouth of the tunnel. The simplicity of working a station in daylight, as compared with a station which is approached by a tunnel, is very great indeed.

921. Is it a very vital thing, in your opinion? For successful working, I think it is.

922. You think it is almost vital? I think so. I should consider it so if I were choosing between a station on the level and a station approached by tunnels.

923. You do regard it as a vital question? I regard it as being a most important question. I do not say that both stations cannot be worked, because we know that they can. In that sense, perhaps, the word vital would be an improper one to apply to it. We know that a station may be approached by a tunnel and still be worked; yet the difference is so great that, generally speaking, I should say the importance of a station not approached by tunnels is very great.

924. In regard to efficiency, there can be no doubt about a surface station? None whatever.

925. In regard to the cost of working, is there any doubt in regard to a surface station? The cost of working is less.

926. Therefore, in regard to efficiency, convenience, and cost of working, a surface station, in your opinion, is infinitely better? Yes. Now, let me say what I meant by approaching stations in tunnels. I am speaking upon a question which would be illustrated by an underground line such as the underground line in London, where the tunnels approach the station from each side, and where the tunnels are long and continuous. A short tunnel is an inconvenience; but then it is not an objection to the same extent that long continuous tunnels are. Another distinction; tunnels on both sides of a station must make it much more difficult to work than one tunnel on one side of the station, especially if that tunnel is a short one. I want you to understand the idea of a station approached by tunnels that I had in my mind when I was speaking just now.

927. Why will an underground station be more costly than a surface station;—do you mean that it will require more hands to work it? Undoubtedly, simply because your view is limited of the working which has to be brought in to it and taken out of it. It would require an increased number of signals, I take it, as well as an increased number of hands.

928. Would it be a serious matter to have the suburban traffic brought into a terminal station in Sydney by a great length of tunnel, say a tunnel 30 chains long? I should very much prefer to have an approach without a tunnel unless the tunnel were a long way off.

929. Is there any objection to a tunnel on the line of route not immediately contiguous to the station? It depends upon how far it may be from the station. I think, for instance, the tunnel at Redfern is a very great inconvenience. That will give you an idea of what I mean. All the traffic has to pass through the neck of a bottle as it were, just a short distance from the station, and anything of that kind must incommode the traffic.

930. Imagine a tunnel midway between the stations leaving a distance of 2,000 feet between the end of the tunnel and the terminal station? I should think it would be a great inconvenience.

931. What objection would there be to working a line with a tunnel in it provided that you had the same width of line and that it was contiguous to the station? No difficulty unless it congests the traffic. On the Hawkesbury line there is no inconvenience in having a tunnel beyond the inconvenience of increased capital cost.

932. Take the question of the inconvenience to the passengers travelling in a tunnel 30 chains long? With regard to ventilation, I do not think there would be any difficulty.

933. You could keep the tunnel clean? I think so.

934. You could construct the tunnel so that it would not affect the travelling public? Not materially.

935. How would you propose to ventilate a tunnel of that kind? That would depend a good deal on its position. There are various ways of ventilating a tunnel. An ordinary fan and other means which produce a current of air are tried. The descent of water, for instance, carrying down a current of air with it, where the natural conformation and the supply of water are suitable, has frequently been used for the ventilation of tunnels, and very successfully, too.

936. In your opinion, a tunnel, as far as the travelling public are concerned, can be sufficiently ventilated? As far as that length of tunnel is concerned, I do not think there would be much objection to it in the way of ventilation.

937. Have you travelled through the tunnels on the Illawarra line? That is a single line, and you can never get a single line tunnel clear because of its width. The tunnel in which it is proposed to carry the suburban traffic could be ventilated much more easily than a tunnel on a single line. I do not think there would be any difficulty in keeping a tunnel to accommodate four sets of rails moderately free.

938. Are there any other means by which you can ventilate a tunnel? Other means are used. Fires, for instance, are sometimes used, but it depends on the position, the conformation of the ground, and the construction of the tunnel, what means are used. I do not think there is any difficulty in finding a mechanical means for ventilating a tunnel.

939. Suppose that instead of passing through the parks with a cut and cover, or an open cutting with abundant ventilation, you were 30 feet under the park going from Liverpool-street towards St. James' Church, and the tunnel were 30 chains long, how would you ventilate it? I am not prepared at present to say what means I should adopt, but I have no doubt that mechanical means could be used to ventilate such a tunnel.

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940. There is an idea abroad in the community that the moment you enter a tunnel you suffer some inconvenience, and the question is whether that inconvenience is sufficiently great to justify huge land resumptions? I think the question is simply one of convenience to the public.

941. Why, in your opinion, is a surface line better than a line in a tunnel? Simply because you have a free open line, and you are not submitting the traffic or the public to the inconvenience of a tunnel.

942. What is the inconvenience of a tunnel? There are various inconveniences.

943. Would there be any inconvenience in regard to ventilation? That you could make the ventilation in a tunnel as pure as the outside air I do not believe, but I do believe that the ventilation of such a tunnel could be effected. In the Mount Ceniz tunnel there is good ventilation. There is no inconvenience, comparatively speaking, in passing through that tunnel.

944. *Mr. Hoskins.*] The locomotives do not burn coal? They use the ordinary locomotives, and the ventilation is very good. That people travelling through the tunnels would not prefer to travel in the open air I do not believe for a moment, but still there you have an example of ventilation in tunnels.

945. Have you ever travelled by the London and North-western Railway from London to Liverpool? Yes.

946. You are aware, I presume, that as you approach the terminal station at Liverpool you have to go through a tunnel on an incline? Yes.

947. There is very much traffic on that railway? Yes.

948. Is there any great inconvenience caused by that tunnel? I think so. I would very much prefer an open cutting.

949. Have you ever heard of the authorities of that railway saying that great inconvenience is caused by the tunnel? I am quite sure that railway people would prefer an open line. There is no railway man who would prefer a tunnel in entering an important station if he could get rid of it.

950. In the case of the underground railways in London, is the smoke in the tunnels an inconvenience? It is a great inconvenience.

951. Why? Because they cannot ventilate the tunnels to any extent; they have to trust simply to natural ventilation.

952. Why cannot they be ventilated? They have not the means of doing it without going to very heavy expense; it has never been provided for.

953. What would the heavy expense be? They would have to acquire property, put down engine-houses and fan-houses, and carry their fuel and go to a very large expense indeed for every length of tunnel.

954. If it be so expensive a thing to do in London, why is it that it may be done so simply here? Because we would have only one tunnel, I take it, to deal with, whereas there they have tunnels right along the whole route.

955. *Mr. Hoskins.*] They have air-holes in the Temple Gardens? They cut their tunnels where they are able to do it, and allow the air to pass out. There is nothing more than mere natural ventilation in those tunnels.

956. *President.*] In the underground railways in London the smoke is a great public inconvenience? The gases passing from the engine are.

957. There will be as much smoke from an engine in Australia as there is from an engine in London? Just about the same, I think.

958. There would be the same amount of smoke in a railway tunnel in Sydney as there is in an underground railway in London? Yes.

959. Unless some special trouble were taken here which has not been taken in London there would be serious inconvenience here? Unless you ventilate the tunnel by special means I think it would be a serious inconvenience.

960. Is there a special need for ventilation in London? I think so. Wherever you have a long tunnel there is a special need.

961. Notwithstanding that fact it has not been done? Not in the underground tunnels.

962. Although it has been so serious a matter, it has been regarded as wiser to allow the public to submit to the inconvenience rather than go to the expenditure of ventilating the tunnels? No. I do not think the difficulty which has since arisen was properly understood when the tunnels were made. It was assumed at the time the underground railway was inaugurated that locomotive engines could be constructed so as to confine the gases in the fire-box and smoke-box of the engine until they came to an open place, and then allow them to escape. That was the idea on which the engineers who constructed the underground railway worked, and the fact that the gases could not be confined in the engine became apparent afterwards. The tunnels have since become very foul indeed from the escape of those gases and the enormous increase of traffic which took place.

963. *Mr. Hoskins.*] I suppose you know that it is proposed to substitute electric railways under the underground railways in the metropolis? I think it is very likely that they will. The idea at the time was that they would not have to abandon the use of steam in the tunnels. Instead of allowing the steam to pass up the chimney they took it back into tanks and condensed it there, so that steam could be used all the time the train was in tunnels. The only object they had in view was to confine the gases from the fire-box in the engine, so as to prevent their emission in the tunnels.

964. *President.*] Is it a fact that in some of the recent legislation in London the Board of Trade has prohibited the use of steam, and that in a recent Act, which was obtained by the proprietors of some important underground railway, it was made imperative that no steam should be used? I have no doubt that was the result of their experience of the underground railway.

965. Of a tunnel? Pardon me, sir, not of a tunnel, but of the underground railways. You have a special system which is totally different from ordinary railway tunnels.

966. The members of the Board of Trade are presumed to be men pretty well up to date? Precisely so; but I should think that the Board would never say that no railway company was to construct a tunnel.

967. You grant that the Board of Trade did say, in connection with tunnel work for carrying passengers in London, that they should use electricity, or rather, that they should not use steam? Where they have a repetition of the underground railway, certainly I should think the Board of Trade tried to get the best accommodation for the public that they could.

968. Does it not appear to you that the Board of Trade regarded the working of steam engines for passenger traffic in tunnels, in London, as a serious matter? Judging from the experience it has had with the underground railways, I should say yes.

- W. Thow. 969. The Board of Trade has as full a knowledge of means of ventilation as it is possible for anyone to obtain? I think so.
- 10 Mar., 1897. 970. Notwithstanding that, they believe that it was unwise to extend the system of tunnels worked by steam in London? Apparently.
971. Will you explain how you can ventilate an underground railway in Sydney and not in London? I do not think you will succeed any better in the ventilation if your underground railway here is similar to the underground railway in London.
972. Therefore, if it be an underground railway in Sydney, the differences, which are sufficiently strong to weigh with the Board of Health, ought to prevent us from constructing here a railway worked by steam? Certainly. I would not recommend an underground railway for Sydney.
973. You would have no objection to a portion of the railway being underground? That would depend on the length of the portion.
974. Will you limit your length? If it was a long tunnel I think it would be an objectionable thing; but if it is only a short tunnel ventilation can reduce the objection.
975. Give us an idea between a short tunnel and a long tunnel? I have no doubt that a tunnel, say half a mile long, would be an objectionable thing, as far as the passengers are concerned; but I do not say that even a tunnel half a mile long it is impossible to ventilate.
976. *Mr. Humphery.*] Will you explain how the tunnel through Mount Cenis is satisfactorily ventilated? That tunnel is constructed with two inclines, ascending from a lower level to a higher level; they are not equal inclines in length, and towards the centre of the tunnel there is a natural draught.
977. *Mr. Hoskins.*] Have they not fires at the end? I am not quite sure that they use any other means than the natural means I mentioned; but I think they have openings near the apex of the tunnel.
978. *Mr. Lee.*] Have they an exhaust fan there? I do not think so; I do not think they have any mechanical appliances, unless it be fires.
979. *Mr. Roberts.*] Is there any difference between the ventilation of that tunnel and the ventilation of the St. Gothard tunnel in Switzerland? I have not been through the St. Gothard tunnel, but I know the other very well.
980. *Mr. Humphery.*] How is the smoke disposed of? It simply passes out with the air.
981. By what means—by openings to the surface? By the draught through the tunnel to the points where the air escapes.
982. What distance apart are the shafts? I am not sure; I do not think there are many shafts.
983. How wide is the tunnel? It is only for two pairs of rails.
984. It would be much easier to ventilate a tunnel able to accommodate three pairs of rails than to ventilate a tunnel to accommodate two pairs of rails? It would give a better chance for ventilation.
985. *President.*] The pollution of the air depends on the amount of smoke introduced into the tunnel? Yes.
986. How many trains a day pass through the Mount Cenis tunnel? I am not able to tell you just now; but it is not a very rapid traffic.
987. Would there be half a dozen trains a day? Fully that, I should say.
988. It is probable that every train entering that tunnel would go into pure air.—that the tunnel would have had time to clean itself between the departure of one train and the arrival of another? I think that is very likely.
989. Do you know the traffic which comes into Redfern? Yes; we have 300 or 400 engines passing through Redfern tunnel every day.
990. *Mr. Perry*, in his evidence, said:—"On the 29th January, an ordinary day, the total number of passengers and goods trains, and light engines, passing through Redfern tunnel, to and from the station, and Darling Harbour, was 561, and the number during the busiest hour was forty-five. On last Eight-hour holiday the number of trains increased to 701, and the number during the busiest hour of the day was fifty-two." Suppose that thirty trains an hour pass through the Redfern tunnel in the morning, that is a widely different thing to consider from one train passing through a tunnel in an hour? Yes.
991. Then the question of ventilation becomes a serious question? The adoption of a tunnel is a thing which I could not recommend, but at the same time I think there are means of ventilating tunnels which might mitigate very considerably the evil you suggest.
992. The evil would still exist? To a certain extent it would undoubtedly; but that it would allow the tunnel to be as foul as a Wollongong tunnel or the underground railway tunnels in London, I do not believe for a moment.
993. Although the Board of Trade appears to regard the question of ventilation as almost insuperable, you do not think it is? I do not think it is under certain circumstances. As far as an underground railway is concerned it seems to be insuperable, and if you have a similar case in Sydney it will be insuperable here too.
994. What is your opinion with regard to using electric engines as far as Burwood or Strathfield on the western line, and Hurstville on the southern line, and running these electric engines right into the central station wherever it may be? I do not see any necessity for it. I think it will be a great mistake to introduce two systems of traction on these railways.
995. You dismiss that idea if it carries with it the extension of electricity to the suburban lines? Yes. The evil of having two systems of traction between Eveleigh and any terminal station you may erect in Sydney will be enormous. I think it ought to be placed altogether out of consideration.
996. Do you think we could apply electric traction to the whole of the suburban traffic? I do not think it would be a good thing to do. I think it would be almost as great an evil as to have a break of gauge there.
997. It is not worth consideration, you think? I do not think there is any necessity for adopting it, as far as the Sydney traffic is concerned.
998. *Mr. Wright.*] The suburban traffic is quite distinct from the through traffic? Yes, as far as the engines and carriages are concerned.
999. You do not think we should adopt electric traction for the suburban traffic alone, leaving the through rails for the through traffic? I do not see any necessity for it. To introduce it as a novelty would be a mistake, I am sure.
1000. *Mr. Lee.*] Would it be necessary, if it were applied to suburban traffic, to apply it to the long distance

distance traffic also? I do not think it would be necessary. I think the importance of having steam traction for the long-distance traffic would certainly never bring about a substitution of electricity for steam.

W. Thow.
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1001. Why would it be as bad as a break of gauge to have an electric engine run out to Hurstville on the line on which steam traction is now used? Simply because you introduce two systems of traction instead of one. At present we can take any engine we have and put it on to any train.

1002. Why cannot you do that with an electric engine? You cannot.

1003. *Mr. Hoskins.*] If you had a sufficient number of engines you could? It would make another system. It would be worse than running tram-motors and our locomotives on the same road.

1004. *President.*] Therefore we can dismiss the question of working the suburban traffic by electricity at present? I do not see any necessity for it.

1005. *Mr. Hoskins.*] I suppose you know that a portion of the Pennsylvanian railways—a large system in America—is now worked by electric engines? I know that they have been using it on some parts of their lines, but only as a trial.

1006. But they do work them? I think they have been making experiments with it, but I do not think they have adopted it yet.

1007. *President.*] An underground system of railways may become necessary in Sydney some day; electric traction in a tunnel is not a serious matter, and therefore it may be possible to do the whole of the passenger traffic from the suburbs by means of a system of tunnels, whereas if you preserved the steam you had to have a surface line or a specially-ventilated line? I think the steam will deal with our passenger traffic on the suburban line or the main line sufficiently well for the next half century at all events. Therefore I do not see any necessity to introduce electric traction unless it be on the ground of economy, and I am not aware that there is any economy in it. Unless it be on account of economy there would certainly be no attraction in introducing electricity in place of steam, as far as I can see.

1008. *Mr. Hoskins.*] In America they hold that economy is power? I doubt that. I do not think they have got very much out of electricity on railways in that respect. What I am looking at is simply economy of working. Unless electricity can be put in place of steam, for say 90 per cent. of the money which steam costs, I do not think there is any attraction for it.

1009. *President.*] Will you state the length of tunnel which you believe can be advantageously ventilated, and which will not be any inconvenience to the travelling public? I said that a tunnel under half a mile long might be ventilated by mechanical means in a way which would not be disadvantageous to the public.

1010. Would you say more than half a mile in length? I do not know that I should. I think half a mile is quite long enough for any tunnel to be ventilated by mechanical means; but if the question were put before me as to whether I should prefer a line with no tunnels to a line with tunnels, I should say, undoubtedly, the open line is by far the better.

1011. Suppose that a surface line will cost £500,000, and a tunnel will cost £250,000, then you have the question of cost also to weigh? I can only say that an open line would still, in my opinion, be worth a very great deal more than a tunnel.

1012. From a working standpoint, and also from the standpoint of comfort to the passengers, what do you think? It would be justifiable, I think, to spend more money on an open line than on a line with a number of tunnels in it.

1013. Is it possible to shut off steam at Redfern, and by any contrivance—by the attachment of an electric motor or by cable, or by any other contrivance—to satisfactorily work the line into the city, or must the train go right on with the steam locomotive? It is quite possible, but it is not satisfactory.

1014. *Mr. Humphrey.*] Is it being done anywhere at the present time? It has been done in several places. It used to be done on some of the earlier lines in England.

1015. *Mr. Hoskins.*] At Lime-street station? It used to be done there, and I think also at Buston. I think the Glasgow tunnel from Queen-street station is still worked by rope. A cable is used, but the locomotive is also used, and has been used to my knowledge for thirty or thirty-five years. It used to be worked separately by a rope, and when the train arrived at the top of the incline the rope was taken off and the locomotive was put on, but the inconvenience of the delay to the public—the waiting to change the system of traction was so great that they sent the locomotive down into the station, and they now work the trains by locomotive and cable combined.

1016. *President.*] They are all abandoned? They are all abandoned, practically. At Lime-street station and at Buston they have put on powerful engines to do the work.

1017. *Mr. Lee.*] The one in Glasgow was used for the purpose of getting up a grade? They are all used more or less for that purpose, but the Glasgow grade was stiffer than the grade at other places. The first purpose was to do away with the locomotive in the tunnel at Glasgow, and they worked the train by a rope; and then they found the delay was so great that they now put the locomotive on and unhook the rope when they got to the top and let the train go on.

THURSDAY, 11 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, G.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL Esq., M.P.

Hugh McLachlan, Secretary to the Railway Commissioners, sworn, and examined:—

1018. *President.*] You are the Secretary to the Railway Commissioners? Yes.

1019. Have you a return showing the number of passengers in the railway trams which comes as far as King-street and beyond it? No; but I will furnish a return to the Commission. [*Vide Appendix.*]

H.
McLachlan.
11 Mar., 1897.

1020. Can you state the number of passengers that arrives at and departs from Sydney station? For the year 1896 the total number of passenger journeys in and out of Sydney was 11,670,000. That includes it. Each season-ticket-holder made one journey in and one journey out each day.

1021.

H.
McLachlan.
11 Mar., 1897.

1021. Have you divided the number into long and short distance passengers? I have divided them in the same way as the return was divided for the Royal Commission in 1890. The number of passengers booked to and from all stations within a circle embracing Ryde, Parramatta, Loftus, and Sydney, was 7,916,000—that is, what you may call suburban passengers. The journeys of the season ticket holders came to 2,550,000.

1022. That is within the suburban area? All season ticket holders. There are a few outside the suburban area but I did not separate them. The number of passengers outside the stations I mentioned was 1,204,000.

1023. The suburban traffic represented 10,500,000 passengers? Practically.

1024. Therefore 1/3ths of the passengers traffic to Redfern is suburban traffic? Short traffic, that is in passenger journeys, but of course the money would be different.

1025. You will furnish the other information I asked for? I will furnish a return showing the number of passengers who arrive and depart from Redfern Station by tram and the number of tram passengers who go as far as King-street. [*Vide Appendix.*]

1026. What does it cost per train-mile for the suburban traffic? That has never been worked out to my knowledge.

1027. Would that be a fair index to the cost of the whole traffic of the Colony? I should think so.

1028. What does it cost per train-mile for the whole Colony? According to the last report it was 4s.

1029. *Mr. Hoskins.* It would be practically less in the suburbs? I would not like to say; it has never been worked out.

1030. *President.* If the railway station is to be so situated that you will run half a mile beyond the distance to which you now carry passengers, it will cost you 8s.—that is for the journey and the return—for every mile you run? That is based on the same average.

1031. Supposing the railway station were placed down towards Fort Macquarie and it should turn out that very few passengers went down to that point;—if that station were half a mile beyond the needs of the passenger traffic you would do 8s. worth of unnecessary running in every journey of the train? I do not know if you could actually work it out in that way.

1032. Can you make any suggestion? A good deal would depend on the cost. You may require to have a very expensive staff at the station, and a very large number of men in addition to your officers, and you may only run a small train mileage, consequently the cost would be heavier than 4s. The locomotive details of running come to perhaps 1s. 4d. or 1s. 6d. per mile, and the traffic details perhaps come to 1s. 4d. per mile; but then of course if you had a very expensive terminal staff the cost per mile for each additional mile, if the mileage was a short one, would come to more than 4s. It would be a very difficult question to average right through.

1033. Taking, for instance, a station at King-street, and presuming that a train is useful to suburban passengers as far as Bridge-street. If the main station be established down towards Fort Macquarie, and there be no passengers to be carried beyond Bridge-street, you will have done that amount of unnecessary running of the distance between Bridge-street and Fort Macquarie? Yes.

1034. Taking that into consideration, and imagining a large terminal station near Government House grounds, with the present set of traffic in Sydney, what would be the extra cost to the railways? The extra cost would be very largely made up of the terminal expenses.

1035. But you require to have terminal expenditure somewhere? You would require to have two terminal expenditures there, I take it. You would want an additional station.

1036. Suppose the King-street station remains a wayside station, through which your trains run, it would not mean additional expense, but a transfer of terminal expenses? No. You would have the expense at both places.

1037. The same expenses? No.

1038. If your terminus is at Redfern, or at Hyde Park, or down towards the Governor's residence, in each case you have terminal expenses? Yes.

1039. There will not be a very great difference? Still the maintenance and management of two stations must necessarily cost a great deal more than one. For instance, if you extended the railway into the city you could not do away with the whole of the staff at Redfern station.

1040. Redfern would be simply a wayside-station, and the expenses there would just be the expenses of an important wayside-station? Yes, for the passenger business.

1041. You could better make a comparison with such a station as Newtown than with a terminal station? Yes.

1042. It is a question simply of the running mile? Yes.

1043. What would the running of a train-mile cost? I would not like to say offhand, but the average throughout the Colony is 4s.

1044. What does that include? It includes repairs of stock, management—it practically includes everything. That is the whole train mileage divided into the working expenses. If you ask what is the cost of running between Newtown and Sydney, or between Bourke and Byerock, of course the same average applies to both. It would take a lot of time to work out the exact cost between different points.

1045. This extra mile into the city would cost exactly the same as a mile between Macdonaldtown and Strathfield. Suppose that Redfern were pushed a mile further ahead, and that the terminal expenses were the same in each instance? There would be the extra cost of the additional station, which must be fairly heavy, and the running expenses of a mile.

1046. What are they? I would not like to answer a question of that kind offhand.

1047. Have you any idea? In working out the estimated cost of the Sydney extension to Hyde Park the Commissioners have not attempted to work it out on the basis of an average train-mile of 4s.

1048. Suppose that Redfern were extended 1 mile towards the south, would it cost you 4s. for every train which ran over that one mile? If you want to know the cost, I think the matter will have to be gone into very carefully; it would not do for me to hazard a guess.

1049. Would it be 4s.? It would be simply absurd for me to attempt to give an answer. The question will have to be considered very carefully. If you want to know the estimated cost of another station a mile ahead from Hyde Park, you will have to consider how many trains you are going to run, and how many men you are likely to want. Any information which I might give on those points at the present time would be absolutely misleading to the Commission. You cannot average the question. It seems to me

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me that it would be rather an idle expenditure to go a mile beyond King-street for the shunting. One object of the Commissioners is to have a station central for all the general business of the railways—for booking, parcels, and offices. You would want a considerable area for a central station; but if you had to duplicate that shunting accommodation somewhere else a mile away it would mean a very heavy expenditure, without much corresponding benefit.

1050. It would mean no great expenditure in regard to shunting, because the same operation has to take place wherever the terminal station is? You would require to have two establishments.

1051. There would be a terminal station and a wayside station? This wayside station would be a central station. I cannot see much advantage in going on an additional mile for a shunting station.

1052. Can you furnish any information in regard to that aspect of the case? I will mention it to the Commissioners. It would want a great deal of working out.

1053. *Mr. Lee.*] I suppose it is owing to the urgent necessity for some change being made for Redfern that this question of city railway extension now becomes one of pressing importance? Yes; that is one of the principal causes.

1054. What are the other causes? The other is to give the public the benefit of a central railway—to bring the railway into the city.

1055. One cause is the overcrowded state of Redfern yard, and the incapacity of Redfern station; and the other is the desirability of giving the travelling public—the passenger traffic only—closer connection with the city? Yes.

1056. If it were possible to overcome the difficulties at Redfern yard, and give the Commissioners all the accommodation they require to carry on the traffic, would there be any urgent necessity to bring the railway into the city? As the Commissioners point out, to do that would cost nearly as much as to bring the railway into the city, that is, provided that Hyde Park is given to them. They point out that they could enlarge, and get the accommodation they want, by extending the railway over Devonshire-street, if they are granted the Benevolent Asylum ground.

1057. I am not speaking of that, because then it becomes a question, if you are going to move the station to the north, whether it is worth while to go 100, 300, or 400 yards? Yes.

1058. The pith of my point is, that if Redfern yard, by the resumption of land adjacent to it, could be made sufficient for all railway purposes, would there be any urgent necessity to extend the railway system to the city? I think there is, for the convenience of the public.

1059. For any other reason? Not if you are going to give the accommodation at Redfern by the acquisition of land to the south of the station. Your proposal is to acquire an extensive area of land to the south of Sydney station, to give the accommodation required at Redfern. That would cost an enormous sum, and you would get no benefit from it. You would not convenience the public; you would be absolutely spending that money for nothing. But if you extend the railway into the city the Commissioners think that it will return the interest on the capital outlay.

1060. Your point then is this: that it is possible to acquire land south of the railway yard to give the required accommodation? I should think it would be; but it would be a most inconvenient thing to do, because you would interfere with the whole of the working at Redfern. To attempt to remodel Redfern, and at the same time to be carrying out improvements on the existing site, would be a most confusing and a risky, dangerous thing to do.

1061. It has been shown to the Commission that the remodelling of Redfern yard could not proceed simultaneously with the working of the traffic;—is it held by the Commissioners that it would be impossible to remodel the yard, no matter what additional land is given to them? I do not say that it would be altogether impossible, for nothing is impossible, but it would be a most risky proceeding.

1062. We have strong evidence on that point. The Engineer-in-Chief for Railways says that it could not be done? I do not think that anything is impossible, but I think it would be a most risky and dangerous thing to attempt to do.

1063. Your next point is that, even if you did acquire that land, it would be acquired at an enormous cost, and the Commissioners would get no extra revenue from it? No; and it would be no convenience to the public either.

1064. All things considered, the better plan is to go north? Yes.

1065. And, when shifting to the north, in the long run it would be more economical to go right on to Hyde Park? Yes.

1066. At Hyde Park you would deal solely with the passenger traffic, parcels, and small goods of that kind? Yes.

1067. Redfern station would be retained for a goods station, as usual? No; at Darling Harbour we deal with our goods.

1068. You would still receive at Redfern? We make up certain truck-loads, and deal with the hay traffic there.

1069. Would you not carry on the same business then as you do now at Redfern, as regards the goods portion? We might do that. The greater part of the goods business is done at Darling Harbour; it is only a limited traffic which is dealt with at Redfern. Full truck-loads of general goods, and the hay and straw business are dealt with at Redfern.

1070. Do we understand that, even under these altered conditions, you require nearly all the Redfern yard for the purpose of the traffic? The Commissioners propose to do the marshalling of trains, and the washing of trains at Redfern as at present.

1071. More so than to contemplate any increased accommodation for the despatch or receipt of goods? I think so.

1072. That is chiefly why it will be confined solely to Darling Harbour? Yes.

1073. Do the Commissioners view the introduction of the goods traffic into the city at any point as a serious matter in connection with city railway extension? No; not to my knowledge. They think the requirements are fairly and reasonably met by the existing arrangements, as far as I am aware.

1074. Have they formulated a scheme; or do they favour the extension of the railway on the western side of the city to bring them in direct contact with the wharfs and the ships? Not at the present time.

1075. Are they of opinion that the facilities which exist at Darling Harbour, and which may be offered at Darling Island, will be sufficient for the export trade of this country for some years to come? Yes.

1076. Is that the basis they are working on? That is, I understand, their opinion.

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1077. With regard to a possible extension of the railway from Redfern to North Shore, would it not be necessary to make that extension along the high land by Church Hill? I believe you would have to go back nearly to the Town Hall to get a proper level for a bridge.

1078. Practically, that is the only way the goods traffic can be dealt with? The proposal more seriously considered some years ago was to have an underground line to North Shore.

1079. If a line were made across the harbour, either on a bridge or under the water, do you think it would be largely used for goods traffic? I do not see that it would be.

1080. Would it not be confined almost absolutely to passenger traffic? I should think it would be a passenger line.

1081. Would we be right in inferring that, inasmuch as the railway policy of this country for years has been to concentrate the goods traffic at Darling Harbour and make that place a depôt for the receipt and despatch and shipment of goods, it is not very likely that they will create a great extension to North Shore to do what they already have the facilities to do? I should think not. It would be an expensive thing to do, and I do not think it is required.

1082. And it would give no more accommodation? Where you concentrate your business it is more economical to deal with it. Instead of having two staffs you have one.

1083. Has not that been the policy of the Railway Commissioners for years—they laid out the Darling Harbour scheme? Yes.

1084. Was not Darling Island resumed at an enormous cost to give that accommodation? Yes.

1085. If there is any departure from that policy now, then a large amount of the expenditure in the past will be thrown away? Yes; it seems to me that that is the policy which is continuing—to conduct your goods business at Darling Harbour.

1086. And the Commissioners have adopted that after very full consideration, believing that it will offer every accommodation for the import and export trade for many years to come? Yes.

1087. There are some large works at Kirribilli Point, North Shore, dealing with wool, meat, and other produce? Yes.

1088. Has there been a tendency to send that stuff down by the North Shore line? No. The tendency has been to send it from Darling Harbour.

1089. For what reason? I do not know. It may be more convenient to ship it from there. The Meat company did at one time talk of having a connection with the railway. I do not know how far they got with it so that they might get direct railway shipment.

1090. Is it not a fact that the Department of Railways now permits its refrigerating cars to be carried on barges from Darling Harbour to Kirribilli Point? Yes, they are so carried.

1091. The refrigerating cars come down from the country and are wheeled on to the barges by rails and towed to Kirribilli Point, where the produce is unloaded into the ships? Yes.

1092. Could any system be devised which would move that refrigerating car more cheaply than it can be moved in that way? That is their interest. No doubt they have looked at that question and adopted what they believe is the cheapest plan.

1093. Could any possible railway extension be carried out which would admit of a refrigerating car being moved as cheaply as it is now moved? If they had a railway direct to their works it would be cheaper.

1094. But there is the initial cost? That is entirely their affair.

1095. You do not have to bear the cost of towing the cars across the harbour? No.

1096. You simply have to put your trucks on to their barges, and away they go to any part of the harbour? Yes.

1097. Of course you look forward to a large development in the shipment of meat? That is expected to happen.

1098. Suppose that it did increase very largely;—if it is possible to convey your refrigerating cars on barges to Kirribilli Point, would it not be possible in the future, even if Darling Harbour and Darling Island should become overcrowded with vessels, to convey your trucks in the same way to the ships at Circular Quay or any other part of the harbour? It would be possible, but of course the accommodation at Darling Harbour and Darling Island ought to suffice for very many years to come.

1099. But if it were necessary to convey that produce to the P. & O. boats, the Orient boats, the North-German Lloyds boats, and the other boats, it could be very easily transhipped by adopting the barge system? Yes.

1100. And avoid, if necessary, the carriage of produce in vehicles? It could be done.

1101. Therefore the Commissioners do not view with favour the extension of the railway into the city beyond Hyde Park for goods business? No.

1102. And they rely entirely on that extension for passenger traffic? Yes.

1103. They say that as they are forced to make an alteration in consequence of the inconvenience at Redfern station it will be more economical, in the interests of the State, to remove the station, not to Devonshire-street, but to Hyde Park? Yes; they think that the best plan in every way, looking at the whole of the circumstances, is to take the railway to Hyde Park. They would prefer to go to King-street if it could be done.

1104. If it were possible to give the Commissioners all the accommodation they require at Redfern, would it not be possible to so arrange the tram service there as to suit the passenger traffic almost as well as it would be suited by a central station? No.

1105. If they had a tram system extending through the main streets of the city, would not that offer very much larger accommodation to city people than the existing state of things? Of course you could improve the tram facilities, but at the same time it certainly is not so convenient as a railway.

1106. But after all with your central railway station you will still be some distance from many city residences? Yes.

1107. If you had a tramway system, such as I suggested, you could take them to their own streets, or, possibly, to their own doors? The Commissioners propose to have a connection with the railway station. The trams will run alongside our station in Elizabeth-street. The Commissioners propose, sooner or later, to have electric trams running, and in one of their reports I think they propose to run an electric tram along Park-street to connect with the George-street and Elizabeth-street trams.

1108. *Mr. Hoskins.* Mr. Lee asked you a question about constructing a bridge from Sydney to North Shore, and I understood you to say that you believed that the approach to the bridge would have to be started

started from about the Town Hall, have you well considered that reply? It is an engineering question, but I understand that it will be necessary to go right back to the Town Hall to get the proper approach for an overhead railway bridge to North Shore.

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1109. Have you had that information imparted to you by persons who may be regarded as competent to give an opinion on the subject? I am simply stating my recollection of some evidence which was given before the Royal Commission in 1890. I think it was Mr. Foxlee who said in his evidence that they would have to go right back to near the Town Hall.

1110. *Mr. Wright.*] Can you state if the Commissioners have ever thought to any extent about using electric traction for the suburban traffic? It has been thought of, but no scheme has been worked out.

1111. Would it be possible to work the suburban traffic by electric traction while the through traffic was still conducted by steam? I would not like to answer a question of that kind, but I know that the Commissioners have had electric working of one sort and another under their consideration, but I do not know what views they have formed on the subject.

1112. Are you aware whether the practice is pursued in any other part of the world? Not to any extent. There are one or two connections I think in America worked by electricity, but even the Metropolitan company of London has not yet started to use electricity in its underground railways.

1113. Are the underground railways still worked by steam? The Metropolitan company's I think are.

1114. *Mr. Lee* spoke about the conveyance of meat by lighters from Darling Harbour to various parts of the port;—is not that rather an expensive mode of transit? It does not affect us.

1115. It affects the consumer to a certain extent;—is it not rather an expensive system of traffic? Naturally. It would be much more convenient and cheaper if the railway ran to the works. The Meat company at North Shore had an idea of running a railway to its works, but, as *Mr. Lee* pointed out, you would have the initial cost of the railway extension.

1116. Still all the meat companies have to employ steamers to tow the barges? Yes.

1117. Is there any possibility of a line being made to connect the northern foreshores of Port Jackson with Sydney, so that the northern traffic could come in by that line in preference to coming round by Homebush? I think that is very far ahead, because with the northern traffic coming in by the suburban line, it gives you an opportunity of disembarking suburban business and making your connection better, otherwise you would split up your traffic.

1118. You would save a considerable mileage by the North Shore extension? I do not know that there would be much difference in mileage, because the people would simply get into a local train at Hornsby.

1119. Suppose you had a connection with the city from North Shore, no doubt you would have frequent trains from Hornsby to the city, and passengers coming from the north would disembark there? I do not think there is any proposal to bring the goods.

1120. If people desired to bring their goods in by that route, there would be a necessity to break the trains at Hornsby? As they do now the trucks would have to be shunted off at Hornsby and brought on by the local service to Milson's Point.

1121. That would entail extra expense? Yes.

1122. It would be most inconvenient to attempt to bring your terminus goods business down in that way? Yes.

1123. Have you any idea of the passenger traffic which you are likely to obtain, judging from what the North Shore ferry boats now carry? The Commissioners lately have not given consideration to the extension of the city railway to North Shore; we have had no figures worked out.

1124. In their opinion is it desirable that eventually there should be a connection between the North Shore railway and the Redfern railway? It might be desirable in years to come, but there is no immediate necessity for it now.

1125. We can leave out of our consideration any possible connection between those two points? For the present, certainly.

1126. I understand that after duly considering the whole situation, the Commissioners approve of the Hyde Park scheme in preference to any other? Yes.

1127. Would that be in preference to a circular system of railways? Yes. In their report the Commissioners point out that ultimately, when the necessity arises, you can extend from the central station to the suburbs, but there is no pressing necessity for the work to-day.

1128. *Mr. Roberts.*] What extra revenue per passenger do the Commissioners expect to receive if the railway is carried as far as Park-street? They propose to charge a penny for each passenger on each journey, and then to add a certain amount on to the prices of season tickets. The price of a workman's ticket they propose to increase by 3d. a week. A workman who lives at Petersham is now brought into Redfern Station for 1s. 3d. a week, so that if the railway is extended to Park-street a workman can go from Petersham to Park-street for 1s. 6d. a week.

1129. *Mr. Hoskins.*] On what basis do they estimate the number of passengers? On the actual number of passengers who travelled last year.

1130. *Mr. Roberts.*] Do you think the Commissioners would expect to get any more revenue if the railway terminus were located at St. James' road rather than at Park-street? They would charge the same amounts as I have quoted, but it would be more convenient to have the stations at King-street. The opinion of the Commissioners is that King-street is the better position.

1131. You are in a position to say that the Commissioners favour King-street as a terminus for passengers? It has been their opinion right through that it is the most central and convenient situation, but seeing that so much opposition was raised to their proposal on the ground that it would absorb so much of Hyde Park, they said give us half of what we ask for, as it is the next best thing to do.

1132. *Mr. Fegan.*] It is not the intention of the Commissioners to take the terminus down to Circular Quay? No.

1133. They are decidedly against the terminus being located at Circular Quay? What they suggest is that a terminus at Hyde Park or King-street will be quite sufficient with a central station.

1134. And that Darling Harbour will do the goods traffic? Yes.

1135. *Mr. Hoskins.*] Suppose that the railway is extended to Sydney, do the Commissioners, taking your estimate of the number of passengers, make any allowance for the probability that a number of those passengers will get out at Redfern? No. They have simply taken as an estimate the number who travel to-day to Sydney. No doubt some of the passengers will get out at Redfern. But, on the other

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- hand, the additional accommodation will induce additional people to come into the city; for instance, people at Eveleigh, Macdonaldtown, and Newtown, if they could get into Sydney by train rather than by omnibus, would come in by train. Besides, there is the additional growth which is going on. There has been a very big growth since the figures were obtained for the Royal Commission, 1890. The estimate is based on the number of persons arriving at Redfern station to-day.
1136. What is the increase? Four million passengers per annum.
1137. *President.*] Is it not the intention of the Commissioners to alter the steam traction on the trams? Yes.
1138. Is it their intention to preserve existing routes? There is no proposal to alter the routes at present, except the one which they outlined along Park-street.
1139. You have no information in regard to what the route should be? You would have the trams alongside the proposed station, and you would bring in a tram from William-street to Park-street, and that would intersect the Elizabeth-street tram and the George-street tram.
1140. As far as you know, it is their intention to preserve the routes of the trams? As far as I am aware, it is.
1141. You will no longer have the railway trams running along Elizabeth-street? No; but you will have the other trams. The railway trams would run along George-street.

FRIDAY, 12 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
HENRY CLARKE, Esq., M.P.	GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

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1142. *President.*] In regard to the ventilation of tunnels, Mount Cenis has been cited as an example;—will you explain why with regard to such traffic as we have in Sydney, Mount Cenis tunnel is not a good example, and how the natural conditions there enable ventilation to be possible that would not obtain under such circumstances as we have here? At Mount Cenis the natural conditions are favourable. The traffic through the tunnel is not very great, and being open at the end to the natural air-currents, the tunnel generally gets pretty well ventilated; but sometimes it is not, because I have been through the tunnel and found it rather stuffy. Generally the ventilation is fairly satisfactory.
1143. The reason why it is satisfactory in your opinion is, first, because of the sparseness of the traffic, and secondly because as one entrance is higher than the other there is a natural draught which cannot be expected in all circumstances? No. In the case of a metropolitan line you do not have the same favourable circumstances, everything being below ground, and at the ends you are, in addition, more or less surrounded by buildings which will stop your current.
1144. The metropolitan is the better example for us to reason from? The metropolitan district railway would be. I notice that at Mount Cenis, although the ordinary ventilation of the tunnel is left to natural causes, there is an 8-inch pipe, with cocks at intervals, and there is an arrangement also for drawing off the bad air along the bottom of the tunnel. It may interest the Commission to hear something about the St. Gothard tunnel. I will give some particulars from a report of Dr. Stapff, which are to the point. He says:—"Natural ventilation depends on differences of atmospheric pressure at the two ends—temperature and moisture. The difference of level acts according as the internal air is lighter or heavier than the external, and the augmentation of the volume of air entering and becoming warmer interferes with the circulation and friction does as well. Very slight atmospheric differences alter the directions of currents." That of course is easily to be understood. You would get that in all tunnels where you depend on some atmospheric influence to clear them. "In the worst case you get a current of 4 feet per second which would clear the tunnel of smoke in three hours and three quarters; so that to ensure ventilation it would be necessary that once, at any rate in twenty-four hours there should be that interval between the trains. Unfortunately at each change of direction of the wind there is an interval when the air is at rest, and sometimes the changes are so frequent that the current may be arrested for four days at a time." It is in cases like that where artificial ventilation arises. You get that condition occurring in all tunnels—in the Mount Cenis as well as the St. Gothard. Dr. Stapff says:—"Such a state of things will only arise about once a year, and when the ventilation of the tunnel is very bad it will be better to stop the traffic rather than go to the expense of having ventilating arrangements." Of course, to do anything of that sort in lines which have a large traffic upon them, is altogether out of the question. "It will be foolish to provide costly methods of artificial ventilation, and the best plan will be to provide compressed air through a pipe with cocks at intervals, or supplying the workmen, so that they can get what air they want at any part of the tunnel." That is what seems to be provided at the Mount Cenis tunnel. The difficulty in tunnel ventilation can be seen from this report, and from general considerations. If the traffic is very great, and there is no time to clear the tunnel between the passage of the trains, the next train that goes through gets into the smoke left by the previous train; and it is all the worse if the next train goes in an opposite direction and churns up the air, as it were. Ventilating-shafts are not by any means satisfactory; or, at any rate, they are rarely satisfactory. At the St. Louis tunnel in America there is a large ventilating-shaft in the centre; and it has been observed that when a train enters the tunnel at one end there is a great column of air from the tunnel rising up through the shaft, and after the train has passed the shaft the air is drawn down again and follows the train. It has not always the effect of carrying the smoke out of the tunnel. In this case you may say it brings in fresh air (which is an important thing), but it leaves the tunnel behind the train (which was supposed to be ventilated by the shaft) unventilated. One of the

most

most efficiently ventilated tunnels is, undoubtedly, the Mersey tunnel. I think there are four ventilating fans, two of them being 40 feet and two 30 feet in diameter. In special cases it may be easy to ventilate the tunnel, and when the traffic increases there will be very great trouble. It is anticipated that sooner or later there may be very great trouble with the Mersey tunnel.

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1145. Which do you quote as the best example? The Mersey tunnel is about the best example of a well-ventilated tunnel for suburban traffic. There is an apprehension even there that with increasing traffic it will get choked. I suppose the means adopted now are about as complete as they possibly can be. When I was in England, I went to see the ventilating fans in that tunnel.

1146. *Mr. Lee.*] How long is the tunnel? It is 4,960 feet long under the river.

1147. *President.*] They have got that tunnel ventilated, with how much traffic going through a day? About 300 trains a day pass through the tunnel.

1148. If in the Mersey tunnel—with the very best appliances, with 300 trains a day—they are apprehensive that very soon they will require better means of ventilation, it will appear reasonable that even the ventilation in the Mersey tunnel—which you suggest as being the best obtainable—would not do for a tunnel here? It might not. I do not know whether, if you made a tunnel here, that number of trains would go through the tunnel; but then, as I pointed out previously, there is always the difference in climate to be considered. Liverpool is in a cool climate, in about latitude 53° or 51°, whereas we are in a very much lower latitude, having a very much higher mean temperature, and a very much higher maximum temperature in summer.

1149. *Mr. Fegan.*] During half the year they have fogs at Liverpool? Yes.

1150. *President.*] Is this the position—that with suitable conditions and few trains it seems possible to keep a tunnel perfectly clear, but that with unsuitable natural conditions or a heavy traffic, the trouble at once becomes apparent? Yes.

1151. And, notwithstanding all the appliances which science has in attendance, where the traffic would be similar to such as would be coming into Sydney, they view the future with apprehension? Yes.

1152. And the engineers are hoping to devise some scheme by which the tunnel would be kept clear—by electricity, or something else? Yes. A metropolitan railway tunnel is either broken up into a number of sections, in which case you would want a ventilating apparatus for each section, or else you have one or two long sections, and then the longer the section the greater is the difficulty, because of more trains passing through at the one time, or the shorter the interval between them.

1153. What is your view in regard to tunnels in which steam is used in connection with the passenger traffic of Sydney? I should not like to see them here; I should not like to see them used with steam traffic. I think they ought to be avoided, if possible.

1154. Do you view it with serious apprehension? Yes.

1155. Would you recommend to the Commission any scheme in which there is a large amount of tunnels at present? No, I should not, until some arrangement could be made to work it with some other kind of motive power.

1156. Can you explain your views in regard to some other scheme by which the work could be done, or in regard to electric traction? Before I answer your question, will you allow me to add that tunnels on the ruling grade, as I pointed out at the time of the Zig-zag inquiry, are specially bad, because the boiler is doing its best, and there is the maximum amount of fuel being burnt, and very likely some priming, which makes it all the worse. Then again, the engines always, at some time or other, have to carry a maximum load. The rails may get greasy, and the engines may get stuck up in consequence in the tunnel, and then it is particularly unpleasant to the passengers.

1157. Generally speaking, you dismiss tunnels as unsatisfactory? Yes; I think they should be avoided.

1158. Will you now state your view with regard to the use of any other motive power, or with regard to electricity as a motive power? I should think it is probable that in future the Railway Commissioners will consider the question of using electricity. It is a point on which I have some hesitation in giving a definite opinion, but I think there is no doubt, from the way in which traction questions are being considered in America for short service trains, that electricity is coming into favour.

1159. The question of motive power really does not come under your consideration? No. If you do not have steam you will have electricity. Electricity is undoubtedly used. I mentioned on the first day of the inquiry the Baltimore and Ohio railway. I saw a report, which was made last year, in which the working of the trains by electricity was pronounced to be perfectly satisfactory.

1160. *Mr. Hoskins.*] There are heavy grades on that line? I do not know that there are heavy grades. I have not seen a section of the line, but they have three electric locomotives working through there now, and they work all the goods and passenger traffic as far as I can make out. There was a very favorable report about this time last year of the working of these locomotives, which led to the conclusion that they are at least as economical as steam locomotives.

1161. *President.*] They were brought into use because of the difficulty of ventilating the tunnel? On account of the difficulties of ventilating the tunnel.

1162. And on that line they preferred to use electricity rather than to ventilate the tunnel? The difficulties were too great in the way of ventilation. In the *Street Railway Journal* of March, 1896, there is an account of the experience with electric locomotives in Baltimore.

1163. *Mr. Hoskins.*] Is not there a railway in America in which an electric motor is attached to a train within a mile or two of the terminus to take the train into the station? That is probably the one which you are thinking of. The electric motor is run on in front of the whole train.

1164. *President.*] Is steam shut off? Yes. They apply that to goods and passenger trains. Whether that is applicable to our case in Sydney, in case we had tunnels, is a matter for consideration. There is no doubt that it could be done. There might be an objection to the delay of putting the locomotives on, but it is perfectly practicable.

1165. The objection would be to the delay and the cost of the locomotive? Yes.

1166. You would want a good number of locomotives? I stated, in regard to the Baltimore line, that the working of that line is cheap enough—that it is worked as economically as with steam locomotives.

1167. *Mr. Hoskins.*] Have they ascertained that electric motors can be worked as cheaply as steam locomotives? That is what they say in this report. There has been very little done elsewhere in the way of large electrical locomotives, but where electric motors are placed under the cars they are worked very cheaply. An example of cheap working is undoubtedly given by the Liverpool overhead railway.

1168.

H. Deane.
12 Mar., 1897

1168. Is that worked cheaply? Yes. There is a long account of that in the Proceedings of the Institution of Civil Engineers, vol. 117. There is a great deal about the use of electricity on tramways and railways in different volumes of the Proceedings of the Institution. The advantage which is claimed for electricity as applied to motors under the carriages is that instead of having a big locomotive, and having to take a long train, you can run your trains just as you want them, short or long.

1169. *President.*] Are you speaking of the accumulator system? No; of the usual system, with an electrical conductor laid along the line overhead or between the rails.

1170. Is it virtually the trolley system? The trolley or shoe system.

1171. *Mr. Hoskins.*] It would not be applicable to running long passenger trains through Sydney from Redfern? No; it would not be very applicable in that way, but what is claimed for the electrical working of tramways or railways, if carried out properly, is that the trains would be short and run at more frequent intervals. I cannot say what the difficulties may be in the way of altering the suburban system some day; it may have to be considered. It is really a matter of traffic working, on which I cannot give an opinion.

1172. On a long-distance journey—say, from Bourke—the accumulator system could not be made applicable to a train running up to King-street? No; it would never do to use electricity for long-service trains.

1173. *President.*] You advise the Commission not to have tunnels if they can possibly be avoided? Yes.

1174. The same thing applies to a surface station as against an underground station? Yes.

1175. You also advise the Commission not to have an underground station if it can possibly be avoided, but to have a surface station? Yes. That is one reason why I think the Hyde Park scheme is so much preferable to anything else, until it is settled definitely what other method can be substituted for steam in working the suburban railways or bringing the traffic into the city.

1176. You can go on from Park-street in any direction? Yes.

1177. *Mr. Lee.*] You cannot go east without a tunnel? You can eventually go east by sinking and going in a tunnel, but if you can do without tunnels for the present until that question is decided you are all right.

1178. *President.*] What you told the Commission before was this: That if you go as far as King-street, and eventually electricity or some other power is used on the lines which enables the tunnels to be used pleasantly for passenger traffic, then by lowering 16 feet the lines which are required to go on you can then tunnel, and go down to the Circular Quay, or go round by a circular railway, or in an easterly direction? Yes.

1179. Would that be a difficult operation? No.

1180. Therefore an extension of a surface line, or as far as possible a surface line to Hyde Park, would fit in eventually with a tunnel scheme, and a circular railway, and an extension to the eastern suburbs? Yes.

1181. *Mr. Humphery.*] Your remark applies to a central station at either Park-street or St. James' road? Yes.

1182. *President.*] Would you regard the lowering of some of the lines 16 feet as a very serious operation? It would not be a very serious operation. In the design for the buildings I would provide for the foundations being arranged so that the lines could be sunk and carried through the buildings—that is to say, the basement of the buildings would be arranged so as to form tunnels in future for the railway.

1183. *Mr. Wright.*] Would your sunken extension be continuous with the lines leading from the station? They will be part of those lines.

1184. There will be no break? No.

1185. *President.*] Do you believe that a tunnel half a mile long—say, from King-street towards Fort Macquarie—could be ventilated? I do not like the idea of it at all.

1186. Have you any idea how long it would be? I think it is a little under a mile from the Queen's Statue to Fort Macquarie.

1187. It would be a tunnel all the way? No; it would be open at the end. There would be about 60 chains of tunnel I should think.

1188. You regard it as a serious matter? Yes, I should, especially as that tunnel would be on the ruling grade, whatever that might be.

1189. Would the same objections apply to a tunnel to North Shore? Yes; for steam locomotives.

1190. How deep is the harbour—80 or 100 feet? I have sections across the harbour, but it is not 80 feet. I think with a depth of about 80 feet we can have a tunnel right under the bottom.

1191. I saw some soundings taken there up to 150 feet? That is a deep hole off Blue's Point, that is between Blue's Point and Dawes Point. Recently I have had some borings obtained between Dawes Point and M'Mahon's Point, and we ran just on the edge of that hole.

1192. You believe that a tunnel across the harbour is practicable? You would not go across there; you would go across further east, but I do not believe in a railway tunnel at all; I do not see the necessity for it.

1193. At a depth of 80 feet you believe you would have sufficient cover to make a tunnel? I am sure of it. I went into that question in connection with a tramway scheme I proposed.

1194. A scheme to embrace the wharfs could not possibly fit in with a tunnel scheme if the tunnel were 80 feet below the surface of the water? No.

1195. You would have to go a long way back to get a fall of 80 feet? Yes.

1196. A railway to serve the wharfs cannot go under the harbour? You cannot get down.

1197. You want to go back so far as to fall 80 feet with a reasonable grade, which might be very far removed from the wharfs? Yes.

1198. How high would a bridge to go over the harbour be? That depends on what the authorities decide. I recommended some time ago that it should be 160 feet. I have gone into the matter with Mr. Darley, and we are of the opinion now that it ought to be a little higher than that.

1199. Will you take 200 feet as an extreme limit? It would not be more than 200 feet; it would be between 160 and 180 feet.

1200. Taking it at 180 feet, where would your approach start from to get that height? That again depends on the grade. If I remember aright, with a grade of about 1 in 30, you could start from Wynyard-square and get up there without any difficulty.

1201. From the level, say 20 feet below the western side of Wynyard-square? I am speaking from memory, but I am quite certain that you could get up from that level.

H. Deane.
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1202. If it were decided that a grade of 1 in 30 was unsuitable and you wanted a grade of 1 in 60 it would take you back between Wynyard-square and the Town Hall. I do not know whether you would get it, because the ground falls away very rapidly. The further you carry your grade back the further you might be off the surface.
1203. *Mr. Lee.*] Admitting that you could get into a tunnel on the Sydney side 80 feet below the surface of the harbour, where or how would you get out on the other side? You could get out at the upper end of Lavender Bay with a railway tunnel.
1204. On the level? Yes; with a steep grade.
1205. What would the grade be? About 1 in 40 would do it.
1206. *President.*] Where would the entrance to your tunnel be on the Sydney side? If you insist upon having a tunnel, which I think is objectionable, you would start down from the station at Hyde Park, and dip under the harbour at Fort Macquarie, and passing under Milson's Point, come up again at the head of Lavender Bay.
1207. Somewhere near the steps? Yes.
1208. *Mr. Humphery.*] And strike the existing railway? Yes.
1209. *President.*] With regard to a tunnel to connect the railway system with the railway at North Shore, it is possible, starting from the northern side of Hyde Park, to pass under the harbour at a depth of about 80 feet by way of Fort Macquarie, and gradually rise until the North Shore line is joined at the head of Lavender Bay? Yes.
1210. But in your opinion a tunnel $1\frac{1}{2}$ mile long, with a grade of 1 in 40, would be a matter not to be seriously contemplated at present? Yes.
1211. Can you give us the cost? No.
1212. What is the cost of a running-yard? A running-yard of tunnel would cost about £70, and when you came into mud it would cost at least £125 or £200 a foot. There might be all sorts of difficulties to encounter. It might cost between £600 and £1,000 a yard to take the tunnel through the mud.
1213. On this tunnel there will be about 450 yards of mud;—how much is that going to cost, approximately? I should think the minimum cost would be about £600,000. There are between 450 and 500 yards through the mud, and the rest would probably be all rock.
1214. Is that fully equipped with the lines laid in the tunnel? It would be fully lined and the rails laid.
1215. Therefore, your estimate of the approximate cost would be about £600,000? Yes.
1216. *Mr. Lee.*] Is that the only possible route for a tunnel across the harbour? I think it is.
1217. Would it be possible to get under the harbour from near Miller's Point or Dawes Point? No; there is a very deep hole there.
1218. You do not think that is a possible route for an underground railway? No.
1219. If a bridge connection with North Shore is contemplated, it must be by way of Church Hill? Yes.
1220. And if a tunnel connection is contemplated it must be by way of Fort Macquarie? Yes.
1221. *Mr. Humphery.*] It was never at any time contemplated to take a tunnel from Miller's Point to North Shore? No.
1222. What is the greatest depth of your soundings between Fort Macquarie and North Shore? It was a little under 60 feet.
1223. *President.*] In regard to the cost of a bridge, it is not possible to give any definite estimate? Yes.
1224. But with a grade of 1 in 30 the approach on the southern side of the harbour would require to start from Wynyard Square, and would necessitate a considerable amount of resumption? Yes.
1225. On the northern side where would you come out? You would land north of M'Mahon's Point on some jutting crags which are about 120 feet above the water.
1226. Where would you join the North Shore line then? Opposite the head of Berry's Bay.
1227. *Mr. Lee.*] If an underground railway were made by way of Fort Macquarie to Lavender Bay, would it be possible to connect a railway going round the western foreshores of the harbour—round Miller's Point, Dawes Point, and Sydney Cove—with that underground railway? There would be very great difficulties in the way. An ordinary railway with steam locomotives you could not carry round Miller's Point and Dawes Point, because the curves are too sharp.
1228. If a railway were made round the western foreshores would it be possible to connect it with a railway under the harbour? No; you could not get down fast enough.
1229. *President.*] Since you have to lose 80 feet to fall 80 feet, and your ruling grade is 1 in 40, the fall must commence 3,200 feet, or considerably over half a mile from the harbour, and, therefore, for over half a mile, at least, you must be falling all the way back towards the wharfs? That is so.
1230. *Mr. Lee.*] To make it possible you would have to make a loop-line to join the underground line at half a mile back? Yes.
1231. *President.*] The approach must be fully half a mile back? Yes.
1232. *Mr. Lee.*] Therefore, that scheme is out of the question? I think so. As regards the estimated cost of the proposed station at Hyde Park, I wish to explain that the roof, which is an expensive structure, would cost £67,000, leaving about £133,000 for the building. No doubt the building could be cut down, but it would not look at all nice not to have a fine building there. It need not be as large as the building shown on the plan here, because there is spare accommodation in that building.

TUESDAY,

TUESDAY, 16 MARCH, 1897

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
 The Hon. JAMES HOSKINS, M.L.C.
 The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
 The Hon. DANIEL O'CONNOR, M.L.C.
 HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
 JOHN LIONEL FEGAN, Esq., M.P.
 THOMAS HENRY HASSALL, Esq., M.P.
 GEORGE BLACK, Esq., M.P.
 FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

S. E.
 Perdriau.
 16 Mar., 1897.

1233. *President*] You have brought some information which the Commission desires to have on various points? Yes.

1234. Will you describe the Benevolent Asylum site and the Cemetery? I will read a description of the tenure of the lands and of the improvements thereon comprised in the Benevolent Asylum site, Devonshire-street Cemetery, and contiguous areas:—

THE land referred to embraces the block of about 24½ acres on the opposite side of Devonshire-street from Redfern station, within the following boundaries:—On the north-east by Garden-road, on the east by Elizabeth street and private properties, on the south by Devonshire-street, and on the west by George and Pitt streets.

The following institutions, &c., are located upon the land:—The Benevolent Asylum, Christ Church Parsonage, the Police Barracks and the residence of Superintendent Brennan, the Sydney Female Refuge, the Convent of the Good Samaritan (formerly called the House of the Good Shepherd), the Pitt-street tram-cleaning yards and coke dépôt, the Devonshire-street Cemetery, and the South Sydney Morgue and caretaker's residence.

THE BENEVOLENT ASYLUM.

THE Asylum is managed by a Board of Directors, with the Governor as Patron, and Sir A. Renwick as President.

The land occupied by the Asylum lies at the corner of George and Devonshire streets, and is about 3 acres 2 roods 28 perches in extent, including a proposed street 1 chain wide extending along the eastern boundary. By a plan of survey made in 1848 the area at this site proposed to be granted was 3 acres 1 rood 15 perches. The difference between the two areas—2 roods 13 perches—is that of the proposed street, which has apparently never been used as such, and is occupied in common with the 3 acres 1 rood 15 perches. Several of the out-buildings are erected upon the proposed street. The old papers in the case cannot be found; but it appears from the Half Monthly Returns of 1848 that it was decided to issue a grant for the 3 acres 1 rood 15 perches. This was not done, however, and an application for a grant made by Mr. W. Briggs, a Director, on account of the Board of Directors, in 1893, was not complied with. The Minister (Mr. Copeland) decided that the matter should stand over.

I was informed that the land has been used for its present purpose continuously from the year 1818. The main building bears the date 1820. It is about 150 feet long and 25 feet wide, with two wings of about the same dimensions. All are of brick on stone, two-storied, and with slate roofs. In the court-yard, between the wings, there is a building 55 feet long, 25 feet wide, and of similar construction to the main building. There are three other brick buildings of one storey each with iron roofs, which do not look quite so old as the main building. They are about 50 feet by 20 feet each, and used as kitchens, laundry, &c. Also several other inferior one-storied out-buildings, parts of which are of wood and brick, with galvanized iron roofs.

The whole of the buildings bear evidence of considerable age, but are well preserved, and in good repair. As above stated, the main building is seventy-seven years old.

I would estimate the value of the buildings on this site at the present time at £

The directors, considering the buildings antiquated and unsuitable for their requirements, petitioned the Government on the 20th February, 1895, to resume the property, purchase another site for them with part of the money, and give them the balance to provide funds for carrying on the work of the institution.

The institution is supported by contribution from the public and Government aid.

Of the total receipts for 1896, £19,530, the Government contributed £14,000.

Perhaps it would be well to read the said application of which I have a copy.

The Hon. J. N. Brunker, Esq., M.P., &c., &c., &c., Chief Secretary,—

Sir,

Benevolent Society of New South Wales, 492, Pitt-street, Sydney, 20 February, 1895.

Referring to the difficulties connected with the management of the lying-in department of this Society, regarding which a deputation waited on you on the 26th October, 1894, I have now the honor, in accordance with the wishes of the Board of Management, to submit for your consideration certain important matters in connection with the institution. As you are aware, steps have been taken by the Board and staff to make the best provision possible for the inmates; but the medical staff have been assured that these arrangements were merely of a temporary character, the medical staff threatening otherwise to resign, in view of the serious responsibilities which rest upon them in the discharge of their duties, as medical attendants, in an old and now dangerous building.

The Board therefore suggest that the Government resume the Benevolent Asylum site, in accordance with the terms and conditions of the Lands for Public Purposes Resumption Act, and that the Government also resume simultaneously "Ultimo House," Harris-street, Ultimo. The latter property is situated next the Technological College, and comprises the same area of land as that on which the last named building is erected. It is believed that the cost of resuming the land for the purposes of the Technological College was £25,000. Valuations had been made of the Benevolent Asylum property, and the average of these valuations amounts to £73,333.

The Board would therefore respectfully urge upon the Government the expediency of resuming the Benevolent Asylum site, and granting compensation to the Society. From this amount the Government could deduct a sufficient sum wherewith to resume "Ultimo House" property, which could be made suitable for the general purposes of the Benevolent Society. The balance remaining to the credit of the institution, after the completion of the suggested resumptions, could be applied to the erection of the necessary buildings, and towards carrying on the operations of the Society.

The Board respectfully call your attention to the fact that various applications have been made to them by several persons, who are offering large amounts, for leases of portions of the asylum grounds for building and other purposes, which would largely augment the Society's funds. The Board, however, are not desirous of doing anything until they have an answer from you upon the subject generally.

I have, &c.,

ARTHUR RENWICK,
President.

Submitted, 22/2/95. For the consideration of the Cabinet.—J.N.B., 22/2/95. To stand over until question of railway extension is decided.—G.H.R., 23/11/96. Inform.—J.N.B., 23/11/96. The President informed, 25/11/96.

CHRIST CHURCH PARSONAGE.

THE allotment occupied by Christ Church Parsonage is the property of the Church, having passed from the Crown many years ago by deed of grant. The land has a frontage of 100 feet to Pitt-street, and adjoins the northern boundary of the Benevolent Asylum grounds; the depth of the land varies from 180 feet to 278 feet, and the area is 2 roods 14 perches.

This is a good site, having a gentle fall from the back line to the road. The position is suitable for some businesses, and is probably worth £70 per foot = £7,000.

The parsonage is a large two-storied house, built of brick on stone, plain in design, and is said to be about thirty years old, but is in very good repair. I was informed that a year ago about £300 was expended on it in general repairs and painting. At the present time the house is worth, perhaps, £800 to £1,000.

Say £8,000 for the house and land.

POLICE

POLICE BARRACKS AND SUPERINTENDENT BRENNAN'S RESIDENCE.

THIS land, total area about 5 acres 3 roods 11 perches, is bounded on the north by the Sydney Female Refuge and Garden-road, east by the Devonshire-street Cemetery, south by the Benevolent Asylum and Christ Church Parsonage, and on the west by Pitt-street, the Sydney Female Refuge, the Convent of the Good Samaritan, and the tram depôt.

Police Barracks.—This site comprises about 4 acres 8 perches of the above, with a frontage of about 345 feet to the south side of Garden-road. The barracks (about 140 feet long and 23 feet wide) are of stone, two-storied, stables being on the ground floor and living rooms on top. The building is old but substantial and in good repair. The other buildings on the site are dormitories of weatherboard with iron roof (length about 83 feet x 22 feet), stone one-storied building (about 33 feet x 23 feet) used as an armoury, police stores of two-stories weatherboard and iron roof (about 40 feet x 20 feet), hay and corn store, small brick dwelling, and various stables built of stone, brick, and weatherboard. On the Garden-road frontage there is a drill ground about 240 feet x 80 feet.

Superintendent Brennan's residence occupies the remaining area of about 1 acre 3 roods 3 perches, in shape nearly a square, and having about 276 feet frontage to Pitt-street. The residence is a cottage of ten rooms and out-offices, about thirty years old. Present value about £600.

SYDNEY FEMALE REFUGE.

THE land—area, 2 roods 15 perches—occupied by this institution was formerly part of Carter's Barracks. It is Crown land, and has been held by the institution since the year 1848, under what may be termed "permissive occupancy."

This area is bounded on the north by the Convent of the Good Samaritan, on the south by the grounds occupied by the Police Department in connection with the residence of Superintendent Brennan, and on the east by the Police Barracks grounds.

In the year 1858 the Government undertook to reimburse the society the value of the improvements on the land, if at any time the same should be resumed. When the society entered into possession there were old buildings on the site, but these were demolished and the present buildings erected, it is said, between the years 1867 and 1875; these are of brick on stone, two-storied, and with slate roofs. The building occupies the whole of the Pitt-street frontage of about 95 feet, and has two wings extending along the northern and southern boundaries for lengths of about 102 feet and 120 feet respectively. All the buildings are about 25 feet wide.

The present value of the buildings is about £

The object of the Refuge is to reclaim unfortunate and abandoned females. It is supported by contributions from the public and by the proceeds from the work of the inmates. The total receipts for the year 1895 amounted to £696.

CONVENT OF THE GOOD SAMARITAN (formerly House of the Good Shepherd).

THE tenure under which this 3 roods 1 perch (which also originally formed part of Carter's Barracks) is held in connection with the abovementioned convent is one of "permissive occupancy" on terms precisely similar to those of the Sydney Female Refuge.

The land has a frontage to Pitt-street of about 120 feet, and a depth of about 275 feet.

The Pitt-street tram-cleaning and coke yard adjoins this land on the north; on the east it is bounded by the grounds of the Police Barracks; and on the south by the Sydney Female Refuge.

The buildings hereon are very extensive, consisting of a convent of 32 rooms, two school halls, and a chapel for the nuns and others resident upon the premises. The main building is a handsome structure of red brick and stone, and was erected in 1869; the chapel and school adjoining the convent on the north were erected in 1860, as were also two of the large outbuildings; another large outbuilding was erected in 1849. All the buildings are in good repair.

TRAM DEPOT.

THE Pitt-street tram-cleaning sheds and coke depôt—area about 2 roods 31 perches—embrace the land lying between the Convent of the Good Samaritan and Garden-road, and is bounded on the west by Pitt-street, and on the east by the Police Barracks ground.

This site is Crown land, and also formerly formed part of Carter's Barracks.

The Railway Commissioners are in possession, but have no title except "permissive occupancy."

DEVONSHIRE-STREET CEMETERY AND SOUTH SYDNEY MORGUE.

THE total area of this cemetery is 11 acres 3 roods 11½ perches, according to the original plan of subdivision showing the areas as granted to the various denominations.

The cemetery was closed about ten years ago, and now presents a deserted and neglected appearance. Upon the portions allotted to the Roman Catholics and the Congregationalists there are small sextons' residences, value respectively about £60 and £30; and on that of the Hebrews a small weatherboard shed or office, value about £10. Upon the Quakers' portion there is a small brick meeting-house, erected in 1868, and a brick dwelling of two rooms with an iron roof over shingles. This is evidently much older than the meeting-house. The two together are probably not worth more than £250. Upon the Church of England portion, and near Garden-road frontage, are erected the South Sydney Morgue and caretaker's residence. These are about fourteen years old, and, I was informed, cost about £1,800, the cottage costing £1,000 of that sum.

In the event of this land being resumed and used for any other purpose it is not likely that any claim for compensation could be sustained; but the duty would no doubt devolve upon the Government of carefully removing the mortal remains, and of re-interring them satisfactorily elsewhere.

1235. At whose cost was the morgue built? It was built by the Government.

1236. *Mr. Wright.*] Is not the road you speak of as Garden-road also known as Belmore-road? It is also known as Belmore-road and Carter-road.

1237. *Mr. Humphery.*] What buildings would be interfered with by the extension of the railway system to Park-street? Three or four outbuildings of the asylum, the barracks, the dormitories, some of the stables, and the hay and corn shed.

1238. Approximately, what distance would the nearest rail be from Pitt-street? Speaking roughly it would be about 500 feet.

1239. *Mr. Hoskins.*] You cannot speak with any precision of the buildings which would be taken, because it may be necessary to extend six or eight sets of rails? I am guided by the plan on the wall before you.

1240. *Mr. Humphery.*] Any buildings within 400 feet of Pitt-street would not be interfered with? It would not interfere with any important buildings except the barracks.

1241. *Mr. Hoskins.*] Would not the parsonage be interfered with? No; the grounds of the parsonage are altogether clear. The Sydney Female Refuge, the Convent of the Good Samaritan, and the superintendent's residence are all clear.

1242. That scheme would not take the Benevolent Asylum building at all, but only some of the outbuildings? According to the plan on the wall here three or four of the outbuildings will be affected.

1243. *Mr. Humphery.*] Will you now proceed with the other statement you wish to make? The next is a statement of the population within a radius of half a mile of two central points from the city. Taking the junction at Elizabeth-street and St. James' Road, as the centre of the half mile radius, the residential population is 15,000.

1244.

S. E.
Perdriau.
16 Mar., 1897

S. E.
Perdriau.
16 Mar., 1897.

1244. You do not include any persons who come within that radius for business purposes? No. I asked the Statistician to supply me with a number of people who sleep on the premises within that radius. Taking Carter's Barracks as the centre of a half-mile radius, the population is 31,000. I thought that that information was required to give an idea of the value of a piece of recreation land to the public near those centres.

1245. Will you now state the parks, together with their area, which are easily accessible to the people within those centres? The parks within a short distance of the intersection of Elizabeth-street and St. James' Road are—the Outer Domain, 90 acres; Garden Palace grounds and Botanic Gardens, 60 acres; Cook and Phillip Parks, 8 acres; Hyde Park, 40 acres,—making a total of 198 acres; that is not including Government House grounds, which measure 40 acres. The parks within easy distance of Carter's Barracks are—Belmore Park, 10 acres, and Prince Alfred Park, 18 acres 3 roods, making a total of 28 acres 3 roods.

1246. Will you now state the difference in level between the point opposite Sydney railway station and Christ Church? From a point in the centre of Devonshire-street, immediately opposite the steps at Redfern station, to the tram signal-box in George-street, the fall is 5 ft. 9 in.; to a point opposite the old police station the fall is 11 ft. 4 in., and to a point in Pitt-street, opposite Christ Church, the fall is 17 ft. 6 in.

1247. Will you now give the Commission some information as to the value of the Benevolent Asylum ground? I have made a very rough estimate of its value—I have not gone into the matter carefully. In my opinion £73,333 is a low estimate of the value of the land as it stands; but the Benevolent Asylum is practically a Government institution.

1248. *Mr. Wright.*] How much is that an acre? About £20,000 an acre.

1249. What would be the street frontage of the block if it were cut up for sale? I have not got the length.

1250. The value is very much governed by the fact whether the railway is taken further on or not? Yes.

1251. *President.*] You have made some valuations of different blocks in the city according to the municipal assessments? Yes.

1252. *Mr. Hoskins.*] Are you taking present values or boom values? I am taking the most recent assessment—for the year 1897-8. It was used for 1896-7, I think, for the first time; so that it is quite a recent assessment.

1253. *President.*] Will you read your estimate of the value of the different blocks? My statement is as follows:—

Valuation (by adopting the municipal assessments for 1897-8) for the block of the City of Sydney, bounded by Elizabeth, King, and Castlereagh streets, and the High School—not owned by the Government. Area 2r. 12p.

The total of the municipal assessments for the above-mentioned portion of the city for the municipal year 1897-8 is £4,053.

Capitalising £4,053 at twenty years' purchase.....	£81,060
If twenty-five years' purchase be adopted, the amount would be.....	101,325

NOTE.—The above is calculated adopting the recent municipal assessments, which are based upon rentals received during times of commercial depression. No allowance is made in the above valuation for disruption of business, nor for the 10 per cent. increase always allowed by Government for a forced sale.

Valuation (by adopting the municipal assessments for 1897-8) of that block of the City of Sydney bounded by Castlereagh, Market, Pitt, and Park streets. Area, 5a. 1r. 13p.

The total of the municipal assessments for the above-mentioned portion of the city for the municipal year 1897-8 is £26,248.

Capitalising £26,248 at twenty years' purchase.....	£524,060
If twenty-five years' purchase be adopted, the amount would be.....	656,200

NOTE.—The above is calculated adopting the recent municipal assessments which are based upon rentals received during times of commercial depression. No allowance is made in the above valuation for disruption of business nor for the 10 per cent. increase always allowed by Government for a forced sale.

Valuation (by adopting the municipal assessments for 1897-8) of that part of the City of Sydney bounded by Elizabeth, Park, Pitt, and Liverpool streets. Area, 10a. 2r. 2p. Area, if the streets are included, 12a. 3r. 29p.

The total of the municipal assessments for the above-mentioned portion of the city for the municipal year 1897-8 is £34,832

Capitalising £34,832 at twenty years' purchase.....	£696,640
Add for St. Andrew's School-room, St. George's Church, and the Pitt-street Congregational Church and School-room, not included in the above.....	52,000
	<hr/>
	£748,640

If twenty-five years' purchase be adopted, the figures would be.....	£870,800
	52,000
	<hr/>
	£922,800

NOTE.—The above is calculated adopting the recent municipal assessments which are based upon rentals received during times of commercial depression. No allowance is made in the above valuation for disruption of business nor for the 10 per cent. increase always allowed by Government for a forced sale.

1254. Therefore, to resume an area contiguous to the Park large enough to meet what the Railway Commissioners say are their requirements—namely, 12 acres—would cost, approximately, £1,000,000? A great deal more than £1,000,000, I think, with the disruption of business and the 10 per cent. increase.

1255. Have you prepared a rough estimate of the value of the private wharfs from Dawes Point to the head of Darling Harbour? Yes. A rough estimate of the value of the private wharfs on that line of frontage, extending from Dawes Point to the head of Darling Harbour, is £2,037,300. This estimate is for the wharfs and water-frontage properties alone, and does not include any sum which might be demanded by the municipal council or other property owners for the closing of streets, nor does it include any sum for disruption of business, nor the 10 per cent. increase of value always given by Government in cases of resumption.

1256. Previously, going about 400 feet back from the water, you gave us an estimate approaching £3,000,000? Yes.

1257. What proportion of this estimate of £2,037,300 is included in the former estimate of £3,000,000? For that other estimate I took the municipal assessments, which do not include anything for land occupied below high-water mark, because that is beyond the city boundary.

1258. Can you tell us what that amount is approximately? No. In the other case I included a number of small properties which have been excluded from this estimate.

1259. You cannot tell us the bare value of the wharfs which were excluded from the previous estimate, not being included in the municipal valuations? I have not separated them. The solid land—that is, the freehold—is included in both estimates, but the jetties are only included in this estimate.

1260. What portion of that second estimate represents the value below high-water mark, and therefore is not included in your previous estimate? To give you that information I would have to estimate the value of all the different wharfs and piers.

1261. Does half of it represent the jetties and piers? I do not think so. It will be very difficult indeed to separate the wharfs from the freehold.

1262. It is not possible to say what the resumptions would be? I would not like to give an opinion offhand.

1263. Beyond the sum of £3,000,000 which you first mentioned, there is an unknown quantity in such interests as may exist below high-water mark? Yes. I do not think that the whole of these frontages could be resumed under £5,000,000, paying for disruption of business and giving the 10 per cent. increase.

1264. *Mr. Hoskins.*] And including the liberality of assessors against the Government? Yes. My experience is that it is possible to show figures to prove the value of a wharf to a particular individual so much more than people generally think it is worth.

1265. *President.*] That is from Dawes Point to the head of Darling Harbour, and going, roughly speaking, about 400 feet back from the water? Yes.

1266. You desire the Commission to understand that that is an approximation of the value? It is a very rough estimate.

1267. What rentals do the Government receive for special leases in that portion of Darling Harbour extending from Dawes Point to the head of Darling Harbour? The total is £7,387 per annum. The frontage from Dawes Point to Potts' Point is Government property.

1268. Have you a statement of the passenger traffic by the ferry steamers from Circular Quay? The passenger traffic by the ferry steamers from Circular Quay for the year 1896 was as follows:—

By the North Shore, Neutral Bay, and Mosman's Bay ferries	...	...	5,000,000
Manly ferry	...	...	900,000
Watson's Bay ferry	...	...	115,000
Floating Jetty, at Phillip-street	...	...	38,000
Prince's Stairs and the public jetty eastward thereof	...	...	155,000
Total	...	...	6,208,000

This is the number of individuals; the number of passages would be double, viz., 12,416,000. The number of passengers by the North Shore ferry was supplied by Mr. Goddard (chairman of directors), and the number of passengers by the other ferries was supplied by the managers on the wharfs.

WEDNESDAY, 17 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

1269. *President.*] You desire to give further information to the Commission on several points? I was asked to say what the approximate cost of a bridge to North Shore would be. An estimate without details will be a very rough one, but I should think that a bridge starting with approaches about Flagstaff Hill, rising over the harbour with a headway of 180 feet, and falling on the other side in the way I pointed out the other day would be necessary, and with accommodation for rail and road traffic would cost about £765,000.

1270. What would the grade be—1 in 40? I find that a grade of 1 in 30 will be necessary to get up from Wynyard Square.

1271. Where will a grade of 1 in 40 take you? On to the surface of York-street.

1272. Would you approve of a 1 in 30 approach? If the bridge had to be made I do not see how one could get out of it; it is quite practicable.

1273. *Mr. Hoskins.*] Would it not be very awkward to erect a bridge with such a steep approach? You would want more motive power.

1274. *Mr. Lee.*] Would you have that grade on the bridge also? No; it would be practically level.

1275. *Mr. Hoskins.*] Would that bridge permit of vessels being towed underneath without having to strike their masts? Yes; all but very few. Only the topgallant masts would reach the bridge if they were not struck. Some few might, but I think if a bridge had to be made, a height of 180 feet might be considered a considerable height.

1276. *President.*] If it were thought wise or necessary to have a grade of 1 in 40 the approach must come down to York-street? Yes; but they would come on the level, and it would be a very difficult thing to deal with the grades. When I said a grade of 1 in 40 the other day I was speaking only from memory, and I find that a grade of 1 in 40 gives a headway of only 150 feet.

1277. Does your estimate include the cost of land resumptions? I do not know what that would be.

1278. Would it be considerable? I expect it would. The buildings would not be of a valuable class.

1279. How long would your approaches be? Taking the two sides the approaches are 4,000 feet; that is 2,200 feet on the Sydney side and about 1,800 feet on the other side.

- H. Deane. 1280. That is above the surface? Yes.
1281. It means the resumption of half a mile of land of the width necessary? Yes.
- 17 Mar., 1897. 1282. Of that cost you have no estimate? No.
1283. *Mr. Lee.*] Suppose that Hyde Park is adopted as a central station for passenger traffic, and in the future it is desired to have bridge or railway connection with North Shore, could the railway be extended from that central station? No; not to go across there direct.
1284. Therefore, if Hyde Park is adopted at the present time as a central station, and railway communication across the harbour is required in the future, it will have to be by means of a separate line? Yes.
1285. Why is the underground traffic in London carried out with such small station accommodation as compared with the station accommodation which is proposed to be provided at Park-street according to the plan on the wall? On the underground line in London the trains run all the way round; there is no terminal station at all. Only certain portions of the traffic which come in from outside terminate at the same place—Margate-street. For instance, the Great Northern trains, the Midland trains, and the Great Western trains come into Margate-street, and the South-Western trains come into the district line at Gloucester-road, I think, so that very little of what might be called terminal accommodation is required.
1286. It is rendered unnecessary in consequence of its being a circular railway? Yes.
1287. And the terminal stations are situated on the outskirts at convenient places? Yes.
1288. Taking into consideration the different circumstances existing in this country, where the State owns the railways, where there are so many large public buildings, and where the railway offices are accommodated in existing buildings, can you explain the necessity for having such a large central station, which is to include the whole of the administrative offices? I can explain what is necessary and what is not, and the different purposes for which the offices are necessary. Of course it is understood that the accommodation which is provided in this proposed station is for the future as well as the present—at any rate for a good many years to come. The accommodation provided is really more than ample for the immediate necessities, but when you are building it will be a very false policy not to provide a little for the future.
1289. In other words, you adopt it as a central station for all time? I will not say for all time; that just depends upon how Sydney increases. I think a report which was made by the Railway Commissioners to the previous Commission will show that.
1290. The main object being to get away from Redfern and to get into the city, I wish to know why a less important station would not be sufficient to meet the requirements? As to the ground plan, I reply that it will be undesirable to lessen the accommodation. It will not only be undesirable to lessen the number of lines coming in and the area of the platforms, but it will also be undesirable to lessen the space given for passenger accommodation in the big halls, the waiting-hall, and the refreshment-rooms, and so on. As regards the storeys above of course it is a question of expediency. Those are not absolutely necessary for the station itself, seeing that the railway offices are now accommodated elsewhere, and can no doubt be accommodated in the future; but it would be a very great convenience, and, I think, altogether desirable, that accommodation should be made for the Railway Commissioners and their officers, and that has been done. I know the Railway Commissioners are of opinion that that should be done. In the building that is shown there on the easel there is a storey which is unnecessary, and which, in fact, I have assumed to be cut out in this estimate of £200,000. That estimate includes the roof, which is to cost £67,000, and the building itself, which is to cost £133,000. The building would consist of ground-floor, two storeys, and the roof.
1291. You are clearly of opinion that it is wise to make this ample provision? Yes.
1292. *Mr. Humphrey.*] Would the only difference in the cost be the saving of the two storeys provided for the accommodation of the Railway staff? No; the ground-floor and the roof would remain the same, but —
1293. Therefore the only saving would be in the cost of the one storey? I think you could cut out half of the £133,000.
1294. In what way could you cut out half the £133,000 if you had to provide good foundations and a roof as shown on the plan there? By cutting out the unimportant storeys; but, as I say, I think it would be a very undesirable thing to do.
1295. How would you do it? You would have the foundation, the main floor, and the roof. The ground floor will have to give the same accommodation, but the walls need not be as heavy, nor need the walls of the basement be as heavy.
1296. How many storeys could you omit? You could omit two.
1297. You say the cost of the two storeys would be equal to £65,000? I should say, without going carefully into the matter, that the building might be cut down to about one-half. I should like to have an opportunity to consider the matter in detail before I expressed a definite opinion; but, speaking approximately, I should think that about half could be cut out.
1298. Instead of saying one-half, will you be good enough to express the amount in figures? About £65,000.
1299. £65,000 might possibly be saved by a sacrifice of two storeys of the proposed design? On account of the thinning of the walls, the cutting out of the storeys, and the cutting out of the tower, and the lessening of the roof; but it has to be borne in mind that if this be done you could never put the other storeys on unless you provide the wall of the right dimensions. If, in the future, it were decided that more accommodation was wanted, extra storeys could not be put on safely.
1300. Therefore there would be no economy in effecting a saving now if it should be contemplated at any future time to raise the building? No; it would be actually a loss.
1301. Suppose the terminal station is placed at St. James' Road, have you considered whether it is possible to avoid taking in a portion of the Registrar-General's Office? I do not consider that it could be conveniently done. Everything is packed in as tightly as possible on that plan. There is the parcels office in the corner of Park and Elizabeth streets, which is a very necessary part of the station accommodation. And on the other side there is a loading-bank for carriages and horses, which is also a very necessary part of the station accommodation. If the front of the station is moved back towards Park-street that accommodation would have to be limited, because there would not be room for it.
1302. What would be the difference in cost if the terminal station were placed at St. James' Road instead of at Park-street? £50,000.

1303. Would £50,000 cover the injury done to the Registrar-General's Office, and the bridge over Park-street, and all the additional work in connection with the terminal stations? £50,000 would not cover the injury done to the Registrar-General's Office. The injury done to that office would be probably about £14,000. H. Deane.
17 Mar., 1897.
1304. Are we to understand that £64,000 would be the difference in cost between a terminal station at St. James' Road and a terminal station at Park-street? Yes.
1305. You would be obliged to have a bridge at Park-street? The roadway will be replaced by a bridge, but the level of Park-street will remain just the same as it is. The £50,000 I mentioned as being additional cost is a correct estimate. The extra works will come to more than £50,000, but then there will be some savings.
1306. Can you furnish the details of that sum of £50,000? I ran them out roughly, but I have not the details here.
1307. Would it make any difference in the lines between Park-street and Liverpool-street? It would not be exactly the same. There would be the extra cost of the Park-street bridge, and the length of the lines between Liverpool-street and Park-street, for these six lines will be carried on further; but against that cost, Park-street will be kept at its present level instead of being cut down and made a wide street, as was proposed in the other scheme; and there will be a saving in excavation and foundations by taking the railway on to St. James' Road. The ground is lower there, and consequently there will be less excavation and less walls to build up. The result is, that the net extra cost is £50,000.
1308. Plus the injury done to the Registrar-General's Office? Yes.
1309. Are we to understand that you regard St. James' Road site as a better site for a terminal station than the Park-street site? Yes; and the Commissioners much prefer it.
1310. Will you briefly state your reasons for that preference? It will bring the traffic practically on to King-street, which is a better centre than Park-street.
1311. In regard to a comparison of the cost of the two sites, why do you regard the one as better than the other? A station at St. James' Road will accommodate the traffic better; it will bring the passengers further into the city, and it is worth while to bring them from Park-street to St. James' Road.
1312. The cost of a terminal station at St. James' Road will be less, if anything, than the cost of a similar station at Park-street? It will be less.
1313. *Mr. Hoskins.*] Even although you have to pull down and rebuild the Registrar-General's Office? That is not included. The actual cost of the station *Mr. Humphery* was referring to will be less, but the total cost of the line will be more.
1314. *Mr. Roberts.*] Would all the platforms be on the surface at St. James' Road site? The platforms would be at the surface.
1315. How far south would you have to travel from St. James' Road before you went into a tunnel? You have to get under Park-street; you are about 20 feet below Park-street where you cross.
1316. From Park-street to Liverpool-street? It would be underground.
1317. Not necessarily a tunnel? Most of it open.
1318. When you come out at Liverpool-street do you go overhead then? You emerge about half way between Liverpool-street and Goulburn-street; then you go over Goulburn-street by a bridge; and from that point to the Benevolent Asylum grounds you are on a viaduct.
1319. Will it be necessary to have a large station at the Benevolent Asylum grounds? If you have a terminal station at Hyde Park you do not want a large station on the Benevolent Asylum grounds. I presume the accommodation at Redfern will be more than ample.
1320. Would there be any station between Redfern and St. James' Road? I do not think so.
1321. *President.*] A station could readily be arranged at Liverpool-street? Yes.
1322. *Mr. Humphery.*] Would it be possible to prevent the cutting down of Devonshire-street to the extent which you mention is necessary? Not if the line is carried over, and the street retained in its present position.
1323. It would not be less than 9 or 10 feet? No. If Devonshire-street could be abolished a road might be made from about where the Female Refuge is, and you could deviate it to the east of the line as shown in this plan of the Benevolent Asylum site.
1324. Will it not be possible to bring the new road from a point opposite the old police station? No.
1325. We were told yesterday that there is a considerable fall between Devonshire-street and Pitt-street, opposite Christchurch? So there is.
1326. In that case would it not be possible to bring the new road from a point opposite the old police station? No.

William Robson Benson, Manager of the Wharf Association, sworn, and examined:—

1327. *President.*] What position do you hold? I am the Manager of the Wharf Association. W. R. Benson,
17 Mar., 1897.
1328. We are informed that the length of the wharfs under your control is 4,370 feet;—will you be good enough to enumerate the different wharfs? Parbury's, Walker's, Hoffnung's, Dalton's, the Central, Dalgety's, Towns', Moore's, the Adelaide, Smith's, and Dalgety's, formerly Dibbs'.
1329. How many ships could you berth at the associated wharfs? Twenty-nine.
1330. Are they usually full? No.
1331. What proportion is used—a half? For the last two or three years these wharfs have not all been filled with ships.
1332. In the wool season are they full? In the wool season there is a strain on the wharfs; but still I have never had to make any extraordinary provision for berthing ships.
1333. Generally speaking, will you say that half the berths are used? Taking all the year round, I think one-half would be a fair average to take.
1334. And in the wool season? They are fairly well filled.
1335. How long does the wool season last? About four months.
1336. For eight months in the year you use one-half of your accommodation, and for the other four months you use pretty well all of it? Yes.
1337. Can you give the values of these wharfs and the returns which they yield? No; I did not know that I should be called upon to furnish this information. It is rather a difficult matter to value the wharfs

W. R. Benson. wharfs as a whole. You would have to take each wharf individually; because if one particular wharf had a particular business connected with it, it would be of more value than another wharf which was used for ordinary business.

17 Mar., 1897.

1338. *Mr. Humphery.*] How many berths in connection with the wharfs controlled by this Association would be available for ships of large tonnage? About one-half; that number would berth ships of 3,000 or 5,000 tons carrying capacity.

1339. *Mr. Lee.*] How does your Association view the proposal of the Government to resume all those wharfs? The Association as a body has not given the matter any serious consideration; in fact, as a matter of discussion, it has never been brought before the Board officially.

1340. Would a line of railway, running round the wharfs, facilitate the shipment and discharge of goods? I cannot see how it would facilitate either one or the other. When we take into consideration, first, the fact that not 10 per cent. of the imports go to the country, and secondly, that nearly the whole of the wool which comes by rail is sent to the warehouses for sale, and that afterwards it has to be dumped for shipment. From the 1st July, 1896, to the 3rd March, 1897, the arrivals by rail were 470,328 bales, and by sea 124,648 bales, and out of that number 421,000 bales went into the warehouses and were offered for sale by auction. Nearly the whole of the wool which comes by rail is first sent to the auction-room and submitted for sale.

1341. Therefore, wherever you had your railway, as far as the wool was concerned there would be the same cost in cartage? The wool would have to be carted to the warehouses and the auction-room.

1342. *President.*] Does the same remark apply to hides and tallow? Yes.

1343. To frozen meat? No; it is shipped direct; but then it is pretty well dealt with in warehouses specially prepared for its reception, and then it is taken straight from the freezing chamber into the freezing chamber of the ship.

1344. *Mr. Lee.*] Then you hold that there is no present necessity for the construction of a goods line of railway round the wharfs? I cannot possibly see where the benefit would come in at all. I think that figures could easily be procured to support this statement. Most of the goods which are imported for the country are small lines which are taken into the warehouse here and repacked. Only a proportion of the original contents of a case are forwarded to the country, and the remaining portion of the case is filled with other goods.

1345. In consequence of expensive land resumptions the construction of a railway line round the wharfs would be a very costly matter? Very costly indeed.

1346. Consequently, you do not see where the revenue is to come from to pay the interest on the cost of construction? Speaking from my present knowledge I cannot see how it could return a fair interest on the money expended.

1347. The imports are not carried direct by rail from the ship, and the exports are not carried direct from the railway to the ship, and therefore you do not see how the revenue is to be got? Precisely.

1348. *Mr. Hoskins.*] I suppose the wharf-owners place different values on different wharfs? Decidedly; there would be great difference of opinion as to the value of a wharf.

1349. That difference of opinion is based frequently on the superior facilities afforded by one wharf over the other for discharging and loading ships, and also on the fact that one wharf is used more than another? Exactly.

1350. *President.*] Is the state of things you have mentioned in regard to your wharfs, there being for two-thirds of the year twice as much wharfage as you require, significant of all the wharfs in Sydney? Of the private wharfs especially.

1351. You have no doubt of that? No.

1352. *Mr. Lee.*] When articles such as minerals, coal, shale, and frozen butter, and possibly grain, require to be exported, are they not sent direct from Darling Harbour? Yes; coal especially, and grain probably. Of course there are the Government wharfs there specially equipped for shipment of coal. There are also other wharfs in Darling Harbour belonging to the Government where the ships can go alongside and take the grain out of the trucks.

1353. Under these circumstances your wharfs cannot compete with the Government wharfs? At our wharfs we do not compete with the Government so far.

1354. For the export of such articles as I mentioned, the requisite facilities already exist, and are being increased, at Darling Harbour and Darling Island? Yes; I presume they would be quite ample. I do not know exactly what quantity of grain is exported just now. The quantity of shale, I think, is not great. Coal is another matter. Whether these quantities are going to increase is another question. Whether the increase of wharfage accommodation in that particular direction is equal to the increased requirements I am not prepared to say. I presume it would be, from my personal observation in that direction.

1355. Do you know whether any of the produce of the country, or the shipping coming to the ports, has suffered in any way from the want of railway communication to the wharfs? No; I am not aware of that.

1356. Is it handicapped in any way by the dray carriage? No; that is a matter I have not given consideration to.

1357. It is not handicapped, to your knowledge? I do not know a ship which has been refused a berth from want of accommodation.

1358. *Mr. Hoskins.*] You have not heard in recent years, I suppose, of vessels having had to wait some time to be able to get a berth for discharging cargo? No. There have been occasions, probably, when ships have been booked for a particular berth; but at the same time I have had perhaps twelve or thirteen berths vacant. A ship which has been booked for a particular wharf has had to wait to get a berth there.

1359. *Mr. Humphery.*] In speaking of the export of grain, did you wish to convey that the grain would be sent direct from the country to the ship, or to a depôt, to be collected there and then shipped? It is very possible, if improvements are made at Darling Harbour, that provision will be made there for granaries contiguous to the wharfs. As far as my knowledge enables me to say, there is ample accommodation just now for ships to go alongside and take all the grain that is likely to be exported.

1360. *Mr. Hoskins.*] Have you ever heard of the export and import business of the port being retarded in consequence of the absence of railway communication to the wharfs? As a matter of conversation, probably; but, from a business point of view, I do not know that I have heard a remark made about it.

1361.

1361. *President.*] Do you think that your views in regard to this matter have fairly well been brought out? I think so. We have twenty-nine berths, and if we reserve seven berths for loading purposes, that leaves us twenty-two berths for working purposes. The average rate of discharge at a berth is 400 tons per day, and taking 300 working days for the year—which is a liberal allowance—that means the discharge of 8,800 tons per day, which is equal to the discharge of 2,640,000 tons per year. Allowing each ship a capacity of 3,000 tons cargo, the associated wharfs could berth 880 ships a year; but where you are going to obtain those ships outside the P. and O. Co., the Orient Co., the North German Lloyds, the Messageries, and other companies, I do not know.

W. R. Benson.
17 Mar., 1897.

1362. How many vessels do you obtain? I cannot give you the figures just now.

1363. Under 300? Outside the intercolonial ships and the big steamers, I do not believe that 300 over-sea ships arrive in this port in a year.

THURSDAY, 18 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and examined:—

1364. *President.*] You are the Engineer-in-Chief for Public Works? Yes.

1365. You have prepared a statement showing the shipping and wharfage accommodation in Sydney in comparison with the shipping and wharfage accommodation in other ports where a large trade is done? Yes; I have prepared a return in respect of fifteen leading ports. You cannot get information about all the ports. All of which I could get the length of wharfage I have completed to date. I am only able to make up the returns to the year 1888. I could get later information about some of the ports, but I thought it well to put all of them on the same footing. I could only get the tonnage of shipping up to the year 1888 in the edition of Mulhall in the possession of the Department.

C. W. Darley.
18 Mar., 1897.

1366. Will you read your statement? It is as follows:—

STATEMENT showing the total wharf frontage and the business done in connection therewith in some of the principal ports of the world.

Port.	Wharfage.		Tonnage.		Tonnage per foot of wharf.
	Year.	Lineal feet.	Year.	Tons.	
London	1888	133,121	1888	12,040,000	97.20 tons
Liverpool	1888	182,631	1888	10,310,000	56.46 "
Newcastle-on-Tyne	1888	18,099	1888	5,220,000	288.55 "
Cardiff	1888	26,780	1888	8,080,000	301.71 "
Shields	1888	1,814	1888	1,990,000	1,037.02 "
Hull	1888	38,616	1888	3,400,000	88.04 "
Glasgow	1888	34,267	1888	2,540,000	74.12 "
Bremen	1888	14,824	1888	2,370,000	159.87 "
Bordeaux	1888	28,809	1888	2,930,000	101.70 "
Havre	1888	46,084	1886	4,030,000	87.44 "
Antwerp	1888	40,967	1887	3,665,000	89.46 "
Sydney	1893	36,960	1893	3,490,785	94.44 "
Newcastle, N.S.W.	1893	11,580	1893	1,753,485	151.42 "
Melbourne	1893	23,888	1893	4,158,773	174.09 "
Port Adelaide	1893	24,961	1893	1,923,911	77.07 "

In making a comparison with Sydney such ports as Cardiff and Newcastle-on-Tyne must be omitted, because they are coal-shipping ports, which are used night and day. In both Newcastle and Cardiff some of the wharfs are double-decked. Shields shows an immense tonnage, but that is a fishing trade. The ships lie possibly 50 feet deep at the wharf, and to get on one ship you have to cross a number of others. Although there are only 1,800 feet of wharfage at Shields, it is said to be all given up to fishing boats. Melbourne and Adelaide must also be struck off the list for the purpose of comparison, because every P. and O. boat which comes to Sydney is entered twice in those ports. We know there is not the amount of shipping at Melbourne as there is at Sydney.

1367. *Mr. Hoskins.*] Have you the figures for the port of Hamburg? I could not get the tonnage of the shipping at Hamburg.

1368. *President.*] Such ports as London, Hull, Glasgow, Bremen, Bordeaux, and Antwerp are a fair example of the trade which is done in Port Jackson? I think so.

1369. In estimating your 94 tons to the foot available, what amount of foreshore in Sydney did you take as a basis? I did not take the foreshore in Sydney. I took the frontage of the wharfs actually available for ships to lie at.

1370. Will you state the length of the wharfs you took in Sydney? 36,960 feet.

1371. Is that all foreshore, or did you take the jetties into consideration? All the jetties were taken into consideration. In the case of a double jetty I took both sides.

1372. If a jetty was 40 feet or 100 feet long you counted both sides? Yes; if both sides were available for ships to lie at.

1373. Not the length of the foreshore? No.

1374. If you have the foreshore at (say) Antwerp or Hull, and the foreshore at Woolloomooloo Bay, an estimate becomes possible, for the same amount of foreshore available at either place will enable the same amount

- O. W. Darley. amount of wharfage to be constructed; but if you take the number of wharfs where ships lie on both sides, and the wharfs in Circular Quay where ships lie abreast on, and in other places the wharfs are run out a considerable number of feet into the water, you have a false comparison? It seems to me you must take what is known in England as "quayage." I do not see what good the length of foreshore would be to you all. If you go into Liverpool you will find the docks are one inside the other. The actual room for ships to lie at is the only basis on which you can go to make a comparison.
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1375. If you take a comparison of Woolloomooloo Bay properly equipped, with all the water frontage utilised, the eastern side of the bay might show, not 1,350 feet of direct foreshore, but 3,000 or 4,000 feet if the wharfs are run out into the bay? It is not possible to make a comparison with other ports if you take any fanciful thing for Sydney, and it is not in our power to take the same for other ports; you must take the actual quayage. To make a comparison, we can but get the quayage in other ports. If you ask me the possibilities of Sydney I will answer you. I am dealing with the wharfage at Sydney as it is. At Bremen and Liverpool they are increasing their wharfage every year, as we are doing.
1376. With regard to the present, the amount of trade at Sydney is 94 tons to the foot of wharfage available, and it stands about midway among the ports of the world? Yes.
1377. That is a very fair comparative position? A very fair position.
1378. Therefore the present wharfage of Sydney, compared with that of other ports of the world, appears to be not more than is usually necessary to do such a trade? Yes; it is working fully up to its capacity, as compared with most other ports. The wharfage is worked better here than at Liverpool, Hull, Glasgow, Havre, or Antwerp. It shows better results than do all those ports, getting more actual tonnage per foot of the wharfage.
1379. *Mr. Hoskins.*] At Liverpool they have docks inside the docks? Yes; but we allow for the quayage of the docks.
1380. *President.*] In Woolloomooloo Bay how much foreshore is occupied by the wharfs you have included in your return? All the wharfs constructed from the west side round to the south-east corner, and the first wharf on the eastern side.
1381. Does it include the Admiralty Wharf, Cowper Wharf, and the first wharf round towards Challis-street? Yes.
1382. In the return you have embraced about 1,400 feet lying between Challis-street and the northern end of Admiralty Wharf in Woolloomooloo Bay? Yes, together with the two sides of the pier there.
1383. It includes all the wharfage lying within that area? Yes.
1384. There is nothing else in Woolloomooloo Bay? No.
1385. There is nothing else till we come to Fort Macquarie? Not till we come to the P. and O. Co.'s wharf.
1386. From there it embraces the whole of the foreshore going round the associated wharfs down the eastern side of Darling Harbour to the point of the harbour, and then up along the western side of the harbour to Pymont Bay, at the western side of the two "T" wharfs? It excludes Dawes Point, where there is no wharfage.
1387. You have excluded those portions of Woolloomooloo Bay which eventually may be used for shipping; all that area fronting the recreation ground and Botanical Gardens to the Governor's Steps; that area between the Governor's Steps and the end of Fort Macquarie; and that area lying west from the jetties in Pymont Bay and embracing Darling Island? Yes.
1388. You have excluded all those places? All I took was the actual finished wharfage available for shipping to lie at.
1389. With regard to wharf extension on the eastern side of Woolloomooloo Bay;—what wharfage have the Government at present unutilised; a length of 1,360 feet is shown here as suitable for wharf extension? Yes.
1390. Beyond the Admiralty Wharf, going north, we have a distance shown of about 2,000 feet to the pumping-station, which eventually may be used for wharfage, if it becomes necessary—that is where the baths stand? Yes; it has not, so far, been contemplated to put wharfs there. It is under the public park, and it was thought undesirable to encroach any further on that side of the bay.
1391. In Woolloomooloo Bay, from the pumping-station to Potts' Point, we have unutilised, at present, a distance of about 3,000 feet? Yes.
1392. From the end of the Gardens, near the Tarpeian Way, to the western end of the point of Fort Macquarie, there is a distance of about 1,680 feet, a portion of which might be used where the Man-o'-war Steps are located? I do not think there is any site available there. I think that is required for Man-o'-war Steps and for the North Shore Ferry. A wharf could be made there, but it is wanted for an approach to the Man-o'-war Steps, and we are going to construct a new ferry dock on that side for the North Shore Ferry Company.
1393. That is there, available for State purposes if required? It is State frontage.
1394. At Dawes Point there is a distance of about 1,980 feet which is not very well situated, but which will be available for State purposes when the arrangements between the Imperial Government and this Colony are completed? Yes.
1395. From the western end of the jetties in Pymont Bay, round to the termination of the Government property in Darling Island, there appears to be a length of about 2,000 feet approximately? I have nothing before me, but no doubt that is correct.
1396. It appears there is a length of nearly 2,000 feet at present unused for wharfage purposes? Only partly available and of doubtful utility. That sharp curve of Dawes Point is not, I think, a suitable place to put ships or wharfs. Ships would project out into the navigation too much. I do not think Dawes Point is of much use for shipping.
1397. *Mr. Hassall.*] It would be right in the fairway? It is very close.
1398. *President.*] Taking, for instance, 5,000 feet in Sydney Cove, 1,400 feet in Woolloomooloo Bay, and 11,000 feet to the end of Darling Harbour, the foreshores abutting on to the wharfs which you have chosen for your present statement with regard to Sydney Harbour cover approximately 20,000 feet of foreshore? I will see if the figures are correct.
1399. It appears that the available State-owned property, not including the Gardens or recreation-ground, is about 9,000 feet? I will verify the figures.
1400. That means that the State has in its possession, without going beyond Jones' Bay or Potts' Point, contiguous to the city of Sydney, an area pretty well equal to half the foreshore that is at present utilised? Yes.
- 1401.

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1401. That being so, the present foreshores under the same system of utilisation would enable half as much more trade to be done from Sydney as is at present carried out? No; you cannot draw that conclusion from it, because the wharfs in Darling Harbour are very largely used for the coastal trade; they are in constant use and they are crowded very thickly together. If the Government makes use of every wharf we could not construct a series of jetties such as exist in Darling Harbour.

1402. You utilise 20,000 feet of foreshore, and there are pretty well 10,000 feet yet to be utilised? I will look into the figures. I do not think we will get a very great length of practicable wharfage frontage available after the wharfs in course of construction are filled up. There is the whole of Darling Island to be added on, for it is all available. I think the whole of Dawes Point and the western side of Fort Macquarie must be excluded.

1403. Do you feel inclined to express an opinion with regard to the amount of work done off the Sydney wharfs? This return shows that the wharfs are fairly well worked up to their capacity.

1404. We are informed on all sides that they are not? It depends on circumstances altogether. Some sort of loading, such as wool, is slow to take in. It could be worked off more rapidly.

1405. *Mr. Lee.*] Is it not correct to say that some of the wharfs are not worked to their full capacity—that they are vacant during some months of the year? No doubt; they are built for a certain trade.

1406. You are charged with the construction of wharfs in Port Jackson? Yes.

1407. You are now constructing one wharf or more at Woolloomooloo Bay? Two berths are in course of construction.

1408. Are they being erected in consequence of some special demands for berthing there? Yes.

1409. Special demands from new lines of steamers? Special demands from the Treasury. Captain Jackson brings pressure to bear on the Treasury. He reports that he has not berths enough to meet the demands, and the Treasurer then asks the Minister for Works to construct more berths.

1410. But it does not follow that it means the making of preparations for some new line of steamers coming here? There are certain companies coming here and asking for big berths.

1411. There is a difference between a large ocean-line of steamers and casual sailers; for instance, a regular line of steamers requires a permanent wharf? That tells against them to some extent, because companies like the P. and O., the Orient, North-German Lloyd's, the Messageries Maritime, and the Eastern Australia—the Japanese Company are asking for a wharf now—permanently occupy a large length of wharf, and pay a rent which represents a very large interest, I believe, on the cost of the work.

1412. The wharfs at Woolloomooloo Bay will be used more for the general trade of the port? Yes. Some of them may be leased to some of the companies which are coming here. One of the two American lines used to be berthed in Woolloomooloo Bay, but I expect that it will have to come back there.

1413. Is there any special reason for the shipping requiring to go to Woolloomooloo Bay;—does it offer any advantages over the wharfs on the western side of the city? Woolloomooloo Bay is better than what are known as the private or "back" wharfs, because it has a good approach.

1414. How do you account for the shipping desiring to get to Woolloomooloo Bay, and thus necessitating the erection of new wharfs, when the associated wharfs on the western side of the city are not fully occupied? Because there is an extra charge of 6d., I think, for every ton taken away from the "back" wharfs. Goods taken away from the Government wharf at Circular Quay or Woolloomooloo Bay are taken 6d. a ton cheaper than are goods from the "back" wharfs on account of the very bad approach and the steep hills.

1415. It offers an advantage to ships? Yes.

1416. That is one reason why the demand is for Government wharfs? When we have to import a large quantity of pipes we always stipulate that the pipes must be landed at a Government wharf. In one or two cases a large quantity of our pipes was landed to suit the ship and the shipowners at a "back" wharf, and the carriers charged us 6d. per ton extra for the carting; this charge the owners had to pay.

1417. It is done so much cheaper than it can be done by the Wharf Association? That is one reason.

1418. That is one reason why these ships want to go to the Government wharfs? Woolloomooloo Bay has a better approach; the grades are good.

1419. *Mr. Hoskins.*] There is more water there than there is in Darling Harbour? There is plenty of water there; it is a mere matter of dredging if any place shoals up.

1420. *Mr. Lee.*] When your frontage at Woolloomooloo Bay is filled up with jetties, and you have made provision at Darling Island, do you think there will be sufficient wharfage in this port for the next twenty-five years to come? It is hard to say what will happen in twenty-five years, but I fancy it will be sufficient for some time.

1421. It will be more than sufficient for present requirements? Yes.

1422. Apparently it will offer accommodation for the next twenty years? There is no doubt that it will answer for some time.

1423. If all these sites are filled up and all the berths are occupied, how can we extend the wharfage so as to accommodate extra ships? In different ways. The wharfage could be distributed and spread by going further to the west, making more use of Blackwattle Bay and utilising Roselle Bay.

1424. Do you think there is any probability of the foreshore of North Sydney being used? I doubt where you could utilise it to any extent. Lavender Bay might be used in connection with the railway; but the approaches to North Shore are not good. A good deal of railway traffic might be done at wharfs in Lavender Bay.

1425. One drawback would be that it would be separated from the city where all the depôts and distributing houses are? Yes.

1426. As far as the produce of the country is concerned at the present time, and making an ample estimate for its increase in twenty-five years, you think, when all the Government sites are filled up, there will be ample accommodation? When the wharfs in Darling Island and Woolloomooloo Bay are completed, there will be ample accommodation for the next ten or fifteen years.

1427. Have you given any attention to the question of the desirability or otherwise of the Government acquiring all the wharfs on the foreshores of Port Jackson? I have often expressed the opinion that the private wharfs on the east side of Darling Harbour should not be interfered with—that they are better in private hands. I do not think the Government could utilise them to the same extent as they are utilised now.

- C. W. Darley. 1428. You think that they should remain in private hands? That has always been my opinion. If they were taken over by the Government, pressure would be brought to bear at once to commence reconstructing them, and I am satisfied that no engineer could design a set of wharfs right off on a sheet of paper which would answer or suit conveniently all the various trades that are now carried on there. The different companies have designed their wharfs, and have carried them out exactly to suit their particular trade and their steamers, and no one system of wharfage which could be constructed would answer that purpose. One company, for instance, has its jetties a certain distance apart, which exactly suits its steamers and the steamers again suit its trade. Then the wharfs are arranged as regards both length and position, and fitted with appliances and connected with warehouses exactly to suit the trade. You will find the Hunter River wharfs fitted up in a certain way to deal with hay. The Clarence River wharf deals with another class of trade and another class of boats, and the wharf was built for that trade. To attempt to do what Sir John Coode was asked to do some years ago—to design a whole series of wharfs in Darling Harbour—would upset the trade and yet not give the necessary accommodation. He prepared a scheme to cost a very large sum which I do not think after all gave anything like the accommodation which at present exists.
1429. As a matter of fact the accommodation there has originated and has grown according to the requirements of the trade in the port? According to the requirements of the trade and the various requirements of the individual companies.
1430. And if the Government were to devise a set system of wharfs there it might so happen that it would not suit a portion of the trade? There is no doubt that a large amount of space would be wasted; you could not get the same amount of trade into one set design.
1431. *President.*] Can you furnish the Commission with Sir John Coode's report? Yes; it was never printed.
1432. *Mr. Lee.*] Have you ever made an estimate of what it would cost to resume these wharfs? No.
1433. You have never had occasion to do that? No.
1434. Therefore you would not like to express an opinion as to whether a revenue might be derived sufficient to pay the interest on the cost of construction, and the working expenses of the wharfs? No. I was in England when Sir John Coode was preparing his scheme. I went into his charting office and he showed me the first scheme he had prepared. I pointed out some weak points, and he so agreed with me after I had explained the matter to him—he was not here long enough himself to study the trade of the port—that he laid aside his first scheme and prepared another. I explained to him that no doubt it made a very nice-looking design, but it would never answer the trade of Sydney; and that no one connected with the Government could think of recommending the scheme he submitted.
1435. If it were thought necessary for the State to resume these wharfs for the purpose of constructing a railway along that foreshore, it would involve the resumption of considerably more land than the wharfs stand upon? It would require the land necessary for the railway too.
1436. At the present time it would be most difficult to form a correct estimate of what the cost of such a railway would be? I have not gone into that at all.
1437. Has it ever come under your knowledge that there has been a demand on the part of the wharf-owners at Darling Harbour to have railway connection with the wharfs for the purpose of facilitating the business of the port? I know there has been a demand from some, but on the other hand there are some wharf-owners there who, I suppose, rarely send any of their goods to the railway.
1438. Have you studied the question of the receipt and distribution of goods? Not to any great extent.
1439. Are you prepared to express an opinion as to the desirability of taking a railway there? I would leave that to experts who have gone into the matter. I have my own opinions, but I have not gone into the matter.
1440. It has never come under your knowledge officially to deal with? No.
1441. *Mr. Clarke.*] Are you aware that a great many of the private wharfs, particularly the wharfs under the control of the Wharf Association, are not fully occupied for nearly two-thirds of the year? I can quite understand that a portion are not occupied out of the wool season; but at a certain period of the year, when there is a rush, we have hardly wharfs enough to berth the ships.
1442. We have had evidence that a great many of the private wharfs are not fully occupied for about two-thirds of the year? I would not have thought that it was so much as that.
1443. In the event of the Government resuming the private wharfs in Darling Harbour, would it not be very inconvenient—in fact almost impossible—for the trade to be carried on in that particular place while they are being reconstructed? It would interfere with the coastal trade very largely no doubt.
1444. Would it be possible to carry on that particular trade during the course of their reconstruction? A certain portion of the trade must be interrupted and interfered with and temporary provision made for the time.
1445. What wharfs could you take them to where they could carry on their business without suffering considerable inconvenience? You stated just now that a number of wharfs are vacant for eight months in the year; those wharfs might be made use of.
1446. Would those wharfs be suitable for the trade which is carried on in Darling Harbour and which chiefly comes by steamer from various ports on the coast north and south? They could be made use of, but they would not be so suitable as the present wharfs, because they would not have special stores to deal with the trade. There is no doubt that in reconstructing the wharfs for private services inconvenience must be caused during the process of reconstruction.
1447. It would be almost impossible to carry on the present trade in Darling Harbour without causing great inconvenience to the general public? Yes; as you came along to reconstruct each wharf in its turn, each company must be interfered with and put to inconvenience.
1448. If these wharfs to which you allude are occupied for four months in the year for their own purposes, there will be no room at those wharfs during that period for the present trade in Darling Harbour—will they not be shut out from those wharfs for four or five months in the year? I dare say, if it were absolutely necessary, some place could be found. For instance, if the wharfs of the Clarence River Company came to be reconstructed there is no doubt that some place could be found to carry on their trade temporarily while their wharfs were being reconstructed. What I hold is, unless they were reconstructed on the same lines as they are on now, a large number of companies would have to be squeezed out. I think that quite a third of the companies would be squeezed out of the frontage unless the wharfs were reconstructed exactly on the same lines as they are on now. 1449.

1449. Do you not think that the wharfs in Darling Harbour suit the public quite as well as they would if they were resumed by the Government? That is and always has been my opinion. C. W. Darley.

1450. *President.*] Have you taken into consideration the future trade of Port Jackson? Yes. I say the future ocean trade, if it grows to a very great extent—and no doubt it will grow as the Colony will grow—must be provided for in other parts of the harbour, but you cannot make that provision and sacrifice the coastal trade. The bringing of produce into Sydney must be provided for for all time. We cannot squeeze that out or sacrifice it to the ocean trade. 18 Mar., 1897.

1451. At present it appears that the future trade of the Colony from Port Jackson will be in coal, wool, frozen mutton, wheat, timber, and things of that kind; are your present coal jetties suitable? No. There is no coal trade yet to speak of. The cranes were only erected on the jetties in a tentative manner, to see how the trade would grow.

1452. It is not your intention to permanently ship the coal at Pyrmont? No.

1453. Where do you intend eventually to ship the coal from? It just depends. These cranes were put up simply to test the trade, and see whether it would grow; but since they were put up there seems to have been a tendency for the trade to decrease rather than to grow. I think it is rather less now than it was then. If it grew to any great extent we would have to devise some other scheme. My idea was to get a good coal shipping depôt at Long Cove, and to bring the railway down to that point from Petersham.

1454. That will not do for Illawarra coal? We could bring the branch line to Long Cove under the western railway at Petersham.

1455. It appears probable that eventually some considerable coal trade will be done from this port? Yes.

1456. It appears probable also that a large wheat trade will eventually be done from Port Jackson? Yes.

1457. There will be a large wool trade, and then there will be ores and other things to ship;—can you advise the Commission where, in your opinion, a great wheat-shipping place should be? The wheat will come down by rail, and therefore Darling Island will be a very suitable place for carrying on a trade such as that.

1458. You have already pointed out that you cannot depend on Darling Island and Woolloomooloo Bay to meet the requirements of the port of Sydney with certainty for much more than fifteen years? Yes.

TUESDAY, 23 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, further examined:—

1459. *President.*] You wish to hand in some plans? Yes; a plan of the west side of Farm Cove, showing soundings and borings, and also two plans of Darling Harbour and Sydney Cove, showing works recommended by Sir John Coode in his report dated 28th February, 1889. Sir John Coode's estimate of the cost of his whole scheme was £800,000. 23 Mar., 1897.

1460. Under that scheme would the accommodation be more than is at present afforded? According to Sir John Coode's scheme there would be 11,050 feet of frontage, giving accommodation for thirty-two vessels averaging 300 feet each. The number of berths at present available on the same space is forty-six, as against thirty-two available under the new scheme.

1461. Are we justified in believing, then, that the accommodation furnished by Sir John Coode, after an expenditure of over £750,000, would be less than we have at present? It would be better for large ships, but less for small ships, and altogether what I call unsuitable for the trade that is required. It would simply drive away the Darling Harbour produce trade, for the greater portion of the proposed wharfage would be accessible only to railway traffic.

1462. Are there any resumptions under Sir John Coode's scheme? It includes resumption; but that is not included in his estimate. It includes resumption of the whole of Darling Harbour between Pyrmont Bridge and Dibbs' Wharf, but does not interfere with Dibbs' Wharf.

1463. His estimate is about £750,000, not including resumption? £800,000, not including resumption.

1464. And after paying for resumption, and this sum of money for construction, the port would be very little better than at present for the purposes for which it is used? It would not be suitable for the present traffic. Quite half of the frontage would not be accessible for dray traffic, and seeing that a large proportion of the produce landed in Darling Harbour is distributed by means of drays into the city, the accommodation for so distributing cargo would not be improved. Fully half of his frontage would be accessible only to railway trucks. You could not get drays and trucks along the wharfs properly.

1465. You have already informed the Commission that after a series of years Darling Harbour has been adapted for a certain sort of traffic, and had better be left alone? Yes.

1466. And those remarks apply to Sir John Coode's scheme or any other? Yes; that is my opinion.

1467. *Mr. Humphery.*] What has actually been expended in connection with the accommodation which has been supplied in lieu of Sir John Coode's scheme? We have done nothing on that side where he proposed to carry out his scheme which did not clash with anything the Government proposed to do, but dealt only with improvements on the eastern portion of Darling Harbour at present occupied by coastal trade.

1468. Has any expenditure been incurred in connection with that portion of Darling Harbour with which Sir John Coode's scheme deals? A large private expenditure, of course, but no Government expenditure.

C. W. Darley. 1469. What is the next point? I wrote a minute, which, perhaps, I may read to the Commission. You asked me to express an opinion about wheat-shipping, and also as regards dealing with coal, also the frontage and number of berths, which I have put in a separate return [*vide Appendix*]:

WOOLLOOMOOLOO BAY.

Frontage available east side, 1,450 feet, along which five eschelon berths—four each 300, and one of 280—are partly constructed. Two of these are now being completed, thus providing five good berths for large vessels. South side or head of bay there are 1,710 feet of wharfage, including 520 feet frontage to a jetty suitable for small vessels. On west side, assuming that the space now occupied by baths, boatsheds, &c., was to be set apart for shipping berths, a length of about 1,500 feet could thus be made available for five more berths, without encroaching very seriously upon the Park. I cannot, however, recommend that this Park frontage should be so utilised. Altogether, in Woolloomooloo Bay there is 4,300 feet frontage, and a possible quayside of 3,187 feet.

From the northern bath site around Mrs. Macquarie's Point, Farm Cove to Fort Macquarie, a length of about 6,250 feet is wholly frontage to the inner Domain and the Botanic Gardens. I do not look upon any of this frontage as being available for shipping purposes. It has very properly been set apart for public purposes as park frontage, and should be inviolably kept as such.

CIRCULAR QUAY.

The Government wharfage in Circular Quay, exclusive of the head of the Cove (1,000 feet), which is devoted to ferry traffic, amounts to 4,835 feet, providing twelve good berths, nearly all suitable for steamers of the largest class.

Round Dawes Point, from and including the Marine Board boatsheds to end of George-street, a distance of 1,600 feet, is Government property, but cannot be looked upon as available for wharfage purposes, being too near the fairway and entrance to the Cove; besides, owing to its exposed position, vessels could not lie alongside a wharf there very comfortably.

DARLING HARBOUR.

Inside Pyrmont Bridge the Government owns a wharfage of 2,600 feet, which is almost wholly set apart for general railway purposes.

North of Pyrmont Bridge, including the two jetties now used for shipping coal, &c., there is a wharfage of 2,440 feet, equal to five good berths. When the coal trade, now temporarily carried on there, can be moved to a more permanent coal-shipping wharf, these jetties will be available for the frozen meat trade, and will probably more than suit the requirements for some years to come.

I was asked the other day what position was suitable for the frozen-meat trade. I do not think the Department could possibly get a better position than those jetties. There are five good berths, and rails laid on the wharf, which is suitable for the frozen-meat export trade. Some meat is shipped there now, and if the trade developed it could all be done there.

DARLING ISLAND AND PYRMONT BAY.

Around Darling Island it is proposed to construct a concrete quay wall, which will provide 2,550 feet frontage. In the bay between Darling Island and Pyrmont jetties a timber wharf with two jetties can be constructed, providing four large and one small berths. It is not, however, proposed to construct these berths at present, until it will be seen how the trade develops, and to what use they could best be put.

The concrete wall around Darling Island is now about to be commenced. When the eastern side, 1,350 feet long, is completed, it is proposed to try leasing it in three berths, with room for stores on shore, as it has been represented that a better revenue could thereby be secured.

No determination has yet been come to as regards the use to be made of the western side, but probably if a wheat-shipping trade springs up this will be the place to locate it, having railway connection and a concrete wharf wall, with good foundation. Large granaries could be constructed for receiving and storing the grain in bulk and rapidly loading vessels when they come alongside.

With a proper system of elevators, large hoppers, &c., truck-loads of wheat can be rapidly taken into the store and weighed, and held in readiness for issue to vessels coming to load.

Should a permanent coal trade be developed in Sydney for shipping railway-carried coal it will be necessary to provide a suitable site for the trade, and I am of the opinion this can best be done in Long Cove. Over a mile of good water frontage can be obtained above Long Cove Bridge, where quite three-fourths of the water frontage is already Government property.

I may here say that I have doubts as to any trade for railway-carried coal ever springing up in Sydney; but if it does, that is the place for its shipment.

1470. Is there any reason for bringing coal to Sydney by rail if you have a good port at Newcastle and another at Kembla, and the coal trade develops? If a good port were established at Kembla I think there will be no longer any need for providing for coal-shipping in Sydney. At present some coal is coming forward to Sydney, simply owing to the absence of a good port in the south to ship from.

1471. The coal for shipment comes chiefly, I suppose, from the Metropolitan mine? Yes.

1472. And the western coal is used for household purposes? Nearly all.

1473. And not for export? I do not think it is shipped to any extent.

1474. *Mr. O'Connor.*] Did I understand you to say that if a good port for coal shipment were established in the south there would be very little need for one in Sydney? Yes; if there were a good port in the south I think the coal would gravitate to the south rather than to Sydney. I think the Metropolitan coal would go south, the gradients being in favour of its going to Kembla rather than to Sydney.

1475. If a good harbour were established at Kembla, or south somewhere in that direction, do you think that the coal would go in that direction, and not to Sydney? I think it would.

GLEBE ISLAND.

As the trade of the port develops, and demands for greater shipping space arise, it will be possible to cut down Glebe Island, and convert it into a valuable shipping depot.

A scheme has been outlined which shows it possible to provide 4,150 feet of wharfage below Glebe Island Bridge, but this can be increased by construction of shipping jetties at north end, where eight berths could easily be obtained.

Inside the bridge, about 2,000 feet of wharfage can be provided, making in all, including White Bay, some 7,330 lineal feet—nearly a mile and a half—without any resumption.

1476. *President.*] Would it be a serious matter to have a swing-bridge across to Glebe Island, to be used for railway purposes? No; it would not be a serious matter.

1477. In many parts of the world there are swing-bridges over which railways pass? Yes; at nearly all the ports in England some railway traffic crosses opening bridges.

1478. It would not be a serious matter to pass over by means of a railway swing-bridge? No. Glebe Island has a great future in providing for the development of the trade of Sydney.

1479. Now, in regard to the cost of wharfage at Woolloomooloo Bay, can you divide it into two,—namely, the cost of what is already completed, and what has yet to be carried out? Up to the present, in Woolloomooloo Bay £71,290 has been spent on wharfage.

1480. Since what date? From 1860 to the present date—that is, from the time when the circular wharf, originally known as Cowper Wharf, was commenced. C. W. Darley,
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1481. And your present scheme? An expenditure of £12,696 will complete the wharfs on the eastern side. There is a contract let now for £5,000 for two berths, and £7,400 would complete the northern three berths on the eastern side.
1482. Have you a full scheme for Woolloomooloo Bay? Yes, for the east side.
1483. Does it extend past the Admiralty Wharf on the western side? No; I do not propose at present to go on the western side—the scheme is drawn up only for the eastern side.
1484. What will the full scheme cost when complete? £12,696—that is, for five berths.
1485. In Woolloomooloo Bay do you include the cost of dredging? No; intermittent work is generally charged to the dredge service.
1486. You have no estimate of the cost of dredging? No.
1487. Can plenty of water be obtained in Woolloomooloo Bay by dredging? Yes; there is no rock there down to 28 or 30 feet.
1488. Now, as to Sydney Cove on the eastern side, from January, 1879? I put that down as the date when the present permanent wharfs were commenced, excluding the old wharfs that have since been removed. On the eastern side £136,807 has been spent—that is, upon the P. and O., Messageries Maritime, the Orient Company's Wharfs, and the wharf on the south side. On the western side we have spent £93,441, and the completion of the berths at the old A. S. N. Company's Wharf, which work is now in course of completion, will cost £15,512. That is, of course, exclusive of land resumption.
1489. Does that include the whole of Circular Quay, or right to the point of the land known as Dawes Battery? Yes. The total cost of the existing wharfs, including the sheds—everything charged to the vote—and adding thereto £15,000, the estimated cost of completing the wharfs, amounts to £245,761. That is since 1879. Previous to that—that is, between 1860 and 1879—there were £40,460 4s. 11d. spent. But a great deal of that was spent on wharfs which have been pulled down when other wharfs have been constructed.
1490. They form no part of the present wharfs? No.
1491. £215,000 has been spent in the construction of various wharfs? Yes, since 1879.
1492. What has been the resumptions? For resumption of land on Circular Quay and Dawes Point, £304,008.
1493. Therefore the total amount spent on Circular Quay up to date which you think it is reasonable to include—that is, excising previous expenditure on things which have outlived their usefulness—is £549,000? The total expenditure reported to me in the construction of Circular Quay up to date, including the £40,000 I spoke of, and the land resumption, is £574,722 1s. 10d. That is the total expenditure from 1860; and the liabilities on account of the completion of work in hand, by the reconstruction of jetties at the old A. S. N. Company's Wharf, makes a total expenditure, when complete, of £590,234 9s. 4d.
1494. In your opinion there is a sum of £40,000 for previous works which should not be taken into account now? Yes; that I think should be written off, because the expenditure has gone through reconstruction.
1495. Then, in addition to that, there has been some dredging, has there not? There has been dredging and rock removal; but of those items I have no record here. I think that this expenditure includes removal and deepening of rock, but not the dredging of mud.
1496. So, roughly speaking, there is £600,000 invested in Circular Quay? I think that would be a fair way of putting it.
1497. *Mr. Humphery.*] We have had £442,753 revenue from Circular Quay, but there are annual charges against that? The annual charges are, I think, comparatively small.
1498. *President.*] Now for the expenditure on the western side of Darling Harbour? The construction of wharfs and jetties and the extension of wharfs in Darling Harbour, from 1864 to date, have cost £254,127 2s. 4d.
1499. Between what limits;—between the southern end of the bay and what point to the north? Including the Pyrmont jetties.
1500. To the north-western end of the Pyrmont jetties? Yes.
1501. Then, from those jetties all round Jones' Bay, have you a comprehensive design for the whole of that portion? Yes.
1502. What is that to cost? £101,872.
1503. Has the whole design been approved of by Parliament? No.
1504. But you are going on with a portion of the design? The Minister has approved of a small portion being commenced.
1505. Although there has been no approval of the whole of it? No approval of the whole of it.
1506. Then the Department is going on with an expenditure which forms part of an expenditure that will amount to over £100,000? Yes; if the whole work is completed.
1507. *Mr. Hoskins.*] Two or three years ago the Public Works Committee, after a long inquiry, at which you gave evidence, recommended the construction of a new bridge at Pyrmont, from Sussex-street, and also recommended that it should be undertaken as soon as possible, mainly on account of the evidence of Mr. Hickson, who represented that although the bridge had been repaired and might last two or three years it might give way at any moment; and yet we do not hear of anything being done in the matter;—can you tell us what is being done in reference to that bridge? The bridge is being carefully watched, and certain work done to give it as long a life as possible; but no money having been voted by Parliament for reconstruction, no reconstruction can be done.
1508. Is it in contemplation to give effect to the recommendation of the Committee? I think Parliament will have to be asked to vote money very soon for the reconstruction of the bridge.
1509. *Mr. Wright.*] Would it be possible to furnish the Commission with a statement showing the total expenditure on the different wharfs in Sydney, say, from 1850 up to the present date, out of Loan Votes; I think, if my memory serves me rightly, the first improvement on the Circular Quay was made in 1853—from Queen's Wharf to Campbell's Wharf? Yes; I think that such a return could be obtained. The return which I have to hand in to the Commission is complete from 1860. Our books go back only to 1860.
1510. Are there any means of ascertaining what was spent before that time? A good deal of that was Imperial expenditure; but a statement concerning it might be obtained from the Treasury.

- C. W. Darley. 1511. I suppose that the expenditure prior to 1860 was not very large? Not very large. I think I am right in saying that the whole of this expenditure is from Loan Votes.
- 23 Mar., 1897. 1512. I want, if possible, to ascertain the total expenditure from 1850 to 1860;—that could be obtained, I suppose, and, if added to this, would give us the total expenditure? I will make inquiry, and see if that can be obtained.
1513. Are you personally in favour of the construction of a coaling wharf in Iron Cove? Certainly not in favour of doing anything now; but I say that if a trade sprung up I would be inclined to recommend that a coaling wharf should be constructed there.
1514. Would there not be sufficient space at Darling Island for it? No.
1515. Well, what about Glebe Island for the coal trade—at the head of Johnson's Bay? I think Glebe Island is too valuable for the coal business. It is better to use it in connection with the city. If the city trade increases in connection with the shipment of wool, produce, and merchandise, it would be better to let it spread out towards Glebe Island rather than use it for the coal trade.
1516. In the event of Glebe Island and all the foreshores being utilised would any more wharfage be required for the next century almost? We do not know how the trade may develop; but I have grave doubts as to whether we are going to have in Sydney a railway-borne export coal trade. Some coal may be won on the harbour, and it may be shipped from places near where it is won.
1517. You think the bulk of the coal sent to Sydney by rail will be for local consumption? Yes.
1518. *President.*] Have you any knowledge as to what is the nature of the bottom of Blackwattle Bay? The greater part of the bay we can dredge 28 feet or 30 feet without touching rock.
1519. So there appears to be no reason why Blackwattle Bay could not be used for the coal trade; you do not want to build a new railway if you can possibly help it, and tunnelling through the hill would bring you on to Blackwattle Bay? Yes.
1520. And if there are 28 feet or 30 feet of water available there, and there is no trouble in working a swing-bridge between Johnson's Bay and the Cove, why should not coal shipping be done there? There is no Government land available, except at the head of the bay, and that would not be suitable for coal shipping. I now put in a return showing the water frontage and quayage at Sydney Harbour, and also a return showing the expenditure on Government wharfs in Sydney Harbour, up to date.

Walter Liberty Vernon, Government Architect, Department of Public Works, sworn, and examined:—

- W. L. Vernon. 1521. *President.*] The Commission desire to know from you the value of the various buildings in the area immediately north from Devonshire-street, known as the Benevolent Society's grounds;—have you a statement? Yes.
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1522. Will you read it?

In accordance with a request of the Chairman (handed to me yesterday) to the effect that a rough valuation of the buildings set forth in the list accompanying it was required, I have the honor to report that a preliminary inspection has been made, and approximate valuations set down, as follows:—

Benevolent Asylum, buildings, fences, &c.	£16,400
Christ Church Parsonage, fences, &c.	1,800
Police Barracks and Superintendent's residence.	6,000
Sydney Female Refuge.	7,000
The Convent of the Good Samaritan.	13,000
Tramcar sheds, &c.	600
South Sydney Morgue and residence.	2,400
Friends' Meeting-house, &c.	500
Sextons' cottages.	200
Railings, gates, &c., to Cemetery.	1,000
Total.....	£48,900

1523. That is for every building on that area? Yes. The greater portion of the buildings is old and obsolete, and generally only suitable for present uses; and I estimate that if similar accommodation had to be provided in new buildings the cost would probably be between £75,000 and £80,000, as against £48,900, the present values. This of course does not include the value of the land.

1524. That would be the cost to the State if it were necessary to find the same amount of accommodation as you have at present in these old buildings? Quite so.

1525. There is no question of title at all—you only include the bare value of bricks and mortar? Yes, that is all.

WEDNESDAY, 24 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
	FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

- S. E. Perdriau. 1526. *President.*] What is the first information you have to give us to-day? As regards the cost of resumption of a strip of land 100 feet wide between the Redfern railway station and Circular Quay. The shortest distance from Redfern station to Circular Quay is 130 chains. If the strip taken be 100 feet wide the area included would be within a fraction of 20 acres, without including any land required for stations. The municipal assessments for the present year show that if that block of the city bounded by Elizabeth, Park, Pitt, and Liverpool streets, comprising an area of 10 acres 2 roods 2 perches, were resumed, the compensation, at twenty years' purchase, would be £748,640, and at twenty-five years' purchase, £922,800. If the value of the 20 acres comprised in the strip 130 chains long and 100 feet wide
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wide be estimated in the same way, and *pro rata*, it would cost £1,424,285 to resume at twenty years' purchase, and £1,755,624 at twenty-five years' purchase, without allowing anything for severance, for disruption of business, or for the 10 per cent. for forced sale always paid by Government. No doubt many valuable properties would be severed if such a strip of land were resumed, and under section No. 78 of the "Public Works Act of 1888" the constructing authority could be compelled to purchase many large and expensive buildings situated wholly or partly upon the area resumed, and thus the cost of same would be greatly increased.

1527. *Mr. Wright.*] If I understood you rightly, you have based the valuations on the valuations for the best portion of the city? I do not think it is the best portion of the city.

1528. You have valued the portion between King-street and Market-street? No; between Liverpool, Park, Pitt, and Elizabeth streets. That is not the best part of the city.

1529. You do not take in King-street? No.

1530. Then that is a medium part? Yes, a medium part.

1531. *Mr. Lee.*] Do you know if that passes through any very expensive buildings? I did not try to locate the area, but of course a great many buildings would be affected.

1532. *Mr. Humphery.*] That starts from Redfern railway station and terminates at Circular Quay, and avoids the Park? You may fairly say that is an imaginary strip.

1533. You propose to take a strip 100 feet in width from the Redfern railway station to the Circular Quay, on the western side of Elizabeth-street? Yes.

1534. It might appear from the evidence that in estimating for the 100-foot strip you have taken the cheapest portion of the city west of Elizabeth-street? I do not think that is the cheapest portion of the city. When you get nearer the head of Darling Harbour there is much cheaper property there; but I think that the value of property on this line is rather under the average than over that of city property.

1535. *Mr. Lee.*] Can you tell us what the practice in this country is when land is taken underneath a building—can you tell us how the compensation is arrived at;—is the surface value paid? I do not know what powers the Act gives in that respect.

1536. You have no precedent in the office to guide you where land has been resumed underneath a building for a tunnel? I believe that the Water and Sewerage Board do not pay anything for tunnelling.

1537. *President.*] What is your next statement? You asked me to ascertain the area comprised in Glebe Island.

1538. What is the area? The area of land comprised in Glebe Island is 34½ acres, and the Government's reclamation at the head of White Bay, adjoining the island, and lying between it and Balmain, comprises 12 acres, all level land, making a total area of about 46½ acres.

1539. There will be a good deep-water frontage for a great deal of it? The deepest part would be on the eastern side of the Island—about from 18 feet to 19 feet.

1540. It includes the whole of Glebe Island? Yes; road, abattoirs, and everything else there.

1541. What next? You asked me to ascertain the principal landing-places for passengers by steamer at North Shore. The chairman of directors of the North Shore Steam Ferry Company has informed me that before the tram service was started two-thirds of the passengers by their ferry steamers landed at the Lavender Bay wharf, at the head of that bay. The traffic is now diverted to the tram, and at the present time four-fifths of the passengers by steamer go to Milson's Point. The population of the borough of North Sydney, according to the Government Statistician, was 18,180 in February, 1896. The town clerk of the borough has stated to me that at the present time the population is, approximately, 19,483.

1542. Have you brought a map showing the position of the borough of North Sydney? Yes.

1543. What is the gross amount of fares collected by the North Shore Ferry Company? About £40,000 a year, reckoning the passengers at a penny per head.

1544. *Mr. Lee.*] Is there any parcel of Crown lands within the city boundary that could be converted into a park for the city people? Of course there is the Devonshire-street Cemetery.

1545. That is not Crown land at present? If what remains of the bodies buried there was removed the Government could get control of that land again, of course.

1546. Is there any other land, vacant or otherwise, that could be utilised for a city park? No; I do not think so.

1547. Do you know of any site that could be given to the public in substitution for what they would be deprived of if a portion of Hyde Park were taken away to be used for railway purposes? You could give them part of Government House grounds. Government House, they say, is tumbling down, and a substitute must be found for it pretty soon. It is in a very ricketty state, the Architect says. They are now spending money on it, and are always doing so.

1548. If the Government House grounds were devoted to reserve purposes, do you not think that they would be more likely to become absorbed in the Botanical Gardens than be made a park somewhat on the same lines and for the same uses as Hyde Park now? Yes, perhaps they would; but there are 40 acres there.

1549. Do you think it would be desirable to set up another park in the city, to be used in the same way as Hyde Park is now used? Well, if land had to be resumed it would be, of course, at enormous expense; and there is a very large area of land available now for recreative purposes, extending from Liverpool-street northward to the water—for the parks practically extend from Liverpool-street to the water—their total acreage being, I think, 230 or 240 acres including the 40 acres of Government House Grounds.

1550. And the public have access to a portion of that land at all times, day or night, and to the Gardens all day? Yes; Sundays and all other days.

1551. Take Hyde Park, for instance;—you know it pretty well? Very well.

1552. Is it really used at the present time for the recreation of the citizens or their children? I do not think so; it may be by the children.

1553. Is it not largely taken possession of by the loafing classes? Yes, it is, almost entirely.

1554. As a matter of fact, does it offer to the citizens or their children that recreation which it was supposed to afford? I do not think it does, except where the band plays on the eastern side. A good many children collect there in the afternoons when the band plays; but the western portion of it is used almost entirely by loafers.

1555. Are you of opinion that the citizens would suffer no serious loss if they were deprived of that portion of Hyde Park which it is proposed to take for railway purposes? I do not think they would.

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I think that the suburban residents would be benefited to a very great extent indeed by the railway coming right into the city, and also that a very large proportion of the inhabitants of the Colony would receive a direct benefit by being brought right into the heart of the city by the railway.

1556. What portion of the community would suffer, and in what respect, if that portion of Hyde Park were taken for railway extension purposes? I think, principally, the Domain loafers.

1557. The average citizen would not be deprived of any right whatever? I think not.

1558. That is to say, that irrespective of the portion required for railway purposes there would be ample room for recreation purposes? Yes. It so happens that at that particular place there are many large and contiguous reserves.

1559. Not very far from there is a smaller park? Yes; Cook Park and Phillip Park.

1560. Hyde Park has not been used for many years for vehicular traffic;—it is used only for pedestrian traffic? That is all.

1561. And has not the construction of the Centennial Park had the effect of attracting a large number of the citizens to that park for recreation purposes, particularly driving? No doubt it has, because there is a road there specially made for the purposes of driving.

1562. In that respect the Centennial Park has advantages far beyond anything that could be offered by Hyde Park? Yes. People living within an equal distance of Hyde Park and Centennial Park would never go to Hyde Park for recreation, but would go to the Centennial Park.

1563. The Centennial Park has a large area? Yes.

1564. Do you remember how much? Under the Centennial Celebrations Act the area to be left for a park is a square mile.

1565. It has been very largely improved, and is being beautified? Yes; more than £250,000 has been expended there.

1566. At the time that park was granted to the public there was no demand for extra park sites in the city, was there? I think not. I do not think it was intended particularly as a park for the city, but more for the surrounding suburbs; but of course it is very close to the city.

1567. But all those suburbs, now you may say, are part and parcel of the city—connected with the city by tram and every other means of conveyance? Yes.

1568. And it is no more a park for the suburbs than for the city—it is available for all? Yes.

1569. Is it not largely used by the city people? Yes. I have seen thousands of the city people there, especially on Saturdays, Sundays, and holidays.

1570. If this large park has been conferred on the citizens of Sydney recently at enormous expense, do you think that the citizens would suffer in any way if a small portion of Hyde Park were taken for necessary railway purposes? I think the taking of 10 acres out of Hyde Park would hardly be noticed by the citizens.

1571. It is only proposed to go up to about the middle walk? Yes; the south-western corner of the Park.

1572. Therefore it would leave all the facilities for pedestrian communication between Oxford, College, and other streets as well as it does at present? Yes.

1573. It would only prevent people from going direct through to Elizabeth-street between Liverpool and Park streets? Yes.

1574. But they could get to either of those points by taking a diagonal path? Yes.

1575. Therefore there could not be any great inconvenience to those who use the Park for pedestrian purposes? I do not think so.

1576. You are of opinion that the location of a railway on that portion of the Park would be a benefit not only to the citizens but also to the Colony at large? Yes.

1577. *Mr. Humphery.*] Supposing, instead of having a terminal station between Park and Liverpool streets, it were placed between St. James' road and Park-street, would your replies to Mr. Lee's questions be equally pertinent? I think so. I suppose that the same quantity of the Park would be taken—10 or 12 acres—and it would not much matter which portion were taken. Of course there is a good deal more pedestrian traffic across that portion of the Park towards King-street than there is across the southern portion of the Park.

1578. You mean diagonally? Yes; from Boomerang and College streets. That part of the Park is more used.

1579. I am speaking now of the north-western corner? Yes, the north-western 10 acres of the Park, bounded by Macquarie-street.

1580. Then the pedestrian traffic will come out at St. James' road instead of in Elizabeth-street;—is that what you mean? Yes; somewhere about the Queen's Statue, instead of going diagonally.

1581. *Mr. Wright.*] As a matter of fact the bulk of the pedestrian traffic goes that way now, does it not? Yes, I think the greater part of it does.

1582. *Mr. Humphery.*] How many acres are there of the Devonshire-street Cemetery that might be utilised for a park? About 11 acres.

1583. Comparing that area of land that might be made available for a park at Belmore-road—I mean the site of the Devonshire-street Cemetery—with the portion of Hyde Park which it is proposed to be taken for railway purposes, there would be twice the population inconvenienced? There would be, according to the Government Statistician's figures.

1584. Have you been over that land? Yes, I have been into it from various points; it is subdivided by fences.

1585. Would it be a suitable position for an addition to Belmore Park? I think it would be, certainly. It is very suitable land for a park, being elevated.

1586. And very central? Yes, it is central. There is a very dense population, especially to the east of it.

1587. And you think that as far as utility goes—not intrinsic value—it would be a fair exchange for the north-western corner of Hyde Park? Yes. I think the figures prove that the population benefited would be twice the number.

1588. *Mr. Wright.*] I gather from your remarks that you consider that the outcry against utilising a portion of Hyde Park for railway purposes is more sentimental than anything else? Yes, I do.

1589. And that the citizens would practically suffer no loss by the appropriation for railway purposes of that portion of Hyde Park asked for by the Railway Commissioners? Yes.

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1590. And you think that the land to be taken from the Devonshire-street Cemetery would be in every way as suitable, or even more suitable, for the requirements of the citizens of that part of the city than the portion of Hyde Park proposed to be taken? Yes.

1591. In making your calculation of the cost of the resumption of land you include resumptions right from Devonshire-street, do you not? Yes.

1592. And you are aware that there is a large portion between Campbell-street and Devonshire-street which is to a certain extent Government property, including Belmore Park and the Cemetery grounds, the resumption of which would not necessitate any great expense? It would of course depend entirely upon where the railway ran. You might interfere with Christ Church Parsonage, and the Convent, and the Refuge.

1593. But if you can avoid interfering with the Parsonage, and the Benevolent Asylum, and the Convent of the Good Samaritan, by taking a railway to the back of them at a sufficient distance, and then passing through Belmore Park, how many chains of resumption would you save? There would be something saved there.

1594. Can you give us any idea of the number of chains that would be saved? At a rough guess I should say perhaps 25 or 30 chains.

1595. That would reduce your total then to a little over 100 chains? Yes.

1596. And it would correspondingly reduce the cost of resumption? Yes. I am afraid that those figures do not convey anything like the extent of the probable cost of such a resumption.

1597. Of course to those figures would have to be added the cost of severance and destruction of buildings? Yes.

1598. Allowing for the lesser distance going through Belmore Park, you think that the original figures would be more than borne out by the result? Yes.

1599. So there is no hope of getting a railway through the city for less than £2,000,000 for resumption alone? No; under a clause of the Public Works Act, if a building is touched at all the owner can compel the Government to take the whole of it.

1600. Can you tell me what is the resident population within a certain distance of the north-western corner of Hyde Park? Within half a mile radius of the junction of Elizabeth-street and St. James' road the total resident population is about 15,000.

1601. And those are the only people who can actually claim any particular right to this Park? Yes, I think so.

1602. And you are under the impression that depriving those people of the convenience of having the Park close to their door would be more than counterbalanced by the gain to the population of the Colony generally if this railway were constructed? Yes.

1603. Very much more? Yes, I think so.

1604. *Mr. Fegan.*] Whom do you call loafers. You say that this Park is chiefly used by loafers. You do not call a loafer an unfortunate man out of work who is doing his best to get work, do you? Certainly not.

1605. Well, what reason have you for saying that the majority of the people who frequent this portion of the Park are chiefly loafers? That is the opinion I formed of the people there; I have seen them for twenty years, and that is what their appearance was. They are not working-men, but men that will not work.

1606. *Mr. Black.*] If the Park were closed would they cease to exist? No; if you take 10 acres they will go on to the remaining 30 acres.

1607. Well, if the closing of that portion of the Park would not wipe out those men whom you call loafers there would not be any benefit to the public in that direction if it were closed? I did not suppose that we were going to effect any reform in that respect.

1608. In fact you would only make the evil worse by concentrating them in a smaller area, if there is any evil? Well, at that particular place you have over 200 acres of land available for those particular people, and if you distributed them over the remaining 190 acres you would hardly notice any difference there.

1609. You have no idea in your head of having admission to the Parks by ticket? No.

1610. *Mr. Fegan.*] In answer to Mr. Lee you said there never was any agitation for more park room when the Centennial Celebrations Act was passed? I do not know that I said that directly, but I do not remember any.

1611. Do you know there was an agitation against taking away any portion of this Park? I believe there was an agitation some years ago.

1612. And a very strong agitation; even some of the most prominent people in Sydney took a part in the agitation against taking any portion of this Park for railway purposes? The gentleman I particularly remember is Mr. Macintosh.

1613. He occupies a very prominent position in the public life of the Colony? Yes; and no doubt his opinion is very valuable.

1614. And there were Sir Alfred Stephen and others? Yes. Sir Alfred Stephen was one of the trustees of the Park.

1615. Therefore, so far as the agitation was concerned, it was not owing to these unfortunate men but to some of the leading men of the time? Yes; there were some of the leading men connected with it.

1616. I think you will admit that the feeling is almost the same yet? I daresay it is.

1617. When the Bill was before Parliament I suppose you heard that a number of the representatives of the people were against handing this Park over for railway purposes? Yes; they thought that the taking of a quarter meant eventually the taking of the whole of it. That was the principal reason, I think; but I read the Railway Commissioners' statement, and they said they would not dream of asking for any more than 10 acres, because they would not make the Hyde Park station the main terminal station. Redfern would continue to be that, or rather the depôt.

1618. *Mr. Lee.*] This is for passengers only? Yes.

1619. You do not think that 10 acres near Belmore Park would compensate for 10 acres in the heart of the city, do you? I think the figures giving the population in the two portions show that 10 acres at Devonshire-street Cemetery would benefit twice as many people as 10 acres on the north-west corner of Hyde Park.

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1620. But you know it is really not those people who live in the near vicinity of Hyde Park who avail themselves of the advantages which Hyde Park gives to the people for recreation and other purposes, under the beautiful shade-trees such as there are not in the Domain? I think the Inner Domain is preferable to Hyde Park for shade-trees.
1621. But is it not a fact that no other park in the Colony gives the same facility for shade and enjoyment as Hyde Park? I must say that I have not seen very many people using Hyde Park for that purpose—I mean that I have not seen many people whom I would consider to be respectable people using it for that purpose. They mostly go into the Domain or the Inner Domain.
1622. Does not that statement bear out what I have said, namely, that the people who live in the different business places near and around Hyde Park do not frequent the Park, and that other unfortunate people come from other parts of the city because they appreciate the shade and the surroundings of the Park? Yes. It is not unlikely that a good many of those people whom I call "loafers" would collect where the cemetery is now if that were made into a park.
1623. Many people go to Hyde Park who are homeless, but are not loafers, and who walk about from morning till night looking for work? Very likely.
1624. And I have seen people go in there the state of whose pockets would not afford them any other means of getting rest? Yes; but they would not have to go much further to get to some other part of the Park.
1625. To be waylaid, perhaps, by tricksters? I have seen as many tricksters on this portion as elsewhere.
1626. Do you think there is the same protection in the Domain as in Hyde Park? We only propose to take a quarter of Hyde Park.
1627. But at the present time the Park is open to the public gaze, and in the daylight a man cannot commit robbery without being detected;—the police are there, and the public are on the alert? Yes; they are nearer than they are in the Domain.
1628. Do you not think that it is much better in that respect? There is no doubt that some people would be inconvenienced by the taking away of 10 acres, but I think that on the whole it would be of benefit to the country generally.
1629. How would it benefit the suburban people? It would avoid the necessity of changing from the train to the tram at Redfern.
1630. The expense of travelling would be about the same? I suppose the expense would be about the same—not much difference.
1631. Not having to change from train to tram would be the principal benefit? Yes.
1632. How much time would that save—about a minute? I think more than that. Even in the morning it takes fully a minute I think to change, but at other times in the day it must sometimes mean a loss of six, seven, or eight minutes.
1633. Do you think it is fair to go to the enormous expense of constructing a railway from Redfern to Park-street or Market-street, as the case may be, and take perhaps one of the most valuable sites for recreation in Sydney, in order to save that short space of time, seeing that you are about to construct an electric tramway along George-street? That will serve the people to some extent, no doubt.
1634. And you have also the steam tram service in Elizabeth-street? The railway, of course, would compete with the present tram service.
1635. And successfully, too, would it not? Yes.
1636. What is to become of the tramway then—there would be a loss on that portion of it, would it not? I think that portion of the tram service would hardly be wanted at all—that is the railway tram.
1637. In your calculation you have not informed the Commission the amount of loss that would be sustained by the pulling up of the tramway? No; that would be a matter for the Engineer-in-Chief for Railways.
1638. Perhaps you could estimate the value of that property? I could find that out for you.
1639. *Mr. Roberts.*] Is it not true that since the extension of the tramways into the various suburbs business people now have residences for their families in the suburbs who used fifteen or twenty years ago to live at their place of business with their families? I believe that is a fact. In fact the population of the city proper is not growing so fast on that account.
1640. Is it not a fact that the families of at least (say) 75 per cent. of the business people of Sydney now reside in the suburbs? I daresay that is about the proportion.
1641. And therefore is it not fair to assume that there is not the demand for Hyde Park as a recreation-ground at the present moment that there was twenty years ago? Yes, I certainly think that is the case.
1642. *Mr. Hassall.*] The traffic through the north-western portion of Hyde Park principally comes from Woolloomooloo, does it not? Yes.
1643. And in the event of that portion being resumed for railway purposes no very great inconvenience would be caused to anyone by being obliged to make a detour along College-street into St. James' road? No; it would not make half a minute difference.
1644. So the resumption of that portion for railway purposes would not, to any great extent, inconvenience the public who use that short cut to the city? No.
1645. Is it not a fact that that particular portion of the Park is, to a certain extent, infested by people who do not care to work? I have always thought so, especially at night-time.
1646. There must be, of course, some amongst them who would be only too glad to obtain employment, but as a rule, is not Hyde Park overrun—day after day, week after week, and month after month—by people lying about there to the detriment of those persons who would like to use the Park for recreation purposes? Yes; lying about on the benches and elsewhere.
1647. From what you yourself have seen you think it is not a desirable place to send girls and children to at the present time? No; very undesirable.
1648. How far is it from that portion of Hyde Park to the Domain? About 200 yards.
1649. So that even if the public were deprived of that portion of Hyde Park they have the Domain right alongside of it, which they could make use of? Yes. I think that is the principal reason why they would not feel any inconvenience, because at that particular place there is such an enormous area of park-land available—from Elizabeth-street right down to the waters of Port Jackson.
1650. You may say that it is a continuation of park-land right from Elizabeth-street to the waters of Port Jackson? Yes.

1651. And if an area of 10 acres were taken out of it it would hardly be missed? Hardly at all.
1652. You think that in view of the largely-increased convenience to be conferred on the public by the extension of the railway to that particular point it would more than counterbalance any little inconvenience the people might suffer by being deprived of that portion of the Park? Certainly.
1653. *Mr. Clarke.*] Do you consider that, as a whole, with Moore Park, the Centennial Park, the Domain, and other parks, the people of Sydney are as well situated in that respect as are the people in any other part of the world? I have not travelled enough to express an opinion on that, but I have always thought that it would be a valuable thing if they had a piece of park land in the western portion of the city, which is not very well served.
1654. Which part do you mean? Well, we have Wynyard-square there, but that is about the only piece of available land in the western part of the city until you get to Blackwattle Bay—Wentworth Park.
1655. But in the eastern portion the people are well off for parks? In the eastern portion of the city the park-land extends from Dowling-street, Surry Hills, up to Randwick and Waverley—that is, including Moore and the Centennial Parks.

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Perdriau.
24 Mar., 1897.

THURSDAY, 25 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Norman Selfe, M.I.C.E., M.I.M.E., sworn, and examined:—

1656. *President.*] What are you? I am an engineer.
1657. At present practising in Sydney? Yes.
1658. You are aware of the project before the Commission to extend the railway into the city for the conveyance of passengers and for the conveyance of goods? Yes.
1659. You have given the matter some consideration? A great deal of consideration.
1660. And have a scheme you believe to be a satisfactory solution of the matter we are considering, and desire to place it before the Commission;—will you explain it? I have been asked to place it before the Commission—I have placed it before the country—and I shall be glad for the Commission to consider it. I think it will be better for me simply to outline my scheme, and then leave you to ask me to come here again, for it took the other Royal Commission three days to go into it. I may say that the scheme was misrepresented then in a way that I am sure it will not be represented before this Commission. I should like to say before going into an explanation of the scheme that I am not an advocate of any hard and fast line to a few feet or chain or two. I am an advocate more of certain definite principles which I laid down, and I show in my scheme a solution of the difficulties which they involve. I am prepared to admit at once any improvements if they achieve the same results.
1661. You approach the matter simply on general principles—you are willing to accept any amendment in regard to details? Yes; with regard to small details.
1662. The plan which you have now placed before the Commission shows your proposed line going down towards Darling Harbour, and then going northerly; you have an alternative scheme starting from Eveleigh station;—do you desire to consider that at all, or do you consider this is the better one? I only know of one scheme.
1663. There is an alternative loop-line? That alternative loop-line, which was referred to by some of the Government officers, is merely Mr. Deane's line; it was only drawn on my plan as showing how goods could be brought from Darling Harbour to Circular Quay apart from the passenger line.
1664. As far as you are concerned we say nothing about that? Excepting for goods. That is a scheme that belongs to two or three other plans. I think you mean the loop that terminates at the Commissariat Stores, and goes round by Miller's Point.
1665. On the western side of southern George-street station there is a loop? That is part of Sir Henry Parkes' scheme.
1666. It appears here on this plan of yours? I put it here as it is for the Commission to consider it, but that really was a suggestion on Sir Henry Parkes' plan that was submitted to the previous Royal Commission.
1667. Your main scheme turns off on the western side of Redfern station? At the tunnel.
1668. And follows down to the first George-street station;—will you give us a rough description of it, first of all? My whole scheme is based on five leading points: First, the distribution of the present suburban passengers throughout the city. Secondly, a provision for the connection of all the eastern suburbs with the city extension. Thirdly, that the extension should go hand in hand with the improvement and not the disfigurement of the city, and that, if possible, the improvement of the city should accompany the carrying out of any scheme. Fourthly, that the connection of the North Shore line should be an integral part of the whole scheme, whether it be carried out now or in the future. Fifthly, that the cost of any system should be estimated on a rational and business-like basis, and not in the way in which the cost of my scheme was estimated on previous occasions.
1669. Will you describe the route, and then we will turn to the various heads? The route I propose is to turn off at the Redfern tunnel, follow the Darling Harbour branch down as far as George-street, widening it and easing the grade, and making a station somewhere opposite Christ Church, on the ground where Fimmel's store used to be, or in that neighbourhood; then proceed by means of a viaduct right across the Haymarket valley, on a level over the top of the premises held by Hoskins and Tangye; and so on over Hay-street, striking Brickfield Hill about Messrs. Goodlet and Smith's yard, where the railway would enter a tunnel. The corner of Goulburn and Kent streets is so much below the corner of Bathurst and George streets that it is possible for a train to go over the lower corner and be underground at Bathurst-street—the ground rises so much. My original intention was to utilise the site on which the new market buildings are now erected.

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1670. Before that, between Bathurst and Liverpool streets, do you enter your tunnel? Yes. I intend to make an easy curve, as shown on the plan. The line goes in amongst what are practically slums in this district—pig-pens, and so on, where the stock is sold—and then it gets out about Goodlet and Smith's yard. It then goes into a short tunnel under the very widest part of George-street, where ventilators could be placed in the middle of the roadway—very long narrow openings—which would ventilate the tunnel. That is between Druitt and Bathurst streets.

1671. Now you have come to the station? Yes. The city council having now built on that site it becomes a question whether the basement of those large market buildings could or could not be used for a station. That was the site that I selected as being the most central site in Sydney, and at that time practically vacant, for when I designed this scheme that was practically a waste site. The whole scheme is now subject to revision from the fact of the markets being there. This matter is apart from the object of this Commission; but I hold the opinion that that basement is totally unsuited for the markets, and it would be better to blast out all the brickwork put in there—hundreds of tons—and utilise it for a station. That basement is 22 feet deep.

1672. How deep down would you put the running road? The line only needs to have 15 feet clear over it, and the basement is about 4 feet deeper than is necessary for a railway.

1673. Will that seriously interfere with the buildings now up? That is a question I have never gone into. It would be no difficulty to put the whole of the upper part on columns, for the underground railway in London runs in amongst buildings, at the Mansion House and many other places. But that opens the question that if that building is not to be used as a station there is nothing to prevent the line going at the back of the Town Hall—going a little further west. That would not interfere with my scheme, as a whole. I merely selected that site because at the time I proposed this scheme it was a vacant site awaiting something to be done with it; and to my mind it appeared that—it adjoining the principal civic buildings of the country—there could be nothing more suitable than to put a railway station there.

1674. You practically transfer it from George-street to York-street? Yes; and go at the back of the Town Hall. It does not alter my scheme, except in the details.

1675. Your tunnel still continues about 40 feet deep? No; only deep enough to get covering. York-street, from Market-street to Wynyard-square, is very level, and I had alternative schemes either to go under York-street—in “cut and cover” as it is called—that is, you open one side and build a wall, and then open the other and make an elongated Redfern tunnel, or you resume property right through from Lassetter's to the Savings Bank which would, of course, involve considerable expense in separating properties. That is another question of detail, and not of principle, because the tunnel under York-street, from Market-street to Wynyard-square, could be very well ventilated.

1676. At the south-western side of Wynyard-square you propose to have another station? As much of Wynyard-square as is necessary. That would be a daylight station.

1677. You would still be in a tunnel, but would open the station right out? Yes; open the station right out.

1678. You then proceed by a tunnel to Charlotte-place? Yes, there would be a very short tunnel beyond Wynyard-square to get to Charlotte-place. The line would, at Wynyard-square, practically divide into three branches—the left-hand side going up by the old “Three Crowns,” to go along to the Princes-street Bridge for connection with the North Shore line; the central part going down to 30 acres, which I propose should be resumed on the Rocks, and which is illustrated by plans I have here. Plan No. 3 shows 30 acres of slums, where you can shake hands across the streets in many places. Plan No. 4 shows the same site as Baron Hausmann might have treated it if he had ever been in Sydney. From the eastern side of Princes-street, taking in Gloucester, Cumberland, Cambridge, and Harrington streets, up to Argyle-street, I propose to resume 30 acres. At the time I drew up this scheme I was told on very good authority—some land agent friends—that £30 a foot would be the maximum price for any property there. Then, from Hunter-street, where now George-street runs, turning and twisting about, going down to the old Queen's Wharf and Commissariat Stores, I propose to make a new George-street a chain and a half wide, running straight and level right through to Dawes Point, not interfering with the old street at all, but going right over the site of the present Harrington-street. Then on the block bounded by the new George-street and Argyle-street, and by a new Gloucester-street at the back, and by an extension of the street which has just been widened, coming from the Circular Quay near the fire-station, you would have a Circular Quay railway station which would be within a biscuit throw of all the harbour steamers. This is a matter I do not go into details about, but speaking from a general passenger's point of view, I would say that such trains as the Liverpool and Penrith trains might start from a station like that, and that, with the suburban, would give you a regular service of trains up and down the western side of the city, not more than a chain or two from George-street. The line to the left hand, running along the backbone of the ridge, continues until it crosses Argyle-street almost level with the present Princes-street Bridge. From Princes-street the ground runs level to where there is a wall looking into Dr. Mitchell's garden (now Trinity Church Parsonage), and then the line would run on until it got above Dawes Battery high enough to go to the North Shore. Whether carried out now as part of the scheme, or five or ten years hence, my scheme provides for that North Shore extension as an integral part of it, and does not delegate it to someone in the future to spend two or three million pounds to get to North Shore because we had a city railway which did not take such connection into account. (The reason why I worked this part of the scheme out was because the Chief Commissioner for Railways, in giving evidence before the other Royal Commission, said that if the railway had to go to North Shore we would have to have another western line, and I thought it would be better to have one city scheme instead of two.) Then going around the back of St. Patrick's Church the line crosses over Essex-street by a bridge and goes across Circular Quay on a viaduct, there being a station at about the present site of the Water Police Court, from which point the scheme becomes common with Government schemes, going round into Paddington, Waverley, and Woollahra, and taking a route on which there does not seem to be any difference of opinion—the eastern suburbs scheme. The central point of my scheme is this: that having got to Wynyard-square—whether the line so far follows my direct route or goes a little more to the west—I have from that square three connections—one being to the North Shore, another to the terminal station, where 30 acres could be resumed cheaply, and to which point the railway would bring all the suburban passengers who might want to go down to the harbour steamers, and the third to the eastern suburbs. All the harbour steamers from Manly, Hunter's Hill, and Parramatta are making the Circular Quay a focus, and my opinion is that any railway scheme that does not give you a station in close proximity to Circular Quay would not meet the requirements of a large bulk of the passengers.

1679.

1679. *Mr. O'Connor.*] I suppose you know that at the Circular Quay there is a large parcel of land which now belongs to the Government? I am aware of that. My own opinion, given for what it is worth, is that you could buy land for £30 a foot and sell it for £300 a foot, although not, perhaps, to-day. But before the previous Royal Commission they debited me with £1,500,000 for the resumption of land, and so many thousands of pounds for levelling it, and yet gave me no credit for a resale of 20 acres with the new George-street frontage.

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1680. We have now ascertained the general principles of your scheme? Yes, except this: that in connection with that scheme—more as a negative value than as a positive one—there is this which, I think, cannot be too forcibly brought before you: I am now exhibiting to you a bird's-eye view, showing the present railway buildings at Redfern, the Darling Harbour line, the place where the new bank is at the corner, the Cyclorama, the Benevolent Asylum, Belmore Gardens, and so on. Approximately, there are 50 acres there. Now, if a line is run across there, and there is a series of brick arches to carry it, there will be 50 acres of the centre of the city converted into slums in one act; because, what can you do with it if you take this site and build arches all over it for the railway. You can only back carts through those arches—you cannot lay out streets. I say that there is a future value in that land which would pay for the whole city railway. This is the way it could be done: Our city is most peculiarly situated, because from Liverpool-street, at this end of the town, to Cleveland-street, Redfern, there is only one cross thoroughfare by which you can get from the east to the west—that is Devonshire-street. Under many schemes that have been brought forward Devonshire-street is to be practically shut up, because it is going to be made into a gutter; but I say, instead of making it into a gutter, make it into a magnificent thoroughfare 120 feet wide, build a grand station facing this grand thoroughfare, carry a 120-ft. avenue right through the site of the present burial-grounds, and make a square there—call it Trafalgar-square or Maddison-square, according to which city you take the name from—and then you have 10,000 feet of frontage either for Government buildings or for sale; and surely the taking away of 10,000 feet of frontage, with all these squares and wide streets, is a point that should be considered when it is proposed to have a lot of brick viaducts for the railway. Do not carry the railway there, when the great cost will be the loss to the city of that magnificent site.

1681. *Mr. Wright.*] It is not proposed to carry the railway over brick arches? The plans show brick arches. Belmore Gardens is 30 feet below the high part of the Burial-ground, and under my scheme if 10 feet were taken off the top of the Burial-ground and put in Belmore Gardens you would have a most magnificent site of 30, 40, or 50 acres, which could be tastefully laid out, and on which you could erect public libraries or museums, or anything else.

1682. *President.*] The reason why you are making this explanation and showing the present state of things adjacent to Belmore-road is to show why you desire the railway to keep west and not to go into that portion of the city? That is it. I desire to show that whether Hyde Park is taken or the site of the present burial-grounds, a fair estimate should be made of the value of the ground, not only its present but its prospective value, because I say that we should be able to make what the city has not got now—a grand centre. It is a fact that we have not got what you may call a centre of the city. Now there is a possibility of making a grand central square, which you might call Trafalgar-square, and around which grand public buildings could be put, and you would have a large avenue from the station, and in the course of a very little time that property would sell at very high prices. However, that is only a detail; but my contention is, that judging by the experience of London, Paris, New York, and Berlin, four typical cities, this site is nearer the centre of the city for long-distance travellers than are the main termini in those cities, and it is only the suburban passengers we want to bring round the city.

1683. Let us now turn to your scheme itself: Your scheme proposes to leave the Redfern yards on the western side, and your first station lies about opposite Christ Church. How many lines do you propose to bring into the city? Four lines.

1684. Have you any idea what the cost of that first portion would be? Only the Commissioners' estimate.

1685. You have made no estimate yourself? No.

1686. Are you prepared to accept the Commissioners' estimate for that portion as correct? Yes.

1687. What was the Commissioners' estimate for that portion? On page 115 of the Report of the previous Royal Commission, the Commissioners laid out the Hyde Park scheme, but they left out any provision to compensate for taking St. James' Church, the Supreme Court, and the Registrar-General's Office. For the land that they then required at Hyde Park, Belmore Gardens, and the burial-ground, I put down £500,000. I also put down £250,000 for the new sites, and the rebuilding of St. James' Church, the Supreme Court, and the Registrar-General's Office, and I brought the net cost out at £1,600,000. That came to £17,000 a chain. On my own scheme Mr. Foxlee's estimate, made on behalf of the Railway Commissioners, was £2,600,000, but he put nothing down for the resale of this new site. From information which I have obtained from experts, I put down the value of New George-street at £500,000, and New Gloucester-street at £150,000, and the capitalised value of the sites under the Haymarket viaduct at £50,000, making total credits to the western scheme amounting to £700,000, which were omitted altogether. That brought out the net cost at approximately £1,900,000, or £14,000 a chain as against £17,000 a chain for the Hyde Park scheme.

1688. You agree with Mr. Foxlee's estimate of £2,667,770, but you think you should have a credit of £700,000? Yes. They naturally made my scheme cost as much as they could.

1689. But you have no estimates which you think would be likely to be more reliable? No; I am not in a position to impugn the correctness of their estimate.

1690. What area do you propose to take at George-street station, opposite Christ Church—the first stopping place? It would only be a passenger station. I should take whatever is necessary. A platform, I think, would be about 600 feet long.

1691. But you would want more than one platform if you had four lines? Yes; but I do not suppose that fast trains would stop there.

1692. You cannot work four lines with only one platform about 600 feet long? If the Railway Commissioners want 1,000 feet they would have to have it. I would not presume to give any opinion on that.

1693. In your opinion is 600 feet long, and as wide as necessary, sufficient for an ordinary passenger platform? Yes.

1694. What area that would be you are not prepared exactly to say? No.

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1695. Then coming to the next station, contiguous to the Town Hall, in regard to the area, and the cost of that, you are not prepared to express an opinion? That is all included in the £2,000,000.

1696. But the position is altered now to some extent, because you were hoping to get a pretty well vacant place—the property of the city council—which now you would have to resume? I reckoned that site would cost pretty well £250,000. We have a good criterion for that value. The corporation gave the Government £120,000 for the market site, and I take that as being something definite from which we could estimate values in that locality.

1697. Then your passing central station, adjacent to the present new market buildings, in your opinion, would cost £250,000? I think pretty well that. I do not think it would actually cost that now, because things are much lower in price than they were at the time I made my estimate.

1698. At Wynyard-square you propose to take such portion of the reserve as may be necessary? Yes.

1699. You do not exactly define the area? No.

1700. Then passing Charlotte-place you come out into the open, and pass into the Rocks as you mentioned? Yes.

1701. What area do you propose to do your shunting upon in the Rocks? I propose to take 10 acres, but under my scheme there will be no shunting wanted there. I propose to have what are called traversers. When an engine runs to the end of a line, instead of as it does now at Redfern, stopping for a train at the entrance of the station in order that the engine may run down and take up another line, if traversers are used, the same as in Eveleigh yard, the engine can be pushed out and put on a middle line. There would be three lines between two platforms, instead of two.

1702. That would necessitate a third line, and therefore your four lines down there would become six? Yes; I would have six lines on that station.

1703. In your opinion will six lines deal with all the suburban traffic that should go down to your terminal station at Circular Quay at present? They will until the population is four times what it is at present.

1704. You believe they will;—you have made the necessary calculation? Yes they will, because you will have the other stations for the passengers to get out at. You will have passing stations all down the side of George-street and the railway would go across the Circular Quay. It would only be some trains that would run into that station. Of course the railway management would not run more trains into that station than they could deal with there, because they would have a line on each side of it.*

1705. Did you not inform the Commission that the North Shore line was a matter to be kept well in view, but it might not necessarily be constructed at present? Yes.

1706. That being so you could not utilise that for traffic at all? No; not until it was built.

1707. For the time being, for a city railway, without taking into consideration the North Shore extension and the eastern suburbs extension, this terminal station would require to do your reversing work? All the reversing work that was required there; but that would be limited in quantity, because you would have the line to Circular Quay and the station on the Water Police Court site as well as this, and there would be no shunting at the Water Police Court site, because it would be a wayside station there.

1708. You reverse there and go back? No. I go right to Paddington and go in a circle.

1709. But, except so far as the future is concerned, we have not at present under consideration the eastern suburbs or the North Shore extensions, excepting that they must be kept in view if any railway works were carried out, and must fit in with them and not be antagonistic to them;—therefore, if your city scheme embraces one station at the Rocks and another down near Circular Quay, until the eastern suburbs extension or the North Shore extension is built, all the shunting or reversing must take place at those two stations for the time being? Just so.

1710. Therefore you would have to keep some of your traffic from Circular Quay; in other words, at Charlotte-place, and whatever trains are required to go to Circular Quay until the eastern suburbs extension was made would require to shunt there, or reverse there, and go back? As the Mansion House station on the underground railway in London sufficed for years for all the shunting of the enormous traffic of that railway before the circle was completed, and considering that Sydney is only a very small fraction of the population of London, I see no difficulty in dealing with the traffic at this station in the meantime as was done at the Mansion House station. I was in London and travelled on that line the very day the extension was opened. I travelled dozens of times whilst the enormous traffic of twenty different lines was running into the Mansion House station, and the shunting was properly regulated. What could be done there could be done here, and the Rocks station would suffice with proper management if it were necessary to make it suffice.

1711. *Mr. Hoskins.*] They have a reversing line at the Mansion House station, have they not? If provision is made by having six lines instead of four an engine could be at the other end of the train ready to go out before the passengers were all out of the train.

1712. *President.*] How long is your tunnel—about a mile? It is about 40 chains from entering at Goodlet and Smith's down to Essex-street, from which two stations have to be taken out. It is about half a mile from the time it enters the tunnel to the time it finally leaves it; but during that, it is in daylight all in front of the Town Hall; it has a station at the Markets site or behind it, and if it ran between George-street and York-street it would be in daylight the whole way, there not being any tunnel at all except of course under Market and Barrack streets.

1713. It would be an open cutting between the buildings? Yes; just walled in. In the report of the previous Royal Commission I see there is a section, the scale being 10 chains to the inch, and according to that the distance from the entrance to the tunnel to Essex-street is 75 chains.

1714. It is nearly a mile is it not? Yes; it is nearly a mile. I took the other scale just now.

1715. The distance, therefore, is nearly a mile, out of which will come the stations where you propose to have them open, and you can, you think, have an open cutting? It can all be open. The question whether it is open or a tunnel is a mere matter of expediency and cost; it is no part of my plans.

1716. *Mr. Hoskins.*] What is the length of tunnel altogether under your proposed scheme? There is a little under half a mile of tunnel altogether, but from the time you enter the first tunnel to where you leave the last the distance is 75 chains—that is, approximately, a mile.

1717.

* NOTE (on revision):—I do not desire to give any opinions on railway management, but base my opinion as to the adequacy of this station on the fact that the Chief Commissioner, Mr. Eddy, approved of a Circular Quay station (see Report of Royal Commission) with only two lines instead of six, and 1½ acre area instead of 10, and stated in answer to Question 22 (3 July, 1891) that such a scheme was equal to forty trains an hour each way.

N. Selfe,
M.I.C.E.,
M.I.M.E.
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1717. *President.*] In your opinion would there be any difficulty in ventilating tunnels? I do not think there would, but I think it very desirable not to have tunnels.
1718. You would avoid them if you could? Yes.
1719. Your first point was distribution. You maintain that your line distributes the passenger traffic better than any other proposal? I do not say that. There is a number of other schemes, such as Mr. John Young's and Mr. Mountain's and that run on the western side of the city.
- 1720-1. You believe that it would satisfactorily distribute the passengers coming in from the suburbs? Yes, where they would require to go.
1722. And that is made clear from its contiguity to the Circular Quay and the main business parts of the city? Yes.
1723. Your second point is that you could readily connect the eastern suburbs with it? Yes.
1724. You are borne out in that by a contemplation of the Government schemes? Yes. What is called Sir Henry Parkes' scheme was afterwards adopted in the Works Department. I take no credit for suggesting a scheme connecting Paddington, Waverley, and Woollahra. I may say that my original circular railway returned up through Woolloomooloo, and through Bourke-street, Surry Hills. That was the railway I proposed twelve or fourteen years ago.
1725. Your third point is that such a line as that, with the utilisation of the property near Belmore Park, will make the city more beautiful rather than less beautiful? It will improve the city rather than disfigure it, and at less actual cost.
1726. Your fourth point is that from or adjacent to Wynyard-square or Charlotte-place the best approach to a bridge to North Shore could be commenced;—it fits in with that? Yes; it fits in with that, because I would not make any portion of this city railway of steeper grade than 1 in 50. I understand that proposals have been made for inclines of 1 in 30, but as the Railway Commissioners have spent money all over the country in reducing the grades it would be a retrograde step to contemplate any portion of this railway, or the North Shore railway, being steeper than any other grades in the country.
1727. Your last point is that you believe that the result obtained will be commensurate with the amount of money spent? If the estimate is made out on a businesslike basis it will be found that this scheme will not cost any more for extra accommodation than the Hyde Park scheme costs for limited accommodation.
1728. With regard to your resales, they are all made perfectly clear by the plans you have put before the Commission? Yes.

FRIDAY, 26 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL PEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
	FRANK FARNELL, Esq., M.P.

Edward Maxted, Manager of the Sydney Benevolent Asylum, sworn, and examined:—

1729. *President.*] What are you? Manager of the Sydney Benevolent Asylum.
1730. The building at present situated immediately to the north of Devonshire-street is under your control? Yes.
1731. Will you explain to the Commission the operations of that institution? Yes. The objects of the Benevolent Asylum are:—
1. The object of its original foundation, namely, to relieve the poor, the distressed, and the aged, by affording them assistance in the form of provisions, &c., and small sums of money to assist in payment of rent, &c.
 2. As a receiving asylum for homeless and deserted children and foundlings, and for children awaiting removal to other asylums.
 3. As a receiving hospital for sickly mothers with infants, who cannot be received in the infirmary or other hospitals, or who may be suffering from the diseases of women.
 4. As a lying-in hospital.
 5. As a training institution for midwives and nurses.
 6. As a school for practical instruction in midwifery, in affiliation with the University of Sydney.
 7. Department for treatment of midwifery cases of poor women in their own homes.

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- So there are seven divisions of work in connection with the Benevolent Society.
1732. Before entering into the question of the use of the institution will you tell the Commission your revenue, and how you derive it? The revenue of the Benevolent Society is obtained from general subscriptions by the public, from midwifery fees, from Government subsidies, legacies, and from interest on invested moneys. Those are the principal items of revenue.
1733. And the amount? Last year the revenue amounted to £19,000.
1734. How much of that was contributed by the Government, and how much was received from the public? £14,000 was contributed by the Government, and the balance was made up in the way I have mentioned; but I may state that last year was a special year. The Society undertook the relief of the unemployed, and the Government paid wholly for that work, so that there was, I may say, a special revenue of something like £4,000 that we would not get under ordinary circumstances.
1735. Well, give us an idea of what you regard as a fair average amount. As it appears at present, the contribution is about £3 by the Government to £1 received from private sources? Yes. £4,000 received last year as a special subsidy from the Government cannot, of course, be regarded as ordinary revenue, and therefore the £19,000 received last year is not a fair index of the general revenue of the Society, which is approximately £15,000, or, in other words, roughly £3 contributed by the Government to every £ received from private sources.
1736. With regard to all your objects excepting the first one—the relief of the poor—is it necessary that you should have so central a position; the distribution of alms might perhaps require a central situation

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situation such as you have, but excepting that particular work these seven appear to be purposes that could be discharged just as well a couple of miles away? No, I think not. For instance, take the lying-in hospital. Large numbers of women are brought to the doors of the asylum in labour. They are confined probably within half an hour, or a few hours, of admission.

1737. How many women are confined there in the course of a year? Approximately, I should think, in that way about one hundred and twenty.

1738. How long does a woman generally remain there? She comes in destitute, and after confinement we endeavour to get a place of service for her as soon as possible.

1739. How long would she remain there? It depends on circumstances; sometimes a month, sometimes six. If you take an average I suppose the time would be six or eight weeks.

1740. She would be able to be removed in a month? After fourteen days in the ordinary course.

1741. You say that there would be perhaps one hundred and twenty women who would come there in actual labour; and therefore to take them a greater distance would be an important matter, and, dividing the twelve months equally, you would have about six beds occupied at the same time by women of that class? I think about twenty beds.

1742. It is possible at the end of a month to remove them to anywhere else, where they could wait as well? In the ordinary course it is possible to remove them after a fortnight; a month would be the full limit.

1743. Now, with regard to the third object? That is "as a receiving hospital for sickly mothers with infants." It is not necessary, absolutely, to have a central position for that.

1744. You would not require to be central in connection with object No. 2? You would want a central position for foundlings.

1745. To which they could be taken? Yes.

1746. They do not require to live at a central institution? No; it is better they should not live there, on account of health. They want more fresh air. I have in my spare time, during a long period, compiled a history of the institution, dating from 1813, when it was under another name. In 1818 it was founded by Governor Macquarie as an asylum for the poor, blind, aged, and infirm, and the present building was erected in 1820, and I have written a complete history of its operations to within a few years back. I have it in a printed form, and will forward a copy to you.

1747. In regard to objects 1 and 4 there is some reason for having a central position? Good reason for having a central position.

1748. But with regard to the other objects a central position is not absolutely essential? Quite so.

1749. And in regard to object No. 4 only a limited number of the cases that would come under that head would make a central position absolutely essential? Those are the labour cases; but after a time they might be removed to where there are healthier surroundings.

1750. The matter resolves itself into this: The purposes of the Benevolent Asylum could be met by having a central position where alms could be distributed and a limited number of labour cases—say, a dozen—could be dealt with at the same time, and the residue of the work that is carried on in the present institution could be done at some place not quite so central? That would be possible. But it is the opinion of the Board of Directors that it is not desirable to do that. The opinion of the Board is that the site of Ultimo House, at Ultimo, which is centrally situated and retired, on a hill, would meet all the combined purposes of the Benevolent Society. There would be opportunities of proper classification by shutting off the different departments by means of high walls and so forth, and if that property were resumed the Board of Directors consider it would meet all the purposes of the institution, provided that the Government were to supply the necessary funds by resuming the present site and were to grant compensation under the Land for Public Purposes Resumption Act.

1751. It has been stated in a letter received by Mr. Brunker from your President that your Society requires £73,333? That was merely an average estimate.

1752. And as much more as you could get? Yes. It has been variously estimated at something like £97,000, £65,000, and £57,000.

1753. You have no title-deeds, I believe? A title was prepared in the year 1849. It was in the Colonial Architect's Department, and it was seen by a former manager of the institution, who has sworn an affidavit that he has seen it, but we have not been able to trace it since. It was prepared, but not signed.

1754. You believe then it was the intention of the Government to issue it, but it has never been issued;—that is your position? Quite so.

1755. And you are in possession? Yes, since 1820.

1756. Have not the same Board of Directors under their control a large building at Randwick where 700 people could be housed? No; some land was granted conditionally that the Society should erect a building and remove some of its inmates there. It was dedicated to the institution for that particular purpose, and it is a grant the deeds of which we applied for fourteen years ago, but a reply was sent to the institution to the effect that the original conditions had not been fulfilled, and that the land had been leased or loaned to the Randwick Asylum for grazing purposes.

1757. Still, your ownership of your institution is simply an incidental ownership—the State owns it after all. In fact I may say that both institutions are State properties to all intents and purposes, but are vested in your Board for management? The Board of Directors dispute that; they claim absolute ownership of the Benevolent Asylum site.

1758. Well, they are really the possessions of the people of the Colony for general purposes? Yes; the purposes of the Benevolent Society and the Government are practically one so far as the interests of the poor are concerned.

1759. Therefore we have two institutions, one working at Devonshire-street—which you have already described—and another lying almost empty a few miles away at Randwick? There are no buildings at Randwick.

1760. There is a large industrial school? That is the Randwick Asylum—a private Society altogether. There are 49 acres of land at Randwick that have not been built upon at all.

1761. I was not speaking of those 49 acres, but of the building that has been erected at Randwick for the children? That has nothing whatever to do with the Benevolent Society.

1762. Would it serve your purposes? To some extent.

1763. All these purposes, except 1 and 4? Not so well as the property at Ultimo; in fact I think it would be inconvenient, on the whole.

1764.

1764. Does it not strike you, that if the community has a large building that must have cost many thousands of pounds, and was probably built by the State, it will be a wise thing to use that building? I think it would be wise to use it for purposes for which it would be suited; but it would not be suited for all our purposes. The work would be split up, whereas now it is concentrated. If the various departments of the Society were separated that would be objectionable.

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1765. Supposing that you had a place at your present position in which there were twelve beds, and also had accommodation there where alms could be distributed, and then some suitable accommodation elsewhere to deal with the other cases which you have enumerated under the several heads, could not your institution go on well enough;—I presume you would say, "Yes, if it is at Ultimo"? I do not think it is wise to split up the departments of the institution. I think we could have proper supervision at Ultimo.

1766. But apparently the State would have to provide £73,000 to give you that accommodation, whereas all the accommodation you require for the distribution of alms and certain other purposes could be afforded on 200 feet or 300 feet of land at the present site, at a cost of £3,000 or £4,000;—if it were possible to give you proper accommodation elsewhere for those cases that need not be dealt with on a central site you could surely carry on your business? Not so well, I fancy.

1767. Will you tell us why? Because we would have separation of the various departments of the institution, and would require more supervision, and would not have the work so well in hand. We would have to go to one district for one class of work, and to another district for another.

1768. *Mr. Lee.*] Surely in the present building the accommodation is very limited? Yes; it is very limited, and very bad altogether. That is why we want other premises.

1769. *President.*] You believe the present building is unsuitable? Yes, quite.

1770. It is about seventy years old? Seventy-seven. In case a single woman comes in for her first confinement we have to place her perhaps with a woman who has been in four or five times. That is objectionable on moral grounds. Besides, the children whom we shelter there, waiting to pass through, are constantly in view of pregnant women. That is also objectionable.

1771. This all proves a change is necessary? Certainly.

1772. *Mr. Lee.*] Surely under modern conditions those are cases that should be treated in a more private place than in the centre of a great city? It would be more private at Ultimo.

1773. I should like you to look at the question from this point of view: If the present insufficient premises should be required for railway purposes, and you have to move, what will you do then? We have already asked the Government to take the place and give us compensation and enable us to put up another building at Ultimo.

1774. That narrows it down to what the President says—that all your business could be just as well done there? Much better.

1775. *Mr. Wright.*] When you speak of Ultimo, I suppose you mean the old Ultimo House? Yes.

1776. *President.*] Your Board contemplates removing to Ultimo? If we can get the Government to do what the Board require.

1777. *Mr. Lee.*] Is this exactly the position: The directors are quite willing to give up the present site; all they wish to be sure of is that the Government will either provide them with another and a more suitable site of equal value, or will allow them compensation for this site, and then they would purchase another for themselves? That is precisely the position the directors take up.

1778. *Mr. Clarke.*] Are you aware what title the Randwick Asylum holds? No; I do not know what their position is.

1779. Is it not the same as that of the Benevolent Society? I have no idea.

1780. The Randwick Asylum is a semi-Government institution? At the present time they do not get any Government subsidy, but I do not know what their position is.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

1781. *President.*] You wish to make a statement in regard to Mr. Selfo's evidence, which has been brought under your notice? Yes. In my previous evidence it will be remembered that in my opinion the cost for land resumption for any line passing through the city from Redfern to Circular Quay, where the land is privately owned and occupied, would not be less than £1,750,000. I have explained that such a valuation was, at best, an approximation. I have looked carefully into Mr. Selfo's scheme, and, taking that as the route, I see no reason to alter my opinion, and believe to provide room for even four lines of rail and the necessary station accommodation (with respect to which Mr. Selfo gives no definite opinion regarding area or exact location, one of his sites being now occupied by the new markets, which would necessitate resumption, I presume, towards York-street) would certainly bring it up to these figures for an open cutting. The Commission will of course understand that figures of this kind are only given as an approximation of what it would cost to resume. In any resumption cases the total amount which the Government will have to pay is never known till their conclusion, and interests which appeared to be of little moment prior to resumption frequently become expensive ones before the case is settled. In verification of my valuation I would direct the Commission's attention to evidence given by Mr. Foxlee, based upon figures furnished apparently by the Government Valuator, which are almost in accordance with mine. Of this valuation I was not aware until asked by the Secretary to inquire into the matter. The question of the resumption and resale of the locality known as "The Rocks" may reduce the figures somewhat, but my experience with regard to the resumption and resale by the Crown is that it is not usually attended with profit.

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1782. *Mr. Lee.*] Do you think that £30 per foot for the 30 acres proposed to be resumed at the Rocks would cover the cost of resumption? A very large portion of that property is used for residential purposes, and I do not think that on the average perhaps it would cost more than that, provided you did not take the George-street frontage.

1783. But have you figured out what taking those 30 acres means? No; I have not gone into the matter. I know the locality well, and that the tenements are of a very poor character.

1784. But 30 acres of the city anywhere must include an enormous number of buildings? Yes; but I think that is one of the inferior portions of the city.

1785. That is very true, but 30 acres is a very large area to resume in the city? Yes, it is indeed.

1786.

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1786. And I presume that it would be almost impossible at the present moment to fix a price per foot by way of valuation for 30 acres of land in that locality? I do not think it would be very difficult.

1787. You would first of all have to make frontages to the various properties and treat them all as frontages irrespective of their depth? Yes.

1788. And I presume that the depths are not uniform? No.

1789. Therefore you would have an enormous area to deal with? Yes.

1790. Do you think that £30 per foot would cover the cost of resuming property in that part of the city? I really do not think it is worth very much more. That is of course for the land only.

1791. Thirty acres of land in that part of the city includes the rocks or slums, but it also includes a number of very valuable buildings. It is an enormous area in the city, and it is one mass of streets, and I am sure that you would be astounded when you came to measure up the frontages? There is a great deal of frontages. That is the oldest portion of the city, and in those days they divided the land, as they did in London, into very small allotments.

1792. If you were to figure out the frontages included in those 30 acres, and take it at £30 per foot, what do you think the grand total would be? I should like to measure it first.

1793. Taking the value of the land on the basis given by Mr. Selge, what is your opinion as to the value of the buildings on those 30 acres? I have not looked at them carefully, but the majority of them are certainly not first-class buildings.

1794. *President.*] Have you any further information to give us now? The question asked by Mr. Fegan relative to tramway and rolling-stock affected by the extension of the railway into the city will be answered by Mr. McLachlan on behalf of the Railway Commissioners. I think that the only portion of the tramway that would be rendered unnecessary would be the curve from the station to the present main tramline.

1795. And the railway would relieve the Elizabeth-street traffic a little? It would relieve the Elizabeth-street traffic a good deal, and that is very necessary.

1796. Have you anything else? Yes; a statement Mr. Lee asked for—a statement of the value and present occupation of that block of the city of Sydney bounded by King, Elizabeth, Market, and Castlereagh streets: The area of this block is about 1 acre 3 roods 12 perches. The High School property, together with that portion of the block extending thence to Market-street, comprising an area of 1 acre 1 rood, belongs to the Crown; it was resumed in November, 1880, at a cost of £88,940. The High School, said to be at least forty years old, is a two-storied brick building about 100 feet long, by 47 feet wide, with iron roof, and was formerly known as St. James' School. The grounds have frontages of about 177 feet to both Elizabeth and Castlereagh streets, with a through depth of 155 feet. After the resumption some of the buildings were demolished and a galvanised-iron school-room erected, occupying about 120 feet of the Castlereagh-street frontage, adjoining the High School ground on the south. The shops upon the remainder of the 1 acre 1 rood remain much as they were when resumed; they front Elizabeth, Market, and Castlereagh streets. The gross rental now received by the Government for them is £25 5s. per week. I have already given evidence before the Commission relative to the value of the remainder of the block under description—2 roods 12 perches—lying between the High School and King-street, showing that the resumption of the same would probably cost £100,000. At the time of the resumption the High School building was valued at £5,500. I have here a valuation of that building by Mr. Vernon, the Government Architect, which is as follows:—

In accordance with the instructions of the President, I have the honor to report I have made an approximate valuation of the High School and the iron building adjoining it in Elizabeth and Castlereagh streets.

I value the buildings as at present as follows:—

The brick buildings, including walls, closets, sheds, pavings, &c.	£5,300
The iron buildings, fences, pavings, closets, &c.	2,100
	<u>£7,400</u>

The brick building is old and inconvenient, and the wood requires repairs. The closets and fencing are old and very much out of date.

To provide similar accommodation in new buildings would cost about £12,000 or £13,000.

The value of Castlereagh and Elizabeth streets property in that locality is about £70 or £80 a foot.

1797. It would come to about £90,000 an acre? Yes.

1798. If you take that as a fair index of the value of city land, and if 20 acres are required for a running road down to the Quay, you have to reckon £1,800,000 for your running road, if you have an open cutting—that is, without taking severance into consideration? Yes.

1799. That pretty well agrees with what you have previously said? Yes, I think it agrees pretty well with it. Disruption of business is also an important item.

1800. Have you any other information? The number of passengers by the railway tram has already been stated before the Commission by Mr. McLachlan. It is 3,000,000 per annum. I understand that the North Shore tram traffic is as follows:—Cable, 2,083,496; electric, 388,686.

1801. But those two trams are virtually the same service? Some passengers would no doubt go on both trams.

1802. *Mr. Humphery.*] The electric tramway is an extension of the cable? Yes, from Bridge-street, North Shore, to Mossman's Bay.

1803. *Mr. Wright.*] The cable tram carries practically the whole of those passengers? There are many who travel on the electric tram who do not go down to Milson's Point.

1804. *President.*] Anything else? You asked for the number of passengers in and out of Milson's Point Railway Station. Mr. McLachlan says he will supply that information.

TUESDAY, 30 MARCH, 1897.

Present:--

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.
 The Hon. JAMES HOSKINS, M.L.C.
 The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
 The Hon. DANIEL O'CONNOR, M.L.C.
 HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
 JOHN LIONEL FEGAN, Esq., M.P.
 THOMAS HENRY HASSALL, Esq., M.P.
 GEORGE BLACK, Esq., M.P.
 FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

George Pile sworn, and examined:--

1805. *President.*] You have been in business in Sydney for a considerable number of years? Yes.

1806. Do you desire to make a statement in regard to the subject under the consideration of the Commission? Since I first moved in this matter--and that is fully twenty years ago, possibly more--what I might term the axis of employment, that is, the centre of employment for the majority of the people who use the railway to come from their homes in the suburbs to their places of business in town, has been considerably changed. When I first interested myself in the first City Railway Extension League I considered that Pitt-street was the centre of employment; that almost as many suburban residents were employed at places on the eastern side of Pitt-street as were employed on the western side; and I had a plan prepared showing a suggested route for an extension of the railway under Castlereagh-street. Since that time, however, the axis of employment has shifted greatly to the west, and from Market or from Druiitt street on to Bridge-street, or even further, more people have their offices and places of business to the west of George-street than to the east of it. I should say that the centre of employment is not in any case to the east of York-street, and if you want the city railway to give the greatest convenience to suburban residents, for whose benefit chiefly it would be made, I think you would serve most people by taking it somewhere along the line of York-street. All the large drapery warehouses in the town are in York and Clarence streets. That part of the town I might call the St. Paul's churchyard of Sydney. All the produce trade of Sydney, which is enormous, is done in Sussex-street, and most of the shipping, or at any rate sufficient shipping to give employment to a very large number of men and clerks, comes to Darling Harbour; while a very large number of people are employed at Pyrmont, which is a rapidly-growing manufacturing centre. On the other side of York-street we have George-street, where the shops do chiefly a retail business; Pitt-street, where there are a number of offices; Elizabeth-street, in which a good number of solicitors have their offices; and Phillip-street, where there are a number of Government offices. In these places there are not so many people employed as in the places of business west of George-street.

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1807. By what route would you extend the line? In giving evidence on this subject before a former commission, I suggested that the railway should commence at Dawes Point, to the west of Harrington-street, and that it should go underneath York and George streets. Unless you took the line very largely underground the cost would be so enormous that it would be idle to ask Parliament to sanction the work. If the Government are not prepared to meet the expense of constructing this line, they had better be content to bring the railway as far as Belmore, and there connect it with a good tramway system.

1808. Do you regard a connection with the waters of the harbour as of any value? We have that connection now at Darling Island.

1809. Do you believe that that western connection will be sufficient? I am inclined to think that the cost of taking the railway to Dawes Point, which would enable a connection to be made with Circular Quay, would be so great that the suburban residents might be as well served by a complete and efficient system of tramways.

1810. But you would advocate the extension of the railway to Dawes Point if the scheme could be carried out for a reasonable sum? Yes.

1811. You are speaking now only upon general principles; you are not prepared to go into details in regard to this proposal? On a former occasion I made some calculations in regard to the cost of resumptions, which I put down at over £600,000, and careful inquiries into the cost of tunnelling, and so on, made me estimate the cost of the whole work at over £1,000,000.

1812. *Mr. Roberts.*] Where would you propose to have the principal station? I think that the head passenger station should be between Charlotte-place and Argyle-street, somewhere near the southern end of Wynward-square.

1813. Would the station you speak of be sufficiently large to do the work of the present Redfern station? In my opinion a railway into the city is only required for the suburban traffic, not for long-distance trains. A person going 200 miles into the country could take his luggage in a cab up to Redfern.

1814. We have it in evidence that the accommodation at Redfern is at the present time not sufficient for the proper conduct of the traffic there, and that it is absolutely necessary for the safety of the public that that accommodation be increased? Ample ground for a station might be got at the place which I suggest. Between Charlotte-place and Dawes Point you could, with a little resumption, get a piece of land nearly as wide and a good deal longer than the station-yard at Redfern.

1815. Would you resume the whole of the locality known as "The Rocks"? I would not take the whole of that part of the town, only a portion of it. There is a large piece of land there on which are built small low houses, which is not very valuable. Then, too, you could reclaim largely.

1816. Where would you reclaim? To the east of Dawes Point, where Pile's or Cunningham's wharf used to be, and where the boatsheds are now. That part of the harbour is not put to much use at the present time. I have examined the whole of that ground well, and I know that there are a good many acres there. The length of the portion of which I speak would be more than a quarter of a mile; in fact, nearly half a mile.

1817. *President.*] In estimating the cost of resumption at £600,000, did you propose the resumption of so large an area as 10 or 12 acres? I do not recollect the area which I proposed should be resumed. My estimate was based on the value of land per foot, extending from Charlotte-place. Of course, a portion of the ground to be taken would be comprised in streets. You would take much of Gloucester and

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Cambridge streets. I had the levels taken, and I find that they would suit. It would be rather low at Argyle-street to take the railway under there, but, at the same time, you could do it.

1818. Your scheme then does not differ very widely from part of that of Mr. Norman Selge? My original suggestion was that the line, starting from Redfern, should go between Pitt and Castlereagh streets as far as Goulburn-street. Goulburn-street would have to be closed, because the levels would not suit, and you would have to go under Liverpool-street. Since I made that suggestion, several valuable buildings have been erected in that part of the town, including the very expensive market buildings in George-street. I originally proposed to take the railway under the site of the markets.

1819. *Mr. Humphery.*] You propose to resume the whole of the land between Charlotte-place and Dawes Point. Would not that render necessary the closing of that part of George-street which merges into Fort-street? The line would cross George-street somewhere about where Union-street comes in—a little to the west of Campbell's gates. You would bridge that part over.

1820. So that the shunting operations would take place on overhead bridges? The trains would pass underneath iron viaducts.

1821. You would not close any street? Several streets would have to be closed—the lower portion of Gloucester-street and Cambridge-street, for example—and some little lanes. You would also have to stop Goulburn-street between Castlereagh and Pitt streets.

1822. *President.*] Adopting your alternative system, where would you propose to extend the railway? The Government have already tramways running along Elizabeth-street as far as Belmore Park. These tramways I believe they intend to run on the electric system in future. Parliament has also voted money for a line of electric trams down Harris and George streets. I think that a tramway should also be made along Kent-street, from its lower end. Such a tramway would serve the people engaged about Kent and Sussex streets and on the wharfs.

1823. But where would you fix upon as the best site for a railway station? I would take part of the Benevolent Society's grounds, and make Pitt-street from 80 to 100 feet wide, as far as Hordern's refreshment-room. I would also widen Belmore-road to the same extent, and then I would recommend that the railway terminus should be moved from Devonshire-street to Belmore-road. The land taken near where the Female Refuge now stands could be used for a cab-stand, while part of the Benevolent Society's ground could be used for offices connected with the railway.

1824. That arrangement would bring Redfern railway station a quarter or half a mile nearer the city? This morning I estimated the distance at about 30 chains.

1825. How would you extend the tramways from this new railway station? The Government have already a tramway along Elizabeth-street. The Botany tramway turns down Devonshire-street, but I should recommend that Castlereagh-street South be continued to join Elizabeth-street opposite Toohey's brewery, and that the Botany trams should go along that new piece of road. I understand that the Railway Commissioners contemplate removing the western traffic into George-street as soon as the George-street line is finished, leaving Elizabeth-street for the eastern traffic. I would advise that the railway trams, which now go along Elizabeth-street, should go along Elizabeth-street as far as Toohey's brewery, and turn down opposite the proposed new station. I would also suggest that the trams going along George-street should turn round by Hordern's, and have their terminus in Belmore-road, opposite the new station. The Kent-street tramway I would take up Liverpool-street to join the eastern line. Anyone coming from Kent-street and wanting to get to the railway could get out at George-street and take another tram, while if he lived in the eastern suburbs he could go straight home in the same tram. I think that in this way the convenience of the citizens would be better served than by the construction of one line of railway through the city. I do not think that the Commissioners' scheme considers the convenience of a large number of the citizens at all.

1826. Are you opposed to the use of Hyde Park for the purposes of a railway station? I do not think the citizens of Sydney are much interested in that proposal. Hyde Park is used most by country people who are staying in Sydney for a time.

1827. *Mr. Hoskins.*] It has been stated in evidence by the railway authorities that if the railway were extended into the city a track 100 feet wide would have to be made to accommodate six lines of rails. Can you give the Committee any idea as to the cost of making a tunnel 100 feet wide through sandstone? No. In the estimate which I mentioned just now I allowed for a roadway 40 feet wide, which I was told by a railway expert at the time would be ample.

1828. What did you allow for the cost of tunnelling a road 40 feet wide? Ten shillings per cubic yard.

1829. Have you calculated the difference in cost between a tunnel and an open cutting? Well, a great deal of the open cutting might be through clay. It all depends upon the depth. In any case if you can blast you can get out mixed stuff—sandstone and clay—at 1s. 3d. a cubic yard.

1830. You consider open cuttings much cheaper than tunnelling? Yes; but you could not have an open cutting through George-street.

1831. Have you considered that if a tunnel were taken through Sydney the Government might have to defend a great many actions for damage alleged to be done to the foundations of houses by vibration and in other ways? If the line was properly packed there would be very little vibration. I have travelled for many years past the School of Arts at Newtown, which was so flimsily built originally that before it was finished the walls tumbled in; but notwithstanding the immense traffic near there now the vibration is not felt.

1832. You know that the London railway companies have had to defend many actions for alleged damage to foundations? I daresay that that is so, but then London is built on clay. I believe you have to go down several hundred feet to get to the solid chalk there.

1833. It has been stated in evidence that to resume a much smaller piece of land than you were talking about would cost £1,750,000? If I recollect Mr. Perdriau's evidence, he was speaking of land in a much better part of the city. I am speaking of land that you can buy for from £10 to £15 a foot.

1834. When the claims for compensation were brought before the Court, evidence might be given to show that this was the best situated land in the city and the most likely to improve in value? I have had a good deal of experience in cases of this kind, and I know that the judges always expect the evidence given to be as to the value of the land at the date of resumption. You cannot go into the box as a prophet.

Edmund Compton Batt (Batt, Rodd, and Purves, Limited, Sydney), sworn, and examined:—

1835. *President.*] You are in business in Sydney as a partner in the firm of Batt, Rodd, and Purves? E. C. Batt.
Yes.

1836. Can you make a statement in regard to the scheme before the Commission? Well, first of all I may say that I do not consider that an extension of the railway into the town by either the eastern or the western route alone will be of any great practical use to the citizens of Sydney. A line following the eastern route would leave the whole of the western suburbs and that part of the town where the people are poorest, and could least afford to pay additional fares, absolutely without better communication than they have now, while a line following the western route would leave the whole of the eastern suburbs practically unsatisfied. From measurements that I have made many times I am confident that a station at Hyde Park would be as much out of the way for most people on the west side of George-street as the present station at Redfern. 30 Mar., 1897.

1837. *Mr. Hoskins.*] But suppose the George-street tramway is made? Well, a tramway means another fare, and involves the changing of vehicles.

1838. *Mr. Humphery.*] Do your remarks apply to the proposed terminal station at Park-street? Yes; I do not think that it is necessary to have a terminal station there at all. What I would suggest is a circular railway to serve both the eastern and the western parts of the city. The trains would then run in opposite directions round the city, and they would pass through Redfern as they now pass through any of the suburban stations. This would relieve the congestion of traffic at Redfern, which is caused mainly by the suburban traffic. If the greater part of that traffic were taken away from Redfern there would be plenty of room there for a terminal station. People going long distances—to Melbourne, or back into the country—could as easily get a cab and drive to Redfern then as they do now.

1839. *President.*] The suggestion to bring the line through Hyde Park, parallel to Castlereagh-street, round by the Circular Quay, and back by a route parallel to George or York streets, meets with your approval as a scheme for dealing with the suburban passenger traffic, and you think that people going long distances might start from a central station at Redfern? Yes. That is practically the suggestion which I made to the Railway Commissioners some months ago.

1840. That scheme, if carried out, would mean either very long tunnels or a great deal of expensive resumption? I have been over the route; and some years ago, when a former Commission was sitting, with the assistance of a surveyor, I made out an estimate of the cost of a line on the west side of George-street; but the papers were burnt in the big fire of 1891, and I have now no notes except those taken lately. I do not think that the western extension would cost more than the eastern extension. Any quantity of land is to be got there at a reasonable price, just as on the eastern extension, until you get up to Market-street; towards the northern end there is no land of very high value.

1841. Are you able to express an opinion as to the total cost of resumption or of construction? No.

1842. Do you desire to express an opinion with regard to the question of dealing with goods traffic? No. I quite agree with the Commissioners that the narrow neck of land at the Redfern tunnel is a great source of danger and inconvenience; but I do not see why this should not be remedied by making some alteration in the Mortuary arrangements and resuming a little land there. The cost, I think, would be immaterial. I would either resume St. Paul's church or take a piece of land on the other side of the line, whichever suited the purpose best. If this were done I think you would have all the room you wanted for the rearrangement of the line now going under George-street, and to give access to the Redfern yard. I remember speaking about this matter to the Commissioners years ago, and I hold that with this improvement the Redfern yard will be big enough for all the traffic for the next 100 years, that is if the passenger traffic is taken on into the city in the way I have suggested.

1843. A circular line through the city would save shunting? Yes. I do not suppose they would have to interfere with the trains once a month, unless to take off an extra or defective carriage. I was asked the other day what I would do with the through trains under this arrangement. I say that the express traffic must stop at Redfern, and the fast trains when they come on to the city lines must go round the circle just like the ordinary suburban trains.

1844. *Mr. Humphery.*] Is it your view that it is necessary only to make provision for the ordinary suburban traffic, which can be done by the construction of a line down the west side of George-street, turning round at the Circular Quay, and coming back on the east side of George-street, under Hyde Park? Yes; without resuming any city land at all. For a large central station I have seen it stated that 20 or 30 acres will be required; but I do not think so much land will be wanted. The Commissioners have already shown us that a large area is not required for a suburban station, and all that would be wanted on this line would be a platform from which the passengers would walk on to the trains. People going long distances would have to drive with their luggage to Redfern.

1845. *President.*] Do you desire to express any opinion in regard to the goods traffic? I think that is a matter altogether apart from the present scheme. The carrying out of the scheme I suggest would not interfere with any project for dealing with the goods traffic. I might add that in this matter I am not pledged to any particular detail of route; I am simply speaking of the scheme as a whole. I have seen several estimates of the approximate value of the land to be taken; but I do not think any of them are correct, or that correct estimates can be made until it is determined exactly where the line shall go. In my opinion the cost of the western route has been very much over-estimated. I believe that it would be much less than people think.

1846. *Mr. Wright.*] Are you acquainted with the railway facilities of other cities? Yes. I have been all over the Continent, and know all the railways in Great Britain.

1847. Is there any city in the world where everybody has a railway station within a few yards of his door? No; and in London, Glasgow, and Paris I know of no main-line stations except at the outskirts of the city.

1848. A twenty minutes' walk would take you from one end of Sydney to the other? I would not say that; but Sydney is situated on a narrow peninsula.

1849. Would not a railway down the middle of the city serve all purposes? Not so well as a railway on both sides of George-street.

1850. But with a railway down the middle of the city would not the commercial people of Sydney be as well served as the commercial people in other parts of the world? No. They had to build the underground railways in London in order to take people from their business-places in the city out to the suburbs in which they resided, and that is what we want here.

1851. But London is a very much larger city than Sydney? Yes, I admit that; but we want something like the Metropolitan railway to supply the wants of our citizens. It has been a crying shame that for years

- E. C. Batt.
30 Mar., 1897.
- years, while we have been multiplying our tramways, which I think are of comparatively little use, we have done nothing to carry out a comprehensive scheme to provide for the city traffic.
1852. Do you think that the circular railway you speak of would not cost more for land resumption than an extension requiring a large central station? I think that more land would be required for a central station than for a circular line. I saw by the newspaper that it has been estimated that a line going down the western side of the city would require the resumption of 20 or 30 acres of land; but I think that ridiculous. I fail to see why you should require a tract of land more than 30 feet wide.
1853. The Commissioners say that for a terminal railway they would require six lines of rails, and for a circular railway four lines? Well, they run the London railways with less than four lines.
1854. You think that a double track would be sufficient for a circular railway? Yes.
1855. And that for intercolonial and interior traffic Redfern should be the terminal station? Yes.
1856. You contend that this accommodation is absolutely necessary to meet the requirements of the city traffic? Yes. To show how the traffic has grown I may say that I can remember when one 4-horse bus was sufficient to carry the passengers arriving at Redfern by any particular train, while now five omnibuses and a double tram are sometimes insufficient, independent of those walking and using other vehicles.

WEDNESDAY, 31 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P., (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Edward William Knox, sworn, and examined:—

- E. W. Knox.
31 Mar., 1897.
1857. *President.*] What evidence have you to offer? Evidence more particularly with regard to amalgamating the passenger and goods traffic.
1858. Are you aware of the proposal of the Railway Commissioners to take a portion of Hyde Park for a railway terminus? Yes.
1859. Do you approve of this? No; I am altogether opposed to it, on the ground that no one has the right to dispose of the Park in that way, but principally because I think there is no justification for moving the railway terminus into that position in the city. The cost would be very considerable. The station could not at any time be anything but an eyesore, and it would be, in fact, moving the station—which we may now regard as central—to a position where it will be more or less eccentric, so far as the resident population are concerned. In other words, I think that, for the long-distance traffic, between the present station and the Haymarket is, and is likely to be, the most convenient spot for a central station.
1860. You propose to have your central station so that no railway communication shall come into the city a distance further north than the Haymarket;—you propose to stop all passenger traffic there? I said the central station.
1861. How then do you intend to serve the city? I did not give any consideration to that question, because I think that traffic is amply provided for by the present and projected tramway service, and provided for in a way which will be much more efficient than a railway service could be, as no railway will have stations at the corner of every street.
1862. What do you mean by the Haymarket? Belmore Market stands on the site of the old Haymarket.
1863. What land do you propose to use for your terminal station? I think the station might be extended northwards, or, if it were decided to build a new one, it might be placed in the Belmore Gardens or their immediate neighbourhood.
1864. Your idea, then, is to come as far north perhaps as Belmore-road? Not further.
1865. Because if you come further you have the same objection with regard to Belmore Gardens as you have with regard to the Park? I thought the Belmore-road was on this side of the Park.
1866. It is on the southern side of the Park? I do not put Belmore Gardens on the same footing as Hyde Park.
1867. But still you recognise the same principle exists? Not altogether; because I think, if the station be made on the Belmore Park, almost a similar area might be added to the Prince Alfred Park from the present railway-yard.
1868. Why do you see any reason why Belmore Gardens may be used for railway purposes and not a part of Hyde Park? Because if you give the Railway Department a footing in Hyde Park the whole of it will be occupied by shunting-yards in ten years. It would be found when a quarter of it was gone that the Park would be disfigured with buildings and advertisements of all descriptions, and the general feeling would be that having unwisely let a portion of the Park slip the rest of it might just as well go.
1869. You think that although the public feeling might be strong in the first instance with regard to the first quarter, the other three quarters might go easily? So much damage would be done that it would not be worth while preserving the rest.
1870. And you take the whole of Belmore Gardens at once? There is a street railway through the Belmore Gardens at the present time.
1871. You urge then that we should bring the Redfern station as far as Belmore-road, and from there serve the passenger traffic of the city with a tram service such as is projected, with such alterations as may be necessary? Yes.
1872. You do not think it a material thing that the 20,000 or 40,000 passengers from the suburbs who use the railways daily should be asked to trans-ship, as it were, into trams at the site you suggest? I think that wherever you put the station there must always be a certain amount of vehicular traffic to the destinations of the passengers. In other words, if you land a man, whose office is at the Custom House, at Hyde Park he will want some means of conveyance, especially if the weather is wet.
1873. And you would give him a tram? I would, because he would have the option of getting off at any street corner he wished.

1874. Then it would require to be a very different tram service from that in existence from the railway at present? I do not know why. E. W. Knox.

1875. Do you think that is satisfactory? But there is another tram service which is to come into existence through George-street. I used the words "present and projected" when I commenced my statement. 31 Mar., 1897.

1876. Do you think any suburban passenger loses half an hour a day—a quarter of an hour on each trip—because of the absence of a city railway? My opinion is that the residents in the southern and western suburbs are carried into town on much better terms than are the residents of any other suburbs, and they are carried at the expense of residents of the other suburbs. I know of no reason why the man who lives at Double Bay should pay twice as much for his fare into town as the man who lives a further distance in the other direction, both being carried in vehicles run by the Government.

1877. What is the fare from Double Bay? Threepence.

1878. How far is Double Bay from Sydney? Two miles to the corner of Pitt and King streets.

1879. How far is it from King-street to the railway station? I do not know; but I have just been informed by a man living at Summer Hill, 6 miles from Sydney, that it costs him 3d. a day to get in by train and tram.

1880. Losing sight for the time being of the comparative services in various parts of the city, you believe there is no justification for the extension of the city railway much beyond the present terminus? I think, when the question is fairly considered, that it will be found that the extension of the city railway much beyond the present terminus cannot pay, taken by itself.

1881. The Railway Commissioners are of opinion that it will? I thought they said that if they were given Hyde Park, and could make the central station there, they could make interest on the cost which would have to be met.

1882. Your proposal is to allow the railway system to terminate, approximately, at Redfern. In order to get into the city passengers have to pay a fare of 1½d. each. It is probable that they would continue to pay that for any tram service which is given them. Therefore the tram would be doing for a fare of 1½d. a service which the railway should certainly get something from if it lands them (say) at the corner of King and Pitt streets. Why should the railway carry them for nothing? It should not. The passengers would save nothing, because most of them would take some other means of conveyance.

1883. From where? From Park-street. The distance from there to the Custom House is 1 mile.

1884. You say you do not see where the returns will be? I said that when the question was fairly faced the return would be found to be inadequate for the cost of the line.

1885. Because of the presence of the George-street tram and other means of communication? Yes.

1886. Are you aware that the Elizabeth-street tram cannot be well worked with the present traffic upon it? I know it is very heavy.

1887. And to relieve it of the present railway service you would provide a more efficient service for the suburbs? But the probability is that the George-street tram will take almost the whole of the railway service.

1888. Do you think a passenger from Summer Hill or any other suburban station would get out at Redfern and enter the electric tram running along George-street, or would continue to King-street and get out there and walk the distance separating the two systems, it not being much more than 200 yards? I understood that the proposal to have a station at King-street was altogether withdrawn. In wet weather the bulk of the passengers would unquestionably leave the station at Redfern and take the tram.

1889. Even if the railway station were at the junction of Elizabeth and King streets? Yes.

1890. You believe that George-street is more centrally situated? It goes without saying.

1891. The question is how much? It would be more central probably for three-fourths of the people. There is a very large office population on the western side of George-street.

1892. Are you aware that there is a necessity for the railway authorities to move from Redfern? I understand it is necessary to provide additional accommodation, which is a different thing.

1893. Are you aware that the Railway Commissioners believe that if the railway is not extended a new station will require to be laid out somewhere about the Benevolent Asylum ground? I have heard that stated. At the same time I do not accept it.

1894. *Mr. Hoskins.*] It has been stated that in extending the Redfern yards southward and in making the yard wider the cost of resumption would be as great as the cost of resuming land in the city? That might be, but I did not suggest that the railway-yard should be extended southward, but northward, over Devonshire-street. You would get no more revenue from it, but you would get additional accommodation at a very small cost. I hold that money expended on a large railway station, with important buildings around it, is money thrown away.

1895. *Mr. Dumphery.*] Is there any other city in Australia where the terminal station for suburban passengers is so far distant from the centre of the city as ours? There is no other large city in Australia which is situated like ours. The business part of Sydney is on a narrow tongue of land.

1896. Is not the terminal station in Melbourne close to what is regarded as the heart of the city? It is at least half a mile from the post office. It is a mile from Goldsbrough-Mort's woolstore, and it is three-quarters of a mile from Parliament House.

1897. How far is the Brisbane terminal station from the heart of the city? The heart of the city of Brisbane is the steamer-wharfs, which are three-quarters of a mile or a mile from the station.

1898. How far is it from the Post Office to the Brisbane station? Probably half a mile. The Brisbane station is quite outside the business of the town.

1899. How far is it in Adelaide? It would be hard to get far in Adelaide from the centre of the town.

1900. As a matter of fact, is not our terminal station for suburban passenger traffic less convenient than the terminal station in any other city in Australia? Not considering the proportion of the traffic which comes by it.

1901. Have you ever lived in the railway suburbs? No.

1902. Would it not be more convenient for the thousands of people living in the suburbs to be deposited at or not far from King-street? Yes, if they were prepared to pay for it; but they wish to be carried to the corner of King-street at the cost of the rest of the community, who I think might well object to that being done.

1903. Is it fair to say that, if we are told by the Commissioners that they are prepared to make an additional charge for transit from Redfern to or somewhere near King-street? But the suburban people ask for a very large expenditure for a central station, which I maintain is not required.

- E. W. Knox. 1904. You think it is unnecessary to make any change beyond providing the additional accommodation which is found to be absolutely requisite for the management of the railways? That is so.
- 1 Mar., 1897. 1905. And that it would be better to spend as much money at Redfern in making the necessary alterations as would be needed to give a terminal station in the city? Yes; if that expenditure is necessary at Redfern.
1906. If we are told that it will be necessary to spend almost as much on the site of the Benevolent Asylum as to bring the railway into Sydney, are you still of opinion that it would be better to spend the money, as suggested, upon the old station site? Somewhere between the present station and the Haymarket.
1907. Although that would not give any greater convenience to suburban-railway passengers than the present station? Yes.
1908. Have you considered the question of the goods traffic? Yes.
1909. Are you prepared to express any opinion as to the desirableness of connecting the railway with the various wharfs of the city? Yes. I would first say that I think the goods traffic and the passenger traffic should be kept altogether apart. Then, as regards the proposal which has been made that the wharfs on the eastern side of Darling Harbour should be resumed, in order that the railway line should be taken along that side of the harbour, I would say I think there is not the smallest justification for such a proposal. The cost would be enormous, and the convenience problematical. There is not now, nor is there likely to be in the immediate future, any unbroken trade between the country and the sea—in other words, there would neither be traffic inwards nor outwards direct between the country districts and the sea, and under those circumstances the wharfs which the Government already control at Darling Harbour are adequate for the present, or for a very considerable expansion of the trade which requires wharfage premises adjacent to the railway line.
1910. Is it within your knowledge that there has been any difficulty in obtaining all necessary wharfage accommodation for our shipping? The wharfage accommodation in Sydney is at present considerably in excess of the trade.
1911. Is it likely to continue so for any long period? I think the present wharfage accommodation is equal to a very much larger trade than we have now, and there is ample room for expansion.
1912. What is your opinion as to the probability of any direct trade, which would not need intermediate handling, reaching the shipping, or passing from the shipping into the country;—take the wool traffic and all our produce, and give a little attention to the coal traffic, and also to the dead-meat traffic? So far as the wool trade is concerned, I think the tendency is entirely towards the sale here of the whole clip. I think the proportion of wool which will go direct from the station to the ship is likely to diminish rather than increase. So far as the coal business is concerned, I think the present arrangements are adequate for a long time to come. The mines on the coast can ship more cheaply than any mine can ship in the harbour, and I think it extremely improbable any further provision would have to be made for coal during the next five years. The only other commodity which is likely to be shipped would be wheat, in the event of the production considerably exceeding the consumption. That may come to pass this year or next year, but I think it unlikely that any considerable quantity would ever have to be shipped, because when you come down to export values on the basis of 1895 prices you will find that the production of wheat is an unremunerative industry so far as the Colony is concerned—in other words, it could only be grown at those prices by the exhaustion of the land upon which it is cultivated.
1913. What about the meat trade? I think it will be found that private enterprise is quite ready to deal with the meat trade if it is secured from Government interference. At present I am disposed to think that private enterprise is prevented from entering on the business by fear of Government interference.
1914. With regard to the produce from the country, your opinion is that it must reach a distributing depot before finding its way to the shipping? Yes; and that applies in the same way to the imports.
1915. And the imports, in the same way, would not be sent direct from the ship's side to the country, but must pass through a distributing medium? Except for a very small proportion.
1916. Have you formed any opinion as to the probable value of all the wharfs which would be necessary to have a complete system of railway communication? The probable value is the probable sum the Government would have to pay for them. I could not say what figure would be asked for the wharfs.
1917. Do you think it would run into millions? Yes.
1918. Do you think, as a commercial transaction, there would be any appreciable return for the outlay which must be incurred in carrying out a scheme of this kind? The only way in which the interest could be paid would be by an increase of the wharfage rate, which would hamper the trade in Sydney in the same degree as the higher wharfage rate in Melbourne hampers the trade there.
1919. Therefore it would be more economical to allow the existing state of things to continue than, by making a connection with the railway, to largely increase the cost of shipping, especially as the Government already holds the larger proportion of the wharfs in Sydney, and can thus keep down the wharfage rates and prevent any combination to raise them;—are you aware that several new wharfs are being constructed in Woolloomooloo Bay? Yes.
1920. Do you think they will be fully occupied? Not unless they give rebates much in excess of what the private wharf-owners are prepared to give.
1921. Are you of opinion that Woolloomooloo Bay is as convenient for shipping as Sydney Cove, Miller's Point, and Darling Harbour? It certainly is not.
1922. Why? Because it is further from the principal stores and the railway station.
1923. Is the storage accommodation in proximity to the wharfs sufficient to attract shipping? There is no storage accommodation in Woolloomooloo Bay except the wharf-sheds.
1924. Of course any complete system of wharfage connection with the railway must include Woolloomooloo Bay? I do not think there is any reason for that.
1925. Assuming such a thing as the resumption of all the wharf frontages for the purpose of railway connection, would you omit Woolloomooloo Bay from such a scheme? I do not see any particular advantage in carrying the railway to Woolloomooloo Bay, because I think the Government own sufficient water frontage in Darling Harbour for any railway works they wish to carry out.
1926. You concede that it would be an incomplete system? I cannot see that the Colony would derive any advantage from throwing away more money by connecting the Woolloomooloo wharfs with a service from which they could get no business.

1927. *Mr. Black.*] Are you of opinion that as regards population Redfern station is centrally situated? It is more central than any other position you could get about Sydney. E. W. Knox.
1928. Do you know the Flinders-street station, Melbourne? Yes. 31 Mar., 1897.
1929. Do you know the low-lying lands away from the city towards Port Melbourne, St. Kilda, and East Melbourne? Yes.
1930. Is there not a radius, on each side, of from 1 to 1½ miles, nothing more nor less than a desert waste, hardly built upon, and in some cases merely a depôt for rubbish? Within, I think, half a mile of the river it is all built upon, and to a great extent with stores, most of which are, however, empty.
1931. I mean on the other side going towards the sea, as it were. There is a large quantity of land taken up by public parks. There is a Government reserve; there are the banks of the Yarra and a sort of common which lies between the railway station and what used to be known as Emerald Hill. Further along there is a great deal of desert waste land behind where Langland's foundry used to be situated? Yes; I was speaking of on or about the Falls Bridge, where the ground is thickly built upon; but above the railway station there is a great expanse of vacant land.
1932. In fact, almost from Spencer-street right up to what is known as Jolimont? Yes.
1933. Would you not say that, so far from the Flinders-street station being in a central position, possibly the Melbourne Public Library would be more nearly the centre of the city? The post-office, I think.
1934. Do you know Adelaide? Yes.
1935. The Adelaide railway station used to be situated on the North Terrace—would you consider that the centre of the city? It has the city on one side and the parks on the other.
1936. Then to say that the Sydney railway station is less central than that of any other city of the Colonies is to make a misleading statement? I do not think it quite squares with the facts of the case.
1937. Is it not a fact that the extension of the city of Sydney to the north is barred by the waters of Port Jackson? Yes.
1938. Is it not likely that in years to come the Redfern station will, so far from being central, be situated much more to the north of the virtual centre than it is now? The trend of the trade of Sydney is towards Redfern, south of the Town Hall.
1939. You might alter the centre of population by building a bridge to the North Shore which would induce a large settlement on the northern shores of the harbour? No; because you would get too far away; then the settlement would have to be on the crest of the ridge to a great extent.
1940. But suppose you did alter the centre of population—that would not necessarily make the removal of the Redfern station compulsory, because it would simply mean that the bridge could be used as a means of carrying a railway, which would lessen the concentration of traffic at Redfern, and thus make that station more equal to the requirements than it is now? I think you can never make Redfern station anything but central.
1941. Do you see any advantage to be gained to the public by bringing the railway to Hyde Park? To the general public, no.
1942. Do you think there is any advantage to be gained for administrative purposes? No.
1943. Do you know of any demand from the country people for conveyance to the water's edge? No.
1944. The demand is from suburban residents? From residents in the southern and western suburbs—not in the eastern, northern, or north-western.
1945. Is it not evident that if it is the demand of the suburban residents which has to be met, no matter where they may be situated, the country cannot be benefited by the removal of the railway station. Would not a loop line—something which would take the traffic out of Redfern station in one direction and return it to Redfern station by another—be more likely to meet the demands of the public? I think, considering the material of the ridge upon which Sydney is built, and the way in which the town is laid out, that the convenience of the public can for the future be more easily met by the extension and improvement of the tramway system than by any extension of the railways into Sydney.
1946. In other words, by a system of light railways running more continuously than they do now, and on the streets? Yes.
1947. *Mr. Clarke.*] Do you think the accommodation for passengers would be increased by bringing the railway to Hyde Park? I do not think any advantage corresponding with the cost would be gained.
1948. You object to any portion of Hyde Park being taken for railway purposes? Entirely.
1949. You know that the traffic at Redfern is very much congested, and that it is necessary to have increased accommodation? I believe that to be the case.
1950. You think the extension of the railway over Devonshire-street, and placing the station on the site of the Benevolent Asylum and the Cemetery, would be sufficient? Yes, for the next few years. There will always be a difficulty at the Redfern tunnel, whether the station is on the Benevolent Asylum site or Hyde Park.
1951. Are you of opinion that it would not be to the public interest to resume the wharfs on the eastern side of Darling Harbour, from Dawes Point to the railway station? I am.
1952. Do you consider that for export business the wharfs, now in the possession of the Government, give sufficient accommodation? I think that if carefully managed they would be sufficient for the entire trade of the port—that is, assuming, of course, extra wharfs are put on Darling Island.
1953. Do you think you could do away with private wharfs altogether? I would much prefer to do away with the Government wharfs.
1954. Do you think the wharfs at present in Darling Harbour, and in fact all over Sydney Cove, give sufficient accommodation? Yes; and I am quite sure that any business is conducted more cheaply and better by a private enterprise than by any Government.
1955. Is Woolloomooloo, for some portion of the trade, not a very convenient place for landing goods? It is as convenient as any other place, only you have to pay a little more for cartage. You cannot get out of Woolloomooloo Bay without going up a fairly steep hill.
1956. *Mr. Fegan.*] You say a necessity exists for greater accommodation at Redfern on account of the congested nature of the traffic? I said I understood that was the case.
1957. You say the traffic is so congested that you would remove the station northward? If I said that, I said what I did not intend. I said that more land might be taken there in order to allow the increase of the station accommodation.

- E. W. Knox. 1958. One proposition is to resume the ground upon which the Benevolent Asylum is situated, and to erect a station and platforms there at an estimated cost of £400,000;—would it not be better to carry the line to Hyde Park, in order that the Commissioners may obtain a return upon the capital expended? I am quite against the expenditure of £400,000 upon the Benevolent Asylum site, and I am quite confident that such an expenditure is unnecessary. The traffic can be worked with wooden platforms covered with galvanised iron just as well as with big brick buildings. Anyone who has seen the traffic go out of Spencer-street station on a busy day knows what can be done with a station which I should not think cost more than £20,000.
1959. If the evidence of the Railway Commissioners goes to prove that the extension is necessary, and that the proposed buildings are not out of the way of the requirements of the day, you would, I suppose, give some consideration to that evidence? Yes; but if I had to find the money I would not find it.
1960. But if the Railway Commissioners can show that by their proposed scheme they will be able to recoup themselves for the outlay, is not their proposition a fair one? No; I do not approve of their having Hyde Park at all, and I do not think they say they can recoup themselves unless they get Hyde Park.
1961. Do you think there is any more opportune time than the present for the resumption and buying of land for the construction of the railway? It is quite certain the value of land is being depreciated; but it seems to me quite probable that its value will be further depreciated if, for instance, there is any further addition to the land tax.
1962. You have stated that the Railway Commissioners are asking the general public to pay for the extension of the railway when only a comparative few will benefit by it? I stated that the extension would be built at the cost of the general community, rather than at the cost of the people who profited by it.
1963. If the Commissioners have shown that by charging a fare of 1d. or 1½d. into the city they can pay the interest and redeem the capital, will not the charge be upon the shoulders of those who travel by the railway? I do not think the Commissioners propose to redeem the capital out of the fares.
1964. If our railways pay interest on the money borrowed, are they not doing fairly well? Yes.
1965. If it is shown that the proposed extension will pay the interest on the capital expended, would you not admit that those who will profit by it are those who pay for it? But I hold that the expenditure is not warranted on any ground. If the country has the money to spend, it would be much better to spend it in the extension of railways into the country. A railway down the valley of the Lachlan, for instance, would attract a large amount of trade to Sydney which is now lost to it.
1966. As a whole, you are against the extension of the railway into the city? Yes.

THURSDAY, 1 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

William Greenwood, Assoc. M.I.C.E., sworn, and examined:—

- W. Greenwood Assoc. M.I.C.E. 1 April, 1897.
1967. *President.*] Have you been occupied on any works in the Colony? Yes; I built the Pott's Hill reservoir, for the Government, and the Circular Quay. I have been engaged on a good number of works.
1968. Have you a scheme which you desire to lay before the Committee? Yes; I produce a plan and section of it. I take it that this Commission has to deal with the City Railway, consequently I have only shown a line from Redfern to the Circular Quay, but it forms part of a circular railway which will go round the eastern suburbs—to Woolloomooloo, Paddington, Woollahra, Waverley, and Randwick.
1969. Your levels are so situated that they will permit of that? Yes.
1970. Will the same remark apply to an extension to North Shore? Yes. The proposed line, which was designed 10 years ago for a double line of railway, traverses the heart of the city; it passes through the busiest portions and accommodates all the western and northern ferries. It is capable of extension to the North Shore by a high-level bridge, or train ferry, or subaqueous tunnel, through either Dawes Point or Fort Macquarie, and forms part of the circular railway through the eastern suburbs—Randwick, Kensington, North Botany to Erskineville. The line being circular is easier and cheaper to work. The cost of the land, buildings, &c., is light, owing to the non-interference with valuable buildings. It passes through a considerable amount of vacant land. The cost of construction is very low, as the material from the cuttings will be utilised for the buildings. There will be stations at the Town Hall, Wynyard-square, and Circular Quay. They are all wayside stations for passengers only. Goods depôts will be provided at all the eastern suburbs—Randwick, North Botany, Waterloo, &c. I propose a loop line from about Petersham to the east of the Warren Brick Company's works at St. Peters, resuming about 70 acres of land for gravitation sidings, to accommodate all the goods traffic, whether suburban, Illawarra, Belmore, southern, western, or northern. Circular railway:—The line about to be described forms a portion of a projected railway from Redfern *via* Circular Quay, Woolloomooloo, Darlinghurst, Paddington, Woollahra, Waverley, Randwick, Kensington, Botany, and Erskineville, joining the Illawarra branch, through Eveleigh to Redfern. Route:—A railway commencing at the northern end of Redfern terminus, passing over Devonshire-street; thence across the Benevolent Asylum grounds and tramway-sheds, passing on a viaduct over Garden-street, Belmore-park, Hay-street, Belmore Markets, and Campbell-street; thence in open cutting east of the Natatorium, under Goulburn-street, passing west of the New Masonic Hall, under Liverpool-street, turning in a north-westerly direction under Pitt-street, Union-lane, and Wilmott-lane, and passing west of Water and Sewerage Board Offices; thence under the junction of Bathurst and George streets, passing in front of the Town Hall, and by a tunnel from Druiitt-street under York-street to Wynyard-square; thence in an open cutting under Margaret-street and lane, passing east of the Scots' Church, under Jamieson-street and

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and Church Hill, through the reserve; then under Charlotte-place, skirting the east side of Harrington-street, and curving under George-street, at its intersection with Essex-street; then in a north-easterly direction under Pitt-street and Alfred-street, passing under the crown of the road in front of the Custom House; thence under Phillip-street at its intersection with Albert-street. It is called Alfred-street at one end and Albert-street at the other. Future extensions:—If it be decided to connect with North Sydney by a bridge a junction would be effected at the Wynyard-square station; but if a tunnel be decided upon, then by a junction at Circular Quay station. Stations—Redfern station:—A new station to be built in the Benevolent Asylum grounds—terminal as to all long-distance traffic, but through for local or suburban trains. The suburban traffic, which is 90 per cent. of the whole, would go right through. Benevolent Asylum station, being terminal only for long-distance traffic—and all the suburban trains passing through this station will be relieved of all the shunting. Mr. Parry stated before the Commission that it was not the traffic so much as the shunting in the Redfern yard which caused the difficulty. The local traffic being 90 per cent. of all the traffic, it follows that much less siding and shunting accommodation will be required at the Benevolent Asylum station than would be the case at Hyde Park station, because there it would be dead-end station. Shunting at a terminal station blocks the incoming and outgoing trains, whereas by trains passing through all lines are left free. There is no terminal station on my line in the sense of a dead stop, because it forms part of a circular railway. The Town Hall station would be through or wayside station, extending from Bathurst-street south towards Willmot-lane. It would be a daylight station, and the booking-office would be at the south-eastern corner of Bathurst and George streets—that is to say, that the building now occupied by Hepworth, the tailor, would have to be resumed, remodelled, and made into a station. Wynyard-square would be a through or wayside station, extending from Wynyard-street northerly, with a booking-office at the south end of Wynyard-square. It is possible it might be better to resume the building at the corner of Wynyard-street and York-street, and utilise it as a booking-office, instead of building on the Wynyard-square portion. At Circular Quay there would be a through or a wayside station extending from the west side of Pitt-street to Loftus-street—that is to say, from Crane's store to the Paragon Hotel—with a booking-office opposite the North Shore Ferry. Pending the extension to the eastern suburbs, provision for shunting would have to be provided on the proposed extension east of Circular Quay station. If you made the line to Woolloomooloo or to Paddington at the same time it would not require it.

1971. Let us take it for granted that the only question this Commission deals with is the line for passengers into Sydney. You have got to Circular Quay, and you require some area for shunting purposes? Yes.

1972. You lose the benefit of the loop line by temporarily stopping at the end of the Quay? I do not presume you would stop at the Quay. I presume when you are making the railway you will make the circular railway.

1973. But supposing it was determined to stop at the Quay? I would continue the railway forward beneath Phillip-street towards Woolloomooloo, and would use what would form the main line in the future for the shunting-ground.

1974. Would you put four lines right ahead? No; only two.

1975. And you think they could be used for shunting purposes? Yes.

1976. They would be in a tunnel? Yes.

1977. And anything beyond the two lines which eventually went round the eastern suburbs would be a heavy expense? For the eastern suburbs certainly two lines would be ample.

1978. Could you shunt on those two lines? I do not think for one moment you would stop at the Circular Quay. The line through Woolloomooloo, Paddington, Woollahra, and Waverley would pay from the start.

1979. Then you say you would only require a wayside station at the Quay, because if your scheme is accepted you believe it would be wiser to carry out the eastern suburbs extension at the same time? Assuredly. I may say that my estimate of the cost is with regard to a line from Redfern to the Circular Quay. With regard to the advantages of the line I may state that the line would serve the heart of the city—a district at present unprovided with tramways. Hence it would create its own traffic without abstracting traffic from the existing Elizabeth-street tramway. Redfern Station:—Long-distance travellers encumbered with luggage would invariably take cabs from this station, which is as central for Sydney as any point you could name. The Town Hall station being in close proximity to the new markets would be very convenient for the general public. Wynyard-square station being within 100 yards of the General Post Office would be very central for the general public, and in addition to accommodating the numerous offices, warehouses, and manufactories in York, Clarence, Kent, and Sussex streets, would also give convenient access to the ferries at King, Line, and Erskine streets. The Circular Quay station, in addition to affording accommodation to the northern portion of the city, would also give direct access to the numerous ferries plying to the northern shores of the harbour, Manly, &c. A projected station at the main entrance to the Botanical Gardens, near Lady Macquarie's Drive and the Art Gallery, would accommodate a large amount of pleasure traffic. The cost of this line would be cheaper than that of any other route, as it does not necessitate the purchase of any valuable buildings, and for a considerable distance passes through vacant land. The most valuable building on the whole route is the one at the corner of George and Bathurst streets—Hepworth's, the tailor. Next to that, the Naval Brigade Hotel, at the corner of Essex-street and George-street is the most valuable. With regard to the George-street electric tramway, I do not think my proposal will make the slightest difference to it. When the first tramway was laid down in Sydney, Mr. Goodchap had to give a distinct promise that when the Exhibition was finished he would take it up. On that promise the tramway to the Exhibition was constructed; we all know the result. The next tramway was for the racing people to Randwick. Following that the whole of the tramways have been built. At that time everyone said the buses and cabs would be ruined. I, myself, laid out the line in Oxford-street, and every cabman who came along did his best to run over me. At first it was single line, and was subsequently made into a double line. The fact is that the growth of Sydney is so great that you may put down an electric tramway in George-street and it will not make any difference to the railway. With regard to electric tramways, I may state that I rode from Falcon-street to the Military-road on the electric tramway nine months ago. If the tramway in George-street is the same as that, there will be a swaying, pitching motion of the cars like the pitching of a ship at sea, and the people will prefer the railway to the tramway.

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1980. *Mr. Fegan.*] Instead of having an electric tram along George-street would it not be possible to give the convenience required by means of a train? I do not think so. Increased facilities cause increased traffic.

1981. *President.*] What will be the length of the line? One mile and 70 chains. The Benevolent Asylum station will be a true surface station. We have heard of stations in Hyde Park, passing beneath Liverpool and Park streets, described as surface stations, but as a matter of fact they are 20 feet below the level of Elizabeth-street. From Belmore-road to Campbell-street, across Belmore Park and the Market there would be a viaduct with 40-foot spans. In preparing an estimate of cost I had no borings, but I assume the foundations to go down 15 feet.

1982. What is the length of your viaduct? Twelve or 13 chains. I do not propose to disturb any of the streets excepting Devonshire-street and Pitt-street North. At Goulburn-street there are 20 feet of depth in cuttings, and from there to Bathurst-street it varies up to 30 feet.

1983. What is the length of the road which will be cut? With the exception of 30 chains of tunnel in York-street the whole of the line is in an open cutting. York-street and some parts have from 3 to 5 feet of shale and bastard rock. At the Circular Quay the rails will be practically 12 feet below the present road—6 feet below means high-water-mark. With regard to sewers I am somewhat at a disadvantage, because I cannot get information as to their locality. The main sewer which falls to Bondi, in Harrington-street, I go beneath. There is one in Liverpool-street which I am above. There is a small one in Devonshire-street, but that is common to every scheme which crosses Devonshire-street.

1984. Now with regard to the cost? I may state that you have had a statement of cost of land put before you which told you nothing but that the land would cost £1,200,000. How that was arrived at I do not know. The Government officials in valuing land for a scheme not suggested by themselves usually value it at ten times more than they would were the scheme suggested by themselves. I have prepared two estimates—one for a double line, and the other for a quadruple line; they are as follows:—

<i>Estimate of Cost—Double Line.</i>		
Land, 2½ acres at £103,600	£259,000	
	£259,000	
Works	138,182	
Stations, &c.....	140,500	
	£278,682	
Contingencies, 10 per cent.	27,868	
Engineering, 5 per cent.	13,934	
	320,484	
	£579,164	
<i>Estimate of Cost—Quadruple Line.</i>		
Land, 3¾ acres	£370,000	
	£370,000	
Works	224,928	
Stations, &c.....	156,500	
	£381,428	
Contingencies	30,000	
Engineering	15,000	
	426,428	
	£796,428	

FRIDAY, 2 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
The Hon. DANIEL O'CONNOR, M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
FRANK FARNELL, Esq., M.P.

William Greenwood, Assoc. M.I.C.E., further examined:—

W.
Greenwood,
Assoc.
M.I.C.E.

2 April, 1897

1985. *President.*] When we ceased yesterday you were about to give information with regard to the cost of your scheme? Yes. I should like to correct an impression that has got abroad that I propose a terminal station at Circular Quay. My proposal is that we should have a circular railway. With regard to the cost of the land: The area required will be 2½ acres for a double line and 3¾ acres for a quadruple line. On the double line there will be 45 chains, 36 feet in width; on the four lines there would be same length, 54 feet in width.

1986. The Departments say that the lowest estimate is 80 feet width? They only require 80 feet for six lines of rails.

1987. *Mr. Hoskins.*] But they require spare land on each side of the line? No; they build vertical walls about 4 feet 6 inches from the rails. There is no need to go beyond the ordinary bridge width.

1988. *President.*] You believe 54 feet is ample for four lines? Yes.

1989. And you propose to have perpendicular walls? That may or may not be. As a matter of fact the ground in many places is of such a nature that you would not require a wall at all.

1990. Is 54 feet sufficient if the walls are perpendicular? Yes, and it is if they are not.

1991. Then the question resolves itself into one of batter? That is a mere nothing.

1992. Are you prepared to give us the details as to the cost of the land? The way in which I got at it was this: I got the city assessments for the wards and I divided it by the number of acres of land in the wards; that gave me the assessment value. To that I added one-ninth, the assessment being nine-tenths of the rental.

1993.

1993. How do you get your result from that? The mean assessment value is £3,325 per acre; to that you add one-ninth, which gives you £3,695 per acre for the average rental—I take it at £3,700. I take it at twenty years purchase, and that gives me £74,000 per acre. I allow 10 per cent. for compulsory purchase; I allow 10 per cent. for lessees' compensation; I allow 20 per cent. for severance; and that gives £103,600 per acre.

1994. That amount is pretty well the same as we have had placed before us on several occasions, excepting that the area taken by you is much less;—supposing you had to resume 20 acres of land, the cost would virtually be £2,000,000? I hope to show the absurdity of doing that.

1995. You have reduced the width to 54 feet? Yes.

1996. If we had a basis of 100 feet in width, you would reduce it by one-half? Yes.

1997. If we had a basis of 80 feet, you would reduce it to 50 feet, or three-eighths? Yes.

1998. That explains a good deal of it? No; only a portion. Mr. Perdriau said it would take 130 chains to get from Redfern to the Circular Quay on the west side of Elizabeth-street. To get from Redfern to Hyde Park you have 50 chains in length, but you only pass through 20 chains of private land. He assumes that, if you go on the west of Elizabeth-street, you pay for the whole of it, but, as a matter of fact, you only pay for 45 chains. The saving in length is in 30 chains from Redfern to Campbell-street, no matter whether you go east or west of Elizabeth-street, for which you do not pay.

1999. Then what is the total length of your proposed line from there to the quay? From that point to Bathurst-street it is 20 chains, which I pay for. Then I begin to pay again from the northern angle of Wynyard-square to Pitt-street to Cranes, which is 25 chains.

2000. Your contention is that since from Bathurst-street to Wynyard-square the line will be in a tunnel, you do not require to pay for land? Certainly.

2001. What is the length of your tunnel? Thirty chains. It has been suggested that there may be compensation to pay. I point out, however, that the Postmaster-General has built a tunnel along Barrack-street, Clarence-street, and the whole length of Pitt-street, and I am not aware that he has paid one penny compensation for damage to buildings.

2002. What is the size of that tunnel? When completed it will be about 4 ft. 6 in. in width and about 7 feet high.

2003. I suppose you could not get a safer place in Sydney in which to make tunnels? You certainly could not get a better place than York-street.

2004. *Mr. Hoskins.*] I suppose there is a greater probability of injury to property from tunnels along which trains weighing hundreds of tons pass than there is from shallow tunnels used to convey the telephone wire? That is not the case. So far as vibration from a train running through the tunnel of sandstone rock is concerned, you will never know there is one there if it is once built. I have assumed that I have purchased the whole of the land all the way through, but in England I should not do so. I should pay for the easement to go beneath the property.

2005. *President.*] We have now got as far as Pitt-street? The rest is Government ground up to Circular Quay.

2006. Have you taken into consideration the ventilation of the tunnel? Yes.

2007. How will you ventilate it? By ventilating shafts along the street.

2008. Where would the outlet be? In the centre of the street.

2009. *Mr. Hoskins.*] Like the sewers? No; they might resemble the animals in the street.

2010. What cover would you have in the streets? From ten to twenty feet.

2011. *Mr. Humphery.*] What is the depth of the sewers in the streets? York-street is on the ridge, and the waters fall to Darling Harbour. There are no sewers in York-street, excepting small pipes.

2012. Do you go below the sewer in Pitt-street? There is only the Tank-stream there. There are pipe sewers, but the fall is so great that you can do anything you like with them.

2013. *Mr. Wright.*] Where do you cross Pitt-street? At Union-lane. There is only the Tank Stream at Pitt-street which could be diverted alongside the railway. There would be no difficulty about that.

2014. *President.*] Can you give us the cost of your construction? You may take it roughly that it is £42 per yard right through.

2015. What is the cost of the portion from Redfern to Bathurst-street? £65,000. That is for a distance of 60 chains. The next 40 chains, including crossing George-street, will cost £81,000. If you deduct that from £225,000 it leaves the balance—say £79,000—for the remainder. That is for works. Yesterday I gave you the stations at £156,500, or a total of £381,428. To that you have to add £30,000 for contingencies and £15,000 for engineering. It runs to about £42 per yard for the whole of the railway for double line, or £68 for quadruple line.

2016. Of which one-fifth is tunnelling? Yes. There are the contingencies and engineering to be added, which will make it about £50 per running yard for double line, or £76 for quadruple line.

2017. Even if this work which you suggest were carried out, it would not be complete nor effective until you joined Circular Quay with St. Peters. Therefore you have to continue that work at once, or provide a temporary terminal station at Circular Quay, or build enough of the southern extension to shunt upon? Yes, that is a very small quantity.

2018. Have you any estimate to enable you to judge what the eastern extension will cost? About £50,000 a mile for the whole distance.

2019. How many miles? One route makes it 14 miles—of which there would be only about 10 to construct from Circular Quay.

2020. It would cost, then, about £500,000 right through? Yes.

2021. What is the estimate for the shunting conveniences which would be necessary beyond your railway at Circular Quay? The railway would finish at the Paragon Hotel. From there to Phillip-street there are from 8 to 10 chains spare ground for shunting.

2022. You take it for granted that you could use that for shunting purposes? Yes.

2023. The question is whether you would be permitted to use it? I would point out that all the roads would cross to every point in the same way as they do now.

2024. But you first of all lay down four lines of railway. That means some obstruction. If you shunt and move the engines round it means that a considerable amount of traffic will be brought into existence which is not there now, and which might interfere with the ordinary traffic? No; cabs and other vehicles cross there now in such a way that you do not know where they are going. If they are confined to the roadway you will know where they are going.

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2025. You have stated that you will be 6 feet below high-water-mark at Circular Quay? Yes.
2026. How do you propose to get to the North Shore boats? The station will be somewhere near the revolving advertisement board. Being 12 feet below the roadway you could, if you thought fit, construct a subway for the whole of the passengers.
2027. Do you think that would be satisfactory for the 6,000,000 people who at present land at Circular Quay? Decidedly. I propose to shunt directly in front of the Custom House as far as Phillip-street. I then start upon a rising grade to take all the goods traffic from the Quay.
2028. Do you know how many passenger trains per day would require to come to Circular Quay? Probably 200.
2029. Spread over a period of fifteen hours? About that. I point out, however, that for every train coming in to the Quay there must be ten trams coming into the Bridge-street yard, where they can deal with the traffic without trouble.
2030. What area do you propose to shunt upon? Eight or ten chains in length and four lines of rails in width. Four lines with switches will be sufficient to do all that is required. The idea of shunting in front of the Custom House is only a temporary measure, my contention being that there should be a circular railway.
2031. *Mr. Hoskins.*] If it is a fact, as has been stated in evidence, that the railway station at Redfern is so cramped that it is no longer useful, except as a wayside station, where would you put all the rolling stock which is kept at Redfern Station for the service of trains? Ninety per cent. of the traffic will not stop at Redfern. If the line is made as a circular railway, Paddington will correspond with Ashfield, as regards a terminal station, for about 30 per cent. of the trains; 30 per cent. might go as far as Randwick, and the remaining 30 per cent. would complete the circle. The whole of the long-distance traffic, of course, would stop at Redfern.
2032. Then you do not propose any additional accommodation for the long-distance traffic? Yes; I propose a new station in the Benevolent Asylum grounds.
2033. How much land do you presume would be required at your proposed new station? As far as the rails and platforms are concerned, about 250 feet in width.
2034. Would that make provision for the large amount of rolling stock which of necessity must be kept at the station where there is the largest number of trains? You still have the old yard at Redfern left. You have the same room plus the room you get across Devonshire-street.
2035. Then, if the station on the Benevolent Asylum site were built, and the Department continued to use the Redfern station for keeping rolling stock, you would, when you were forming trains to be despatched from the Benevolent Asylum site, require to run carriages between it and the Redfern station? Yes; if you were marshalling a train to go to Bourke, you would do as you do now.
2036. What do you anticipate would be the cost of the Devonshire-street station? I have put down £100,000 for it.
2037. Then, in reality, you would have two shunting stations in addition to Redfern, namely, the Benevolent Asylum and the siding near the Custom House? The siding at the Custom House is merely temporary. I am assuming that the Government will carry the railway right round.
2038. You propose that the railway should be 54 feet wide? Yes.
2039. Is that sufficient for working the traffic between the Redfern station and the Benevolent Asylum? No. Although the railway itself would be only four lines wide, the Benevolent Asylum station platforms would be 250 feet in width.
2040. What would be the width of the road or roads between Redfern and the Benevolent Asylum? Between the building themselves there would be a width of 250 feet, occupied either by rails or platforms. There would be ten or twelve platforms to the whole length of that station.
2041. That would take up a large amount of ground, would it not? 800 feet by 200 feet is not a great extent. It would mean about 5 acres of ground being taken up by the rails and the platform.
2042. I gather you do not anticipate that the Government will be subject to actions-at-law for damages to the foundations of premises, caused by the construction of tunnels? I do not say so. They are liable, of course, but I would be glad to undertake to cut down the whole of York-street vertically, from top to bottom, for a very small amount of compensation.
2043. But would the contractors undertake to make good any actions-at-law brought against them for compensation? They would.
2044. If the contractors undertook to meet all claims for compensation would it not tend to increase the cost of the work? No; because there is no danger whatever. For instance, there was not one penny paid in compensation in connection with the excavation of the new markets.
2045. But that excavation does not abut on private property? No; but there was not a piece of stuff which fell.
2046. Will the whole of the tunnel be of solid rock? Yes.
2047. Is not some of the Sydney sandstone rock very jointed? Some of it may be.
2048. *Mr. Humphery.*] What would be the cost of your complete scheme, including compensation? £500,000 more than I have given for the line to Phillip-street.
2049. Have you estimated that that will cover not only the cost of construction but compensation for the resumption of land between Circular Quay and St. Peters? Yes; but the figures I have given with regard to Redfern and Circular Quay I am prepared to swear to. With regard to the others I am only expressing an opinion.
2050. What width of resumption have you between Circular Quay and St. Peters? Where land is dear you would merely buy a vertical strip for a double line, but where it is cheap you would buy more and would not erect retaining-walls.
2051. What portion of the 10 miles from the Circular Quay to St. Peters, *via* Paddington, would be in a tunnel? I could not say without taking a section.
2052. Then your estimates in connection with that line are approximate, and not the result of calculation or survey? Yes.
2053. From the Quay to St. Peters, *via* Paddington, you have adopted the plan and scheme of the Engineer for Railways? Yes.
2054. So that the only portion of the scheme for a circular railway which will be original in your design is from Redfern to Circular Quay? Yes. It is only ordinary engineering work to go round the suburbs. On

pages 48 and 49 of the report of the Royal Commission on the extension of the railway into the City and the North Shore Bridge connection, Mr. Deane boils down the whole of the schemes to three, and pins his faith on the scheme marked "L." My scheme betters "L." He says:—

The value of any proposal must be rated according to the extent to which it complies with the following requirements. For convenience of working the traffic, it should have either a large space for a terminal station, or should have a loop for returning trains, so that shunting may be avoided, or it must form a complete loop of itself. [I form the complete loop by making the circular line.]

It should be capable of extension to the North Shore, either by bridge or otherwise; it should pass through the present Redfern station, in order that this may form one stopping-place; it should be capable of extension to the eastern suburbs, and should be continuous with such a line, so that passengers may be able to travel without change between those two suburbs and to any part of the city. [That, my scheme does.]

The line should be in cutting or on viaduct all or nearly all the way, and tunnel or covered-way should be avoided as much as possible, on account of the difficulty of properly ventilating the same, a difficulty which, in the climate of Sydney and with the smoky coal, is a very serious one. [They told you the other day there was no difficulty in ventilating a 30-chain tunnel.]

Mr. Deane's scheme, marked "L," is to cost £2,000,000 to get to the Quay, and I propose to do it for one-third of the money, including land resumption. With regard to the "L" scheme the report states:—

On the condition that suburban traffic only is carried beyond Redfern, he sums up the *pro* and *con* of the proposal thus:—"Advantages of modified route—(1) Takes the western side of George-street, and therefore serves the suburban traffic best; (2) allows of terminal station if required at Harrington-street; (3) allows of loop if required instead of terminal station; (4) allows of connection with North Shore by bridge; (5) allows of connection with North Shore by any other method, as by tunnel, equally with any other scheme; (6) can be extended past Circular Quay; (7) can be extended to eastern suburbs.

The only disadvantage which he sees in regard to the line is the great cost in resumption.

2055. *President.*] It is further north than yours? That is the beauty of it. His line is too low down. Further on he says:—

The position of the loop, as suggested by Mr. Munro for the modified line, is quite practicable, but it misses the best station, Wynyard-square.

That is where I have a station. There is not one thing which Mr. Deane recommends which I do not do. The Chief Commissioner and Mr. Deane say in this report that the long-distance traffic is not to go beyond Redfern station, and that is what I say too. On the whole, there is not one objection raised by Mr. Deane in this report which could be applied to my scheme.

2056. *Mr. Humphery.*] Have you kept in view the strong opinion that the goods and passenger traffic should be kept separate? I do not lose sight of that. I propose that you should have your goods stations on the circular railway. There will be no goods stations at the Town Hall, Wynyard Square, or Circular Quay; but the trucks will go alongside the ships if the ships are at the Quay, and the produce can go straight into the ships. The wool also can go direct into the stores.

TUESDAY, 6 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Oswald McMaster, Civil Engineer and Contractor, sworn, and examined:—

2057. *President.*] Are you accustomed to the construction of railway works? Yes.

2058. Do you desire to lay before the Commission a scheme which you regard as the best for bringing the railway to the city? Yes. I will describe the scheme "A," which provides for a station at the position now occupied by the District Court, and also takes up 2 acres of the Domain at the rear of the Colonial Architect's present department.

2059. I believe the route you suggest is similar to that of the Railway Commissioners and all other routes, until you pass Liverpool-street, and then the line takes a turn to the north-east? Yes. I may explain that although I adopt the same route as the Railway Commissioners, I do not take the same amount of land. I allow the same amount of money in the resumption, although I only provide for four lines instead of six. The features of scheme "A" are as follows:—

This scheme, which is shown in red on plan, has for its principal feature the utilisation for the central station of the Government property at the top of King-street, now occupied by the District Court, &c., with a loop-line running round the Domain and back to the station for the working of the suburban traffic; and an extension to the North Shore, to connect with the North Shore and Hornsby railway at a point near the present terminus at Milson's Point. It also provides an intermediate station at the intersection of Albert and Macquarie streets, with a level approach from the Circular Quay.

Land required.

It is to be noted that the only land required for this scheme will be the 2½ acres of Government property at the top of King-street (together with a small piece of the Domain at the back, now but little used); a narrow strip at the King-street end of Hyde Park; and a belt, less than 1 chain wide, extending from near the Technological Museum round the lower portion of the Domain at the back of the Art Gallery—

2060. Would that be open? Yes; it would be built on piers.

The only resumptions required will be in that portion of the line between Redfern and Liverpool-street, and the extent of these to be used for railway purposes will be less than in the Railway Commissioners' scheme, owing to the reduction in the number of lines of way between Redfern and the central station, as subsequently explained. If it be deemed advisable to construct the railway through Hyde Park by the cut-and-cover method, as shown on plan, then the whole of Hyde Park will be left in its present state, and no portion of the line, on the Sydney side, will pass under any private building or through any private property between Liverpool-street and Fort Macquarie, or even to Lavender Bay.

Description of scheme.

The description of this scheme is as follows:—Starting from Redfern station, four lines of way will be carried over Devonshire-street and through the Benevolent Asylum grounds and Belmore Park to Liverpool-street, along the same route, and in a similar manner to that described by the Engineer-in-Chief for Railway Construction for the Park-street proposal. Passing under Liverpool-street, the lines will be carried under Hyde Park by the cut-and-cover method, where the depth below surface does not allow of tunnelling, and under Park-street to a point near the King-street end of Hyde Park; where they will curve into the central station at the top of King-street. My object in carrying the railway

W.
Greenwood,
Assoc.
M.I.C.E.

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O. McMaster.

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O. McMaster. railway underground is that there may be no interference with the surface of the Park. As far as cost of construction goes, I estimate that there would be a saving of over £60,000 by keeping the line in open cut throughout, and this would no doubt meet with the approval of the Railway Commissioners, by reason of the increased facility of working. Still, if, in the opinion of the Royal Commission, it is thought undesirable to encroach upon the Park, I would submit that the fact of the line being covered would not occasion any discomfort to passengers from smoke and fumes, such as might be the case with a deep underground railway. In the present instance the lines would be so close to the surface that very excellent ventilation could be obtained throughout by means of ventilating grids—suitably spaced at frequent intervals—and causing inconvenience to no one.

Central Station.

The central station, as proposed, will occupy the area of Government property bounded by Macquarie-street and St. James'-road—about 2½ acres in extent—and will also extend back a short distance into the Domain. The station-building will be three storeys high, the two upper storeys above the level of the street, to provide the office room required by the Railway Commissioners, and the lower one for station accommodation at platform level. Entrance to the station will be provided from King-street, at the present level of the street, by means of steps leading down to the different platforms, as in the present suburban stations, and also outlet to or from a new road to be constructed between retaining-walls from Elizabeth-street, at the junction of St. James'-road, passing under the lines and coming out in front of St. Mary's Cathedral, as shown by neutral tint on Plan A. This road will be 100 feet wide, and will give access to the station for cab and other vehicular traffic, as well as providing for the exit of passengers from the various platforms.*

The loop-line to which I refer, after passing out of the central station, goes in an easterly direction, and then north to within a short distance of Woolloomooloo Bay; it then turns round under the Botanical Gardens in a westerly direction, and returns to near the northern entrance of the central railway station, pretty well parallel with Macquarie-street. The tunnel commences about the Curator's house on the edge of the Botanical Gardens, and continues until the line returns to King-street.

2061. That is to say, the first half, as you go east from the proposed central station, is open? Yes; and from there, as it turns and enters the Gardens again near Woolloomooloo Bay, some of it will be open and some underground. The whole of it can be kept underground through the Gardens.

2062. If the Commission determine to adopt your scheme it will be possible to have the whole of your loop in tunnel excepting near to Woolloomooloo Bay, where there can be an open resting-place for your traffic? Yes.

2063. *Mr. Humphrey.*] Would a 12-chain curve lengthen the line? Yes, about one-eighth of a mile.

St. James'-road will be left in its present state, the levels being in no way interfered with. It is to be particularly noted, as a feature of this scheme, that the central-station-building will not require to be so large and costly as that proposed in the Government scheme, since, with the loop-line as shown, there will be no necessity to provide more than six, or at the outside ten, platforms under the main roof, and these, being required to accommodate only one train at a time, can be made considerably shorter than those shown in the Government proposal. With the loop-line there will also not be the danger of collision, essential to a scheme in which the central station is a dead end and where a considerable amount of shunting will be required.

From the back of the central station, as proposed, the line will be taken in open cut through the Domain to a point near the Art Gallery, and thence as an elevated railway round the lower portion of the Domain and adjacent to Cowper Wharf, Woolloomooloo Bay, passing into a tunnel (under the main drive to Mrs. Macquarie's Chair) at a point near the residence of the Curator of the Botanical Gardens. A station can be very easily provided at Woolloomooloo Bay if so desired, though, personally, I see no great necessity for one in such a position at present.

The dotted black lines on plan represent an extension which would be valuable for various purposes, including possibly coaling, shunting, and spare carriages.

If it be deemed expedient to proceed with the North Shore connection at the same time as the city extension—and I very strongly advise that this should be done—then three or four lines will be carried from the central station (as shown on diagram)—two to serve the North Shore traffic, and one or two for loop-line purposes only. After entering the Botanical Gardens the three (or four) lines will be carried below the surface to the stone wall which runs between the upper and lower gardens, whence the loop-line will curve back again (in tunnel) to the central station; and the two North Shore lines will sweep round under the Garden Palace grounds, in front of Government House stables, to the intermediate Circular Quay station at the intersection of Albert and Macquarie streets. With the 1-in-50 grade for which the line is designed, there will be no disturbance of the surface throughout the Botanical Gardens and Garden Palace grounds.

2064-5. Have you a platform in proximity to the Water Police Court in your scheme? Yes; and it will be 20 ft. below the surface, the proper depth for convenience of working, and more convenient than on the surface.

Circular Quay Station.

This will be an underground station, cut out of the solid rock and open to the air above, to which access will be obtained on the level of overbridge by an airy and well-lighted subway, to be constructed from the Circular Quay beneath Albert-street. It is thought that this station will prove a great convenience to passengers from the western and eastern suburbs who wish to travel by the various ferry steamers from the Circular Quay to Manly, Neutral and Mosman's Bays, &c., and especially so at holiday times.

From the Circular Quay station the two lines to North Shore will continue in tunnel to Fort Macquarie, as shown, and thence under the harbour in a double subway of special design to Beulah-street, Kirribilli Point, whence they will be taken underground on a rising grade to connect with the present North Shore and Hornsby line at a new station midway between Milson's Point and the head of Lavender Bay.

Subway under the Harbour.

No scheme for the city extension can be considered complete which does not provide for connecting with North Shore, and for bringing the rapidly-increasing traffic on the North Shore and Hornsby line, either over or under the water, into the city. In the present scheme provision is made for taking two lines under the harbour in a double subway, about 1,700 feet long, consisting of two cast-iron tubes, each 20 feet in diameter, encased in concrete, and having a concrete lining. By adopting two tubes in preference to a single large section of subway the ventilation will be much improved. Large ventilating shafts will be provided on either side of the water, and each train as it passes through will then draw the air in the tube after it, and there will be no confusion of air currents from trains travelling in opposite directions, as would be the case in a single subway with a double line.

Construction of Subway.

The method in which it is proposed to construct the subway is as follows:—First, a strip of the bottom of the harbour along the line of section will be dredged until the surface mud and silt have been removed and the surface of the underlying clay exposed. Then into the excavation thus formed the sandstone spoil obtained from the excavations for the line on both sides of the water will be tipped, and well rolled in layers, the finer portions of sandstone and sand being carefully filled in between the larger blocks of stone, so as to form a homogeneous mass. A layer of bluestone ballast 2 feet thick will then be spread on the sandstone, and the top surface rolled level and well consolidated by means of a heavy roller.

It may be thought that it is not practicable to roll under the harbour, but it is practicable if you load the roller with lead or other material; if the lead weighs 13 tons it will only weigh 1 ton less under the water. It is practicable to take a large roller underneath and roll the sandstone.

2066. *President.*] Has it ever been tested? Yes; it has been done in rivers. I have done it myself. The depth would be about 55 feet. 2067.

* NOTE (on revision):—This subway will carry tramways, if desired. It is required for convenience only, as it admits the traffic to the city descending in place of climbing; so that to enter the station you descend, and to leave the station you also descend.

2067. You have no doubt a 1-in-50 grade would bring you from the described station at Albert-street to the deepest part of your tunnel? Yes. O. McMaster.

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The subway will then be built on shore in lengths of 50 feet—complete all except the internal lining—floated out, sunk, and connected together under water by divers, no difficulty being anticipated in this part of the work. At the ends special arrangements will be made for the connecting up of the subway from bulkheads near the ends of the sections of tunnel on either side of the water. This method of construction is held to be both feasible and economical in a case like the present where shield tunnelling is out of the question, owing to the quantity of overlying silt, and the depth at which a shield-driven tunnel would have to be carried.

The clear waterway over the top of the subway when completed will be 40 feet below high-water-mark, a height far in excess of any probable requirements, and at the depth at which the subway will be founded the velocity of the tidal current will be so slight that the tendency to cause scour or silting-up will be practically nil. The maximum pressure, due to dead and live load, which can come upon the foundation of the subway will be less than a quarter of a ton to the square foot, a quantity well within the limits of safety, and it is not at all probable that there will be any subsidence in the foundation; however, to be absolutely on the safe side, provision is made for correcting any such variation that may occur by spraying in cement and sand through tubes spaced at frequent intervals over the bottom surface of the subway. The subway will be on the level throughout, the ruling grade of the line on each side of the water being 1 in 50, as against a gradient of 1 in 30, which, it has been stated in the evidence given before the Commission, would be required in approach to any bridge between the City and North Shore, giving the necessary clearance for masted vessels. The cost of the subway would also be considerably less than that of any bridge that could be built over the harbour.

The cost of my subway throughout, including the dredging and putting everything in place, will not run above £170,000—that is for two lines of railway. I estimate the cost of the line from Redfern station, including the loop-line, the station-buildings, and back again to King-street, at £536,000.

2068. That is the complete scheme to enable you to work a terminal station? Yes; it is a complete city scheme.

North Shore Approach.

The line on the North Shore side has been kept under the streets as much as possible, in order to avoid resumption.

It will rise from the Beulah-street end of the subway on a grade of 1 in 50 to near the front of the North Shore station, which it is proposed to construct at the position shown on plan.

The total cost from the loop to North Shore will be an extra £330,000, so that I should connect Redfern station with Milson's Point at a cost of £866,000.

2069. *Mr. Humphery.*] But the Circular Quay station would not be practicable unless you extended the line to North Shore? It certainly could be used in the city extension, but it would be in tunnel, and would not be very convenient to work; but it would cost so little extra to take it to North Shore, and the Circular Quay station would essentially be a North Shore station.

Scheme B.

If, in the opinion of the Commission, it is deemed expedient to have the central station in Hyde Park, then I would submit for their consideration the scheme shown on plan marked B, which embodies all the points of scheme A, viz., the loop-line, intermediate station at Circular Quay, and connection with North Shore by means of a subway. The resumption required on the Sydney side in this scheme would also be nil (between Liverpool-street and Fort Macquarie), since the route lies everywhere through or under park lands and Government property, with the exception of that portion of the loop-line which passes under the centre of Macquarie-street, and this portion will be kept everywhere well clear of the building-lines of that street, so that there will be no damage to property or disturbance of the foundations of buildings.

As will be seen from the plan, a central station is provided at the King-street end of Hyde Park, with a new roadway for vehicular traffic, similar to that shown on the Government plan. This station, however, can be made of smaller dimensions than in the Government proposal, owing to the reduction in the number and length of the platforms, due to the inclusion of the loop-line in the scheme, as before referred to; and the additional area of the Park, in front of the station, required by the Railway Commissioners for shunting purposes, will not be necessary in this scheme, so that the total encroachment on the Park will be only 6 acres, as against 12 acres stated to be required for the Government proposal.

Route B.

From Redfern to the central station the route followed will be similar to that in the Railway Commissioners scheme. After leaving the central station the line will curve under the District Court, &c., at the back of which it will come to the surface again, and it then follows practically the same route as in scheme A, with the exception that in this case the loop-line will return to the central station by way of Macquarie-street, as shown on plan.

The cost of this scheme will be, approximately, the same as for scheme A.

Suggestions for Working Traffic.

Should it be deemed advisable to adopt either scheme A or scheme B, including the North Shore connections, then I would suggest that the railway traffic might be worked in the following manner:—

1. Long-distance trains from the west and south, after depositing passengers at the central station, to run round loop and back to Redfern, for cleaning, inspection, &c.; long-distance trains from the north to come by way of North Shore line to the central station, and thence to Redfern for the same purpose.

2. Suburban trains from the western suburbs to Parramatta, from the Northern Line, between Strathfield and Hornsby, and from the Illawarra suburbs, to be so arranged that a certain percentage would run round the loop back to the central station, and start thence again to their respective suburbs, the loop being sufficiently long to allow of a number of trains lying there till their starting-times. The remainder to continue on (stopping at the Circular Quay station) under the harbour and by way of the North Shore line to Hornsby, thus providing a continuous service between the western suburbs, &c., and the North Shore and Hornsby line, and *vice versa*.

In conclusion, my opinion is, firstly, that the city extension is a very urgent matter, and should be proceeded with at the earliest possible date; secondly, that the route followed should be on the eastern and not on the western side of the city. Upon the question of whether the Royal Commission considers the utilisation of Hyde Park for railway purposes expedient or otherwise will depend the position to be adopted for the central station—and this is really the crucial point of the whole matter; but in any case I would strongly oppose the idea of any extension which stops short of King-street, and from the many persons I have conversed with on the subject I am certain that the majority of the travelling public are also of my opinion. Either of the schemes which I submit will serve the public convenience in this respect, and they also make provision for other requirements, which will certainly have to be dealt with immediately upon the completion of the city extension, and which should consequently be considered therewith.

2070. *Mr. Lee.*] You would come through the Benevolent Asylum and Belmore Gardens, as proposed by the Railway Commissioners? Yes.

2071. You would make no alteration until you got to Liverpool-street? No.

2072. At Liverpool-street you would keep deeper to get under the Park, instead of keeping on the surface, as proposed by the Commissioners? Yes.

2073. What would the cover be composed of? Brick arches or iron troughing.

2074. Will the cover be above the surface? No; 3 ft. or 4 ft. under.

2075. So that practically it will be a tunnel? Yes; but it will be much cheaper to construct.

2076. *Mr. Humphery.*] What will be the length of your longest tunnel? Two-thirds of a mile.

2077. *Mr. Lee.*] You propose to take 3 acres of the old Brigade Office? Two and three-quarters there, and 2 acres in the Domain.

2078.

- O. McMaster. 2078. Do you propose to take the present frontage to Albert-street? I would take the site now occupied by the District Court, the Barracks, round by the road to the Domain, and then take 2 acres square in the back of the Domain, never now used.
- 6 April, 1897. 2079. Would that interfere with the Mint? No.
2080. What would be the effect of having that railway station alongside the Infirmary? They would never know it was there. You could not see it from the Infirmary.
2081. It will practically be a city station? Yes; but there will be no outlet into the Domain. It will be in Macquarie-street and King-street.
2082. And there will always be the noise incidental to working a large station? There will be a noise, certainly; but I do not think it will be any greater than what is made by the tram traffic in Elizabeth-street—not so much.
2083. At all events you would take inside the Domain wall a square 2 acres? Yes; it would interfere only with one little road, which might be shifted a chain.
2084. It would block the road? Yes; but it could be moved out any distance, being on the level surface.
2085. Where is your next resumption? I have no more resumptions then.
2086. Would your trains be running above ground between that point and Woolloomooloo Bay? Yes; on brick arches, or you could fill the ground in.
2087. Would the arches be sufficiently high to admit of traffic underneath? Yes.
2088. Do you cross the head of the bay or keep to the foreshore? We keep inside the Domain the whole way.
2089. Above ground? Yes; until we get round near the Curator's house, and we go almost under his house.
2090. *Mr. Humphery.*] What is the estimated cost of the loop? First, fourteen chains would cost £5,000—that is what is above ground; the loop from the Domain would cost between £29,000 and £30,000.
2091. What is the length of the loop? About a mile.
2092. Would there be any platform? It has been proposed to put a platform opposite Cowper Wharf, but I do not think it is necessary.
2093. It would be practicable? Yes; you could come out almost level with the Art Gallery.
2094. With much additional cost? Only the cost of the station and platforms.
2095. *Mr. Lee.*] That could be done at any time? Yes.
2096. *Mr. Wright.*] Would it not interfere with the purpose for which you design the loop? No; but it would mean another station.
2097. *Mr. Humphery.*] How would it be practicable to have the station at the Circular Quay, in connection with your scheme, for a loop from King-street round Woolloomooloo and back to King-street? It will be easy, but you will have to go down near the wall in the Gardens, and the line would have to be out in the open in places.
2098. Do you mean it would be a lengthening of your loop? It would make the loop larger, and you would go nearer to the shores of the Gardens.
2099. Would it be practicable to have the loop larger and provide a station at the Circular Quay? Yes, and come up Macquarie-street.
2100. *Mr. Wright.*] Would it be practicable without destroying any portion of the Botanical Gardens? There are certain portions of the Gardens where you would have to run on the surface.
2101. *Mr. Humphery.*] What would be the increased length of your loop, and the additional cost? It would increase the loop about three-quarters of a mile.
2102. Would it double the cost? No; it would cost about £15,000 extra.
2103. Would you be able to provide all the necessary conveniences in connection with the terminal station in the same way in which you propose to provide them by the plans submitted? Yes; you could do everything else, but the curves at Circular Quay station would be rather sharper.
2104. What would be the difference in the curves? I think the curves rounding on Circular Quay station, in the loop, would be about 8 chains.

WEDNESDAY, 7 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Frederick Harrison Quaife, M.D., sworn, and examined:—

F. H. Quaife, M.D. 2105. *President.*] Have you any scheme which you desire to place before us? Yes. I hand in a plan—portions of sections 33 and 34 of the city of Sydney—upon which I delineate a portion of my idea and also a tracing unincumbered by any buildings.

7 April, 1897. 2106. Will you read your statement? Yes; it is as follows:—

A modification of the 1890 Hyde Park scheme proposed by the Commissioners, saving a considerable area of the Park, and giving an area for the terminus equal to that stated to be required.

Levels of the important points are official, kindly supplied by Mr. Deane, who also supplied a practicable curve (railway).

My remarks refer to the area for the station and yard at Park-street, and some important ones to the levels and conditions of the southern quarter of the Park.

Plan is drawn on a copy of the large city official map—sections 33 and 34—on a scale of 40 feet to the inch.

Boundaries of the Land.

Castlereagh-street, north-west corner, to a point 60 feet along King-street East, beyond the Supreme Court about 400 feet; from that point to Park-street, parallel or nearly so with Castlereagh-street, about 1,440 feet; from Park-street point 145 feet to within 15 feet of south-east post of entrance to Park; thence curved line of 12-chain radius to a point about 30 feet from corner north-east of Synagogue; thence a line proceeding to that corner and along the northern boundary of the building to Castlereagh-street; thence back to starting point at King-street, about 1,205 feet, along east alignment of Castlereagh-street. It

It might be necessary to take about 45 feet more at Park-street, east of above, and thence to join the second line through the Park to a point about 580 feet from Park-street; and, also, a strip along Park-street east of that, sufficient for a roadway. The area of this land is nearly 13 acres, and includes all that is wanted for the station buildings, platforms, lines, and approaches.

To this should be added the rest of the site of St. James' Church, and that part of St. James'-road east of the line from King-street to Park-street, on the eastern boundary of the station ground. Of the above addition there are almost two-thirds of an acre, and it is meant to be added to the Park in lieu of some taken away. It is bounded east by a curved line from the church to the entrance of the avenue. It is shown by red and black lines in the plan.

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Contents of Principal Area.

1. Tower and about one-fourth of the church.
2. Supreme Court and Land Titles Office.
3. Western half of St. James'-road.
4. Part of the Park—190 feet wide in the straight, and lessening at each end.
5. Elizabeth-street from King-street to the Synagogue.
6. Market-street, east of Castlereagh-street.
7. All the property from the Synagogue north boundary to King-street.

Appurtenances.

Area taken from Park is 5 acres, and 7½ acres to avenue are left, including two-thirds of an acre more, added as described above.

Of this area the State already owns a large portion, viz. :—1. The Supreme Court and Registrar-General's office.

2. The land on which the High School stands and on to Market-street.

The square block at King-street, between Elizabeth and Castlereagh Streets, and also all south of Market-street to Synagogue would have to be resumed; this should be now much lower in value than formerly. There is not much good property on it. The old Court-house would have to be replaced probably where the Mint is, and that could be moved out to spare ground in the Barrack area. Such an institution should not occupy so magnificent a site as it does. A good part of the ground in Castlereagh-street has only rookeries and hoardings on it. Of course the church would have to be paid for, and it is unfortunate that a fine new building should have been erected for an additional Court-house close to it; but that is after all a small matter if the great public convenience of a railway terminus is considered.

Four hundred feet are taken because I understand that Mr. Eddy considers it necessary, or less of the Park might be interfered with.

The expensive and fine Synagogue is to be carefully preserved and this limits our facilities of approach as we must enter the ground from the south to the eastward of the central line of the station. The gentle curve necessary on the western side conveniently causes the widening of Castlereagh-street by about 30 ft., making it about 92 ft. wide, which would give fine room for the great vehicular traffic which would be concentrated there. We still then get about 370 ft. of width for the station.

I have followed as closely as possible the published plan for the Park-street station, and have provided room for similar platforms and lines; also an interior cab-road to go in at Castlereagh-street and rise over two of the westernmost lines to a road out at the Synagogue, on a grade of about 1 in 13, for 170 feet, then a level or slight rise over the bridge. Beside the Synagogue, a road nearly 30 ft. leads out to Castlereagh-street, and has a gateway to Elizabeth-street; also a 5-ft. footpath along the Synagogue wall. There also on the Castlereagh-street front is provided a large luggage office, 100 x 85 ft., with a second front to a road-space opposite the Synagogue, but separated by a wall from the roadway mentioned above. Such an office is provided in the Park-street plan, and is to be on the surface of the ground, and have a lift from the long western platform to its floor. This may be done here, but I would have underneath this building a basement which might be used for electric power plant for the lighting of the station, and also for part of the power necessary for working the tramways proposed to be converted from steam ones into electric ones. It would be found probably more economical to run the current from this central point than from the Rushentler's Bay station as proposed, and if necessary, the room could be extended nearly up to the Synagogue, giving a very large space indeed.

Room in the yard is provided for seven distinct platforms from 20 to 27 feet wide, with the necessary room for the lines between, as proposed by the Commissioners' plan. The bridge at Park-street is also made wide enough for all the lines required with two supporting piers, each 3 feet 9 inches thick, with room for three lines between the piers and abutments and four lines between the piers.

The levels shown are official, and give plenty of headway by raising Park-street from 1 to 2 feet over the bridge, and an easy grade on each side to Elizabeth-street and towards College-street. I think a fall of about 1 foot in the 580 from the ends of the platforms will require a 2 feet rise at Park-street, more fall would of course require less. According to Mr. Deane, a rise of 2 feet 6 inches to 3 feet at Park-street would take them out level.

The level for the rails at the platforms is 64 feet, being 3 feet as required below the level of Castlereagh-street at Market-street, or 67 feet. The other levels at various points are shown on the map. The land rises on each side in Castlereagh-street. At King-street it is 74 feet, at Elizabeth-street 85, and near Phillip-street 95. At Park-street, near eastern boundary of the station land the level is 82 feet, and hence there would have to be a deep cutting with retaining-wall from Park-street to King-street. Hence there would be required the excavation of the whole land from Castlereagh-street to the eastern wall, and this would be advantageous, as tunnels to the Quay and the eastern suburbs could run out from the last pairs of rails under Phillip-street and so on into Macquarie-street with plenty of head over them—20 feet being required for a double tunnel but 15 feet or upwards for a bridge (10 or 11 feet left over the tunnel). A tunnel can run along Macquarie-street to the Quay without any compensation—payment by keeping it on the eastern side of the street. The level of the station would provide for all sanitary arrangements. The platforms are all of the same length as in the proposed plan, and the carriage road is 30 feet wide.

At King-street there is a widening of 10 feet for the extra traffic, and a roadway for cabs to the front of the station at the least part 35 feet wide, and as these cabs would be all taking people to the trains they would merely set down and drive away. The cab-stand would be in Castlereagh-street. I do not presume to go into station arrangements, except in so far as to indicate what seems practicable. The general level is so near that of the land at Castlereagh-street side that there would be everywhere very small descents to the platforms by either steps or inclined planes.

The traffic across the Park at Market-street, would be provided for by either an over-head bridge or subway, from which, if necessary, communication with the platforms can be made, and ticket offices provided for requirements.

The trams along Elizabeth-street would be diverted across the Park-street bridge, and would curve round to the east side of the railway ground, and be carried on an elevated railway to King-street, where, by a reverse, they would pass across the cable tram, as at present, and pass into Phillip-street, joining the present lines at the north side of Hunter-street, and the awkward and very expensive curve from that street to Elizabeth-street would be abolished. The viaduct would be as light as possible, and its eastern edge would rest on the railway boundary wall, the other on the ground and eastern platform on iron posts; it would have to be about 22 feet or 24 feet wide. The curve at Park-street could be made much easier than the present one at Hunter-street, and there would be a gentle rise from Park-street to King-street. Here note that as the trams are probably to be converted into electric, the works would be much lighter than necessary to carry the present steam trams.

As the great mass of traffic would pass to and fro, west of the station, it would be a great advantage to remove the trams as proposed, as the traffic would no longer have to pass over the tram lines, and the entire tram traffic would be virtually only the length of the Supreme Court further away. I consider this point of especial value.

In advocating this plan it is well to point out that there has been a great increase in important offices and buildings within an easy radius of the site. Castlereagh-street, Elizabeth-street, beyond King-street, and Phillip-street, are becoming more used, and as the area required becomes greater, Woolloomooloo, near the water, will be taken up more and more. Also the eastern part of the city, Darlinghurst, &c., should be considered.

If the station is west of George-street, the eastern part of the city and the eastern suburbs will be left out in the cold, as the people will have to cross the main business parts of the city to get to it, while a railway to the east will be rendered almost impossible by the tremendous cost of ground and destruction of important buildings.

The main features of advantage in this plan are :—

1. Its central position for a station, taking generally the city and suburbs, and the easy distance from it to the most important centres.

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2. The ease with which lines can be taken to the east and the Quay, when required.
3. The comparatively small amount of valuable property to be resumed.
4. Half of the property required is already in the hands of the State.
5. About 7 acres of the Park are saved, and possibly more may be on revision by the experts.
6. The removal of the old Court-house and St. James' Church will be no loss, but rather a boon to the architecture of the city.
7. The station is close to the general traffic, especially since the cable tram has been introduced.
8. The cost of construction of the proposed electric tram in Park-street would be saved—some £12,000 or £15,000. I should think this may be put against the removal of the new Court premises built next the church.
9. The proximity of the station to the great hotels and boarding-houses, clubs, public offices, the Library, Domain, Botanic Gardens, Hospital, &c.
10. The widening of Castlereagh-street would be a great advantage, and would probably quite make up for the closing of Elizabeth-street at the part required.
11. The great advantage of ending at King-street, so much nearer the centres than Park-street.
12. The southern part of the Park, where the new station is proposed, is much the better planted and grown than the northern part. Along the middle of it is a high ridge, from Bathurst-street to the avenue, and on this are the finest trees, and there is such a height here that by curving the line east from the Unitarian Church a good head could be got over the line, and tunnelling might get under these very fine trees without injuring their roots. North and south of them the ground might be opened, cut down, and, as much as possible, re-covered in. Near Park-street there is no valuable timber, as an inspection will show. The trees in the northern section are mostly old: Numbers have lately been lopped to make them grow better. If the lake in the southern part is injured a new one might be constructed somewhere else in the Park to make up for it. The drainage will probably rather improve matters than otherwise in such a shaley soil. How little the presence of a high cutting injures trees may be seen near the Cleveland-street bridge, where there are some very fine and old trees in the grounds of St. Paul's Church, Redfern, which abut upon the railway yards.

The objections no doubt are:—

1. Mechanical—This the railway engineer alone can settle, but I have, so far as I know, avoided any.
2. The closure of streets—The gift of a fine railway terminus will quite make up for this.
3. The compensation—On any other route, the Park excepted, this will be simply enormous. It should be taken on the land tax returns sent in by the proprietors, and with the usual additions for compulsory resumption and for buildings.

The block next King-street no doubt is the most valuable. The High School might be removed to the vacant semicircle at the Colonial Architect's Office, a much more suitable and quieter place; and, as I said before, the Law Courts to the present site of the Mint.

It would be fully worth the money to bring the station to King-street, and the additional distance would be only so much nearer the Quay for any extension.

I do not see why so much provision for horses and carriages should be made as proposed; there are about 540 feet of line frontage in the Park-street plan. All the racing stables I think are out Randwick and Waterloo way, and room for horse-box trains could be most conveniently got at Redfern or on the Benevolent site; but a little room for casual purposes may be easily supplied, and in my plan would require a little extension of the width of the Park-street end of the enclosure; this is shown in the plan.

Values.

Taking Mr. S. Perdriau's values, as published, the area of the land from the Synagogue to Market-street is about £260,000, the King-street block £102,000—making £362,000. I would remove the Mint to Green's Road at the Barracks; remodel the whole site on which it stands, adding the space out to Albert-street from the Domain to Macquarie-street. On this area there should be room for fine law courts of all kinds, a new High School, in a much quieter and equally convenient position, and a New St. James' Church, equally convenient with the present. The whole might be named Victoria Crescent, to commemorate the glorious reign soon to be celebrated.

2107. You have made a statement with regard to the cost of the land to be resumed between Castlereagh-street and Elizabeth-street, but you have not given us any statement of the cost of the erection of a new St. James' Church, Supreme Court, and Registrar-General's Office? No. With regard to the law courts, some day—whether the railway goes there or not—the question of new buildings will have to be faced. As far as I can see, the only space suitable for them—to provide buildings worthy of the city—is the space where the Mint is.

2108. Your scheme carries with it the resumption of the block of land between St. James'-road and King-street, with buildings thereon, and also the block of land extending northerly from the Synagogue to King-street? Yes.

2109. But the amount of park resumption is limited to 5 acres instead of 12? Yes.

2110. You propose to widen King-street and Castlereagh-street? Yes.

2111. Your scheme, however, closes Elizabeth-street, and renders necessary a deviation of the tram-line? Certainly.

2112. What area, in addition to the 5 acres of the Park, do you propose to take? The whole area between Castlereagh-street and Elizabeth-street.

2113. Your central station, then, would be bounded on the west by Castlereagh-street, which would be widened, and on the north by King-street, which would be widened; then at Phillip-street you pass into the Park, and take that area until you come to a point pretty well north, or midway between Market-street and the Synagogue, and then you come down easterly to Elizabeth-street—or do you propose to extend your area from Phillip-street to Park-street? Yes. There will be a high retaining-wall right through to Park-street, excepting that there will be a little extension to the east at Park-street to accommodate horse-boxes and so on, if necessary. My area would be practically the same in extent as that proposed by the Railway Commissioners, with this addition: the area would be considerably longer than the Elizabeth-street and Park-street plan, and would, therefore, be in their favour. I understand from some of the evidence given the other day that one of the difficulties is to get a long enough position to enable them to have a clear sight and ways. This plan would, I think, be between 150 feet and 200 feet longer than the Liverpool-street to Park-street plan.

2114. As a medical man, how do you view the curtailment of parks in a city like Sydney? If Hyde Park were the only park within a long distance, I would be one of the last to meddle with an inch of it; but when I know there are upwards of 200 acres of park land, including the 40 or 45 acres of Hyde Park, within a stone's throw, which for beauty and sanitary purposes are infinitely superior to Hyde Park, and when I know that the convenience of millions of people is involved in bringing the railway into the city, I cannot for one moment hold the opinion that Hyde Park must be absolutely sacred. I look upon it as just as righteous and proper to take the necessary piece of Hyde Park for a great railway terminus, in order to bring about an improvement in the traffic conditions of the people, as to erect a great building like the Art Gallery in the middle of the Domain. If there was no objection to doing this, there can be no objection to taking this small area of the Park. At the same time I do not put my plan forward as a better scheme than the Hyde Park scheme of the Railway Commissioners, but I think you must come to

some

some sort of compromise. I would sooner not spend a large sum of money to shunt the railway to the west, in order to spare the Park; but I would sooner spend that large sum of money in having the railway than leave the Park alone and not have it. I cannot believe that any enlargement at Redfern will serve the people. I have a map of the city of Glasgow, which has a population of 600,000 to 800,000 people. I spent five years there thirty years ago; at that time there were two railway stations there—or, properly speaking, three, because there was a station on the south side of the Clyde, near the bridge, that belongs to the Caledonian Railway Company. They had another in the north part of the town, in a very awkward and inconvenient position, from which the mail trains to London started. The North British railway station was on a very convenient site, close to George-square. It is a small station, and they had to work the trains up and down a tunnel, on a steep grade, by means of a cable. What has been done since then. The old College—the University of Glasgow—not a stylish or handsome building, but one hallowed to generations of Scotchmen by the work it has done, and also the University grounds in the east end of the city, have been sold to one of the railway companies. There is now a fine station on that site. When I left they were building the Union station at Enoch-square, near the water. It communicates principally with the lines on the south side of the river. The Caledonian Company, finding they were out in the cold on the south side of the river, got power to resume a large block of land in Argyle-street, and they built a magnificent station there, simply because they had to compete with the Union and other stations round about. As a matter of fact there are now five central stations in the city of Glasgow, all within comparatively easy reach of the business centres of the city.

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2115. *Mr. Fegan.*] The companies paid large sums of money for the lands you have described? Yes.

2116. The University, I suppose, profited by the large sum of money paid for the resumption of land for station purposes? Yes.

2117. In the present instance you propose to take from the people a recreation ground, without giving them anything in return? Do we not give them a magnificent railway station.

2118. The people who generally make use of the Park would not use the railway station? But there are 200 acres within a stone's throw.

2119. Not as convenient? Yes, as convenient and better. How many yards is it from the centre of this piece of land to the entrance of the Domain near St. Mary's Church, and how many poor people go into that part of the Park? Many are afraid to go into Hyde Park because of those who are there. Hyde Park itself—at any rate the part in question—is by no means an airy place. If the houses facing Elizabeth-street, opposite the part of the Park proposed to be taken, remain, there may be some objection to depriving them of their frontage: (I do not think so, however)—but, as all the property to Castle-reagh-street would be taken, that objection fails. Castle-reagh-street, is wholly and solely a business street, and will become more of a business street if the railway goes there. I believe Hyde Park contains from 40 to 45 acres, and surely to goodness 35 acres is enough to exercise in. Then there are the Botanic Gardens and the Domain within a stone's throw. The people who cannot walk from Hyde Park to the Domain to recreate themselves do not deserve to be considered.

2120. *Mr. Black.*] Some of them are too footsore to walk;—you are raising the question as to whether certain people have any right to a foothold on the earth at all? I should like to know why they could not walk 150 yards, and be in a better position and in a part of the Park that is better kept. This part of the Park which seems to be thought so desirable for these people is the very worst part. It slopes west. If you go there on a hot summer's afternoon you will find the people lying under the trees, such as they are, and all the wind they get there is the west wind, which is not a healthy one. On the other side of the avenue they get the east and south-east breezes, which are better. The question in my mind is,—Is it worth while to expend a large sum of money to buy land to escape taking part of the Park.

2121. Then there is another question,—Is it necessary to have another central station when you have one at Redfern? I do not consider Redfern in the city at all; it is one of the most stupid of places for a station.

2122. Is it not nearer the centre of the city than any other so-called central station in Australia? On the contrary, it is the worst possible place.

2123. Name one which is nearer to the centre of a capital city? I think both the Melbourne stations are nearer.

2124. I think if you struck the centre of the city you would find it very near to Redfern station? No; it is at the corner of Hyde Park. Then you have to look to the extension of the city northwards.

2125. What purpose is to be served by moving the station? Bringing the traffic to the main avenues of communication.

2126. *President.*] Your attitude is this—although you view with apprehension any curtailment of the park area, you believe that there are national interests which would justify us in taking 5 acres of it, seeing that there is so much other park land available? Certainly.

2127. You would take park land only as a last resource? Yes. I would be prepared to spend a good deal of money to escape it, but I do not think it would be wise to resume such properties as you find from Castle-reagh-street to Pitt-street; you would resume property which would cost no end of money. I think it is better to sacrifice a piece of the Park than to do that, especially in view of the fact that there will be so much left. I have seen it advocated that, if the railway went round the western side, the station might be placed in Wynyard-square. That is a beautiful little Park, with a great deal of advantage to the people round about, and I cannot for the life of me understand people arguing that a station should be put in it, seeing that they would not get one worthy of the name. That Park would be absolutely destroyed, but in Hyde Park we have a piece which, in my opinion, can be spared. If you were going to take the whole of Hyde Park I would be opposed to it.

THURSDAY, 8 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Oswald McMaster, Civil Engineer and Contractor, further examined:—

- O. McMaster. 2128. *President.*] I want you to describe the advantages of the loop-line over such a dead-end platform as that at Redfern? My loop line saves the two lines running back to Redfern to take the engines to be cleaned. Another advantage is that it entirely avoids shunting arrangements, and does away with a large item of expenditure in the shape of points and crossings. It also affords more room for idle trains.
- 8 April, 1897. 2129. And reduces to a minimum any likelihood of danger in the station? Yes; that is impossible, because there are no points and crossings.
2130. *Mr. Hoskins.*] You propose that there should be some place in the neighbourhood of Lady Macquarie's Chair for cleaning engines? Yes; not so far down, but opposite the baths.
2131. Do you know how much room the Locomotive Department occupies at Redfern for that purpose? Yes. This would only be for the running trains, and quite different.
2132. Do they not occupy about 30 acres? Not so much. They use it for locomotives and tenders and for storage room. Mine would only be used for the daily traffic, for immediate use only.
2133. *President.*] Would a loop-line and a resting-line be sufficient? Yes, it would accommodate all the traffic which can be anticipated for many years.
2134. *Mr. Hoskins.*] I suppose you know there is very little flat land between the baths and Lady Macquarie's Chair? I do not go past the baths; only as far as the baths.
2135. *President.*] With regard to the extension to North Shore, you propose to pass round the loop in order to get a grade which will enable you to have a station at Circular Quay at sufficient depth to enable you to pass through the subaqueous way? Yes.
2136. What is the grade? The steepest grade I have anywhere is 1 in 50, and that is the ruling grade throughout the Milson's Point line.
2137. You also contend that your scheme can be extended, and join the North Shore line, between Milson's Point and the head of Lavender Bay? Yes.
2138. Supposing it is not wise, for financial reasons, to extend the line to North Shore at present, you can so locate it that it can eventually be extended? Yes; that is one of the features of the scheme.
2139. It would provide for a loop round Government House, which would meet present requirements? Yes. The proper thing to do then would be to take an 8 or 10 chain loop from below the Albert-street station and proceed in front of the Garden wharf in front of Government House, and return to the same station, at the Water Police Court, which would work the slow suburban traffic. The fast suburban traffic could be worked on the loop shown on the plan. The two loops would work admirably with each other.
2140. The first loop would not be wasted under any circumstances? No.
2141. And the second loop would not be wasted when you extended to North Shore? Certainly not.
2142. In your scheme, going to Woolloomooloo Bay, you take the people coming *via* Redfern, or eventually from North Shore, away from that part of the city lying between Circular Quay or Albert-street, and your central station near the statue. Might it not be possible to locate your central station more to the east, by which it would be closer to the city. By this means the people would be more in touch with the city all along? That could be done.
2143. Are there objections to it? Yes. One is that, bringing the line on a higher level than what I advocate at Circular Quay, would necessitate a further expenditure going to North Shore.
2144. Would that be a serious expense? No; but it would be of very little advantage, excepting that it would bring the Circular Quay station a few chains nearer to the Quay itself. The total distance from the floating-jetty on to the Circular Quay station, under my present scheme, is 8 chains, which might be reduced to 5.
2145. Perhaps it might be better to put your extension to North Shore under the Albert-street station? Yes; but in making the loop at Circular Quay, I propose that the train should come out on the surface. It might come out at the Man-of-war Steps.
2146. But that will not do to go to North Shore? No; but it would not increase the expense from this Circular Quay station to the North Shore, because it would be at the proper level.
2147. If the central station were in the Park, abreast of the mouth of Market-street, it would be 30 feet lower than where you propose to put it. Saving that 30 feet might permit you to take a more direct road to Circular Quay? It would. The 30 feet you gain by not rising to the top of Albert-street would allow you to come out on the surface at Circular Quay; but that would not permit you to go on to North Shore without further expense.
2148. I presume you claim for your station that it will be in closer touch with the people at Woolloomooloo, Potts' Point, and the eastern suburbs? Yes. I claim that the cable tramway running along there would be an advantage to my central station, and it will not be far from the Elizabeth-street station.
2149. Against that, you will grant this:—That people who are walking to the station or using any means of transit, except the tramways, are removed to a worse position, just the distance that Elizabeth-street is from your station. They have to walk that much further? It depends on which position you take as the centre of population of the city.
2150. *Mr. Lee.*] The bulk of the railway traffic would leave the train at your central station at Albert-road? Yes.
2151. That would be further away from the intersection of King and Elizabeth streets than the proposed Hyde Park station? Yes.
2152. It would be still further away for those passengers who get out at Market-street and Park-street by tram? Yes; but, against that, you are nearer Hunter-street and the north-eastern portions of the city, which are equally important with those on the south which now have Redfern. 2153.

2153. Would the people who now get out at Market or Park streets be likely to use a train which would put them down at Albert-road? No; but if you had a station at Park-street many people would want to take a tram on to Hunter-street. O. McMaster.
8 April, 1897.
2154. Your argument really is that it is impossible to devise any system which will serve the whole of the people? It is absolutely impossible. My scheme allows for an extension, and it is in an elevated and picturesque position, and capable of being enlarged to any extent as time will demand.
2155. *President.*] You recognise that the Redfern Station has become so dangerous that something must be done? There is no getting out of that argument; it is quite unsafe.
2156. And you propose to extend four lines into the city and to establish a central station at Albert-street, your reason being because of its accessibility to the eastern suburbs and the present and prospective means of transit by tram through the city. The land there is not valuable and it is an imposing central site? Yes, and it is not occupied at the present time and suits the eastern suburbs connection.
2157. From there for the fast traffic you propose a loop to go to Woolloomooloo Bay, and an extension to the eastern suburbs, which will be of benefit to shunting and working the fast trains into the central station? Yes.
2158. You propose to extend that to such a level towards Circular Quay that you will be able to pass under and to join the North Shore line as described;—you also intend to have a loop under the Government House grounds to shunt the slow traffic, which does not require to go over to North Shore; the scheme is complete in itself in giving access to Circular Quay, and it carries an extension to the eastern suburbs and North Shore? Yes.
2159. The question of a station-site at Albert-street, although you regard it as the best position, does not dominate the scheme? Certainly not.
2160. The general idea might be obtained, perhaps, just as well by taking a portion of the Park, or by resumption of some place a little to the west of the Park? Yes.
2161. You think that the loop-line round Government House grounds might be done away with, seeing that you are going to shunt your traffic on the loop near Woolloomooloo Bay? Possibly by a system of points and crossings, which would not be dangerous, because they would be past or at the rear of the platforms.
2162. *Mr. Lee.*] Where would the proposed subway from the central station to Elizabeth-street come out? About the back of the Lands Titles Office, in the Park.
2163. That would necessitate taking a little of the Park? Yes, about 100 ft.
2164. Would it interfere with the ordinary road traffic? No; it would give more facilities for it. It would be 100 ft. wide with a headway of 20 ft.
2165. Would it be an eyesore? Anything but that.
2166. I suppose the subway would carry a tram? Yes; but they are already there, and might just as well run over the top but may also run through the subway.
2167. I think you will admit that a tramway service in connection with the railway should be part and parcel of it? It might be worked with the present system by putting the tramway through the subway.
2168. Have you worked out your estimate of cost? Yes; it has been carefully gone into and checked. It is estimated on the basis of the work I did on the Milson's Point railway; and I would be prepared to put down a substantial deposit as good faith to carry on the work.

John Upward, Mayor of Ashfield, sworn, and examined:—

2169. *President.*] Can you give us any opinion as to local thought in your municipality with regard to the extension of the railway? The people along the western suburbs line are unanimous that the present terminus is not in the right place, and that their wants are very badly served. J. Upward.
8 April, 1897.
2170. You desire an extension into the city? Yes.
2171. Why? Passengers are at present put down about a mile from the centre of business, which is an inconvenience. For the majority of the people it means taking a 'bus or a tram. Transhipment from one to the other means a loss of over five minutes; then there is the slower conveyance, which means a further loss of seven or eight minutes. It means the loss of from fifteen to twenty minutes on each journey.
2172. Is it your opinion that those who travel to their business in the city, through the absence of a city railway, lose approximately half an hour of their time? Fully that.
2173. Where do the Ashfield people desire to have the station located? I think the majority would be better served by a station between King and Hunter streets.
2174. Do you regard King-street as a fairly central position? I think the block between King and Hunter streets is the most central in the city. The further away from there the more unsatisfactory it will be.
2175. Do you regard the junction of Castlereagh and King streets or King and Elizabeth streets as fairly central positions? Any part of the city ranging between Kent-street and Castlereagh-street.
2176. How would you view an extension on the western side of George-street? If taken in connection with a circular line I think it would be most satisfactory.
2177. What is your view with regard to a station approaching or somewhere near Circular Quay? It would be of immense use, because of the large traffic from North Sydney, Mosman's, Manly Beach, and Watson's Bay.
2178. You think the railway should be extended, if possible, to the Quay, because of the travelling public there, and those whose business lies with the ships and wharfs? Yes. My idea is that one of the various loop-lines which have been suggested would be the best. It would require a large amount of space for a terminal station. Such a scheme as that which Mr. Norman Selfe has suggested seems to be one which would serve the convenience of the public most.
2179. If the people of Ashfield could be placed by railway in the vicinity of Castlereagh and King streets, and then on to Circular Quay, they would probably be well satisfied? Yes.
2180. And if it were possible to bring the line closer to George-street, and terminate it at the Quay by a western route, they would also be satisfied? Yes.
2181. *Mr. Lee.*] Do you think a central station on the site of the old Brigade Office would be convenient for western suburban passengers? It would be more convenient than the present one; but I still adhere to my opinion that a circular line would be most convenient. 2182.

- J. Upward.
8 April, 1897.
2182. Supposing that, in the event of that not being practicable, it were brought in on the eastern side only, do you think a station in that position would meet the requirements of the bulk of the city and western suburban people? Of course it would be much better than the present terminus.
2183. Would it not place them in this position—that the saving in time between Redfern and the station point would be at least half the time it now takes to come down in the tram? Yes; there would be a saving of time.
2184. Do you think the passengers would be likely to leave the train at Redfern, and seek their offices by means of the tram down George-street—that is, if King-street were made the terminus? Only a few. I myself would have to take some other conveyance to the end of Circular Quay.
2185. If the line is brought in on the eastern side, you are of opinion that it should be extended to Circular Quay? Yes.
2186. Thereby giving the large number of business people on the northern end of the city easy access to their places of business, and enabling the traffic by ferry to get direct communication to and from the suburbs? Yes.
2187. You think it would be wiser to extend to Circular Quay than to allow the station to remain in the centre of the city? Certainly.
2188. Do you think the present and prospective traffic would justify the extension? Yes.
2189. *President.*] A scheme has been suggested to land the passengers somewhere near the new markets, and then extend towards Circular Quay;—would that meet with disapproval? No. One great reason why the western suburban people wish for an extension is that owing to the congested state of the traffic at Redfern there is a constant fear that the accidents which have happened of late may recur.
2190. Then you are always travelling with apprehension? Yes. With regard to the goods traffic, it appears to me to be absolutely unnecessary to consider a line for goods traffic round the waters of Port Jackson, Sydney being a distributing depôt. Every day I am brought in close contact with the discharging of cargoes around Sydney, and I know that only a fractional part of the quantity which comes into Sydney is ever required to go direct up country.
2191. *Mr. Roberts.*] Are you the proprietor of one of the bonded warehouses? Yes; the Metcalfe Bond.
2192. And you have a thorough knowledge of the shipping trade of the port? Yes.
2193. Do you think the present facilities for the export and import trade will be sufficient for the next twenty-five years;—you know the head of Darling Island, where the Government has built wharfs? Yes. I have no doubt that it will have to be availed of, or a better scheme provided along Darling Harbour than we have at present.
2194. Do you think there is not any necessity for bringing the railway round the wharfs of Darling Harbour or Circular Quay? No; not for goods. Of course, it is hard to say what the shipping will be in twenty years time, but as far as we can see ahead, we have plenty of wharfage accommodation.

FRIDAY, 9 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	|	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.		JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.		GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.		FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

John Stinson, Mayor of Burwood, sworn, and examined:—

- J. Stinson.
9 April, 1897.
2195. *President.*] The Commission wish you to give your views with regard to the extension of the city railway, and to refer to the inconvenience from which the Burwood people suffer, and which we may presume would be remedied by the extension? So far as I can gather it is highly desirable indeed that the railway should be extended. Anyone who travels regularly by the suburban trains will see the immense amount of inconvenience occasioned to travellers by being deposited at the outer edge of the city, and having to find their way down as best they can. They suffer not only inconvenience, but a loss of ten minutes each way, so that really out of a day's business hours, of seven hours, a business man loses twenty minutes each day going to and from his office. That is over and above what you would have to expend in travelling if the railway were extended to King-street.
2196. What about the question of the apprehension of danger? That is a matter which has prevented many people from settling in the western suburbs, and it is one strong reason why many of them are seeking a home elsewhere. They know from bitter experience that there is a certain element of danger in travelling into the Redfern Station, particularly in the busy hours of the morning. Knowing that a great deal of shunting is being done there, the danger is ever before them. I can speak of several residents who are looking out for a home elsewhere for that very reason.
2197. Are you prepared to express an opinion as to what portion of the city would be most suitable for the suburban residents to reach? With regard to the passenger traffic, I think the general impression is that the route should be by Hyde Park. The terminal station, for the present, at any rate, should be somewhere about King-street—on the site of the Supreme Court buildings. Of course I do not mean to say that that ought to be a permanent terminal station.
2198. Do you attach any weight to an extension to Circular Quay? I think that ought to be the ultimate object, possibly with a view to connecting with the North Shore railway. I think the old Supreme Court buildings might be profitably removed, and that a portion of Hyde Park might also be given up. Although it is spoken of as one of the lungs of the city, I think a portion of it might be lopped off, especially as the harbour constitutes such an immense lung, and one of which the city can never be deprived. I think sentiment ought to give way to commercial advantages in regard to the Park.
2199. *Mr. Lee.*] If the central station were placed on the site of the Benevolent Asylum would it meet the case? It would not; it might just as well be left where it is as go there.
2200. Would the extra fare into the city deter passenger traffic? No; because a large number of people who use the tram now pay more than what extra fare would be. At present the Government lose a very large amount from people travelling on foot, who would otherwise use the train right into the city. In the mornings, particularly, a large number of people walk from Redfern or take 'buses to their offices.

2201.

2201. I believe that in fine weather many walk as a matter of exercise? I do not think, if the train were running to King-street, many people would alight at Redfern for the purpose of walking as a matter of exercise.

2202. Does not the present tram service offer facilities which the railway would not offer by putting people down at certain streets? Yes; but it is indisputable that during the busy hours of the day most of the passengers get out at the same street. In the busy hours of the day King-street is the centre of all the tram traffic.

2203. *Mr. Wright.*] The Government have submitted a scheme for a permanent station at Hyde Park between Liverpool and Park streets;—in your opinion, would that position be central enough to meet the requirements of the citizens? I do not think it would. If we are going to have a city railway at all, we ought to have it at the most central point, where the traffic is concentrated.

2204. Do you think it is correct to contend that the centre of the city lies between King and Hunter streets? I am not prepared to say that is the most central portion, but I know there is a very great deal of traffic finding its way into the trams at Hunter-street and King-street—larger than is found at any other point on the tram route between King-street and Redfern.

2205. Is there not a larger traffic at Market-street than at Hunter-street? I think not.

2206. If the officials say there is, are they likely to be correct? Of course, I would not set up my opinion against theirs.

2207. At any rate, between Market-street and Hunter-street the great city traffic is conducted? Yes; so far as I have been able to observe.

2208. *Mr. Clarke.*] Do you say the Supreme Court would be the best site for a station? Yes.

2209. I presume you would remove St. James' Church and utilise that block? Yes.

2210. You do not think the proposal of the Commissioners to go to Park-street is suitable? I do not.

2211. You are aware that it is necessary to have more room at Redfern than there is at present? I am.

2212. Would a new station on the site of the Benevolent Asylum be suitable for the general public? I do not think it would be worth the trouble and expense of constructing it.

2213. You are aware that the electric tram is shortly to run down George-street? Yes; it will supply a different service from that which is now supplied from the railway station.

2214. Would not that suit the public equally as well as a railway into the city? I do not think so, because it will necessitate a change at the Redfern Station, loss of time, and so on.

2215. Do you not think the tram is quite as convenient to the public as a railway would be? I do not see why the George-street tram could not be worked in conjunction with the city railway.

2216. Would you then have as many passengers for the railway? I think so. If the passengers using the city railway did not get in at King-street or Market-street they might use the electric tram to Redfern and take the train there.

2217. Would not the tram and the railway be competing with each other? I do not think so, when they are both running in the same interests.

Hon. John Macintosh, M.L.C., sworn, and examined:—

2218. *President.*] I understand you desire to be examined purely from the Sydney aspect of the question before us? That is all.

2219. Do you wish to make a statement? Yes. Twenty-eight years ago, all to the north of the present railway-bridge at Redfern comprised the railway establishment of New South Wales,—that is from Devonshire-street to the railway bridge. That was hardly occupied; the result being that the Government gave Albert Park to the Corporation—not requiring it for railway extension. Since that time, Darling Harbour has been established. There are large works at Clyde, with 100 waggons frequently waiting there for produce to be delivered. I think, if the present railway were extended to Belmore-road, it would be the most central part of the city, and would be for the convenience of the people. I will point out that the Railway Commissioners require one quarter of Hyde Park on the north-west side. It is about 400 feet in width, and is a narrow spot for a railway station. 100 feet would require to be taken on the west side for a road to widen Elizabeth-street; a road would also be required on the eastern side. The Belmore-road site will give length and breadth for any permanent establishment. I take it that there must be no break on our railways from Perth to Townsville. It is inevitable that some day or other a bridge must be built across to North Shore. I think the Government should resume land on the eastern side of Darling Harbour parallel with the middle of Barker-street off Bathurst-street. When we make a through trunk-line to go across the harbour, there should be a platform at the bottom of Market-street. I think, if the Railway Commissioners use Hyde Park at all, they should use the whole of it. In view of the good "get away" there is at Belmore-road, I think that is the most suitable place for a station. The tramways are convenient to it, and the difference in cost between travelling in them and in a railway into the city would be only one-half penny or one penny. The time lost in travelling by tram or 'bus to any portion of the city would not be more than two or three minutes. If it is intended to get to the eastern portion of the city, a tunnel could be made from, say Margaret-street, underneath George-street, along to Circular Quay, and from there we could go to wherever is thought proper. I think a continuous line is desirable. Ten or fifteen minutes would take any passenger by train or 'bus from the furthest corner of Sydney to the present station, and the railway would not be more than two or three minutes quicker. Personally, I think we require an improved tramway service. I would have no objections to filling up Darling Harbour almost to the bridge, and to making a higher road where the present Pymont Bridge is situated. I do not think Darling Harbour is utilised as much as it ought to be. There is a large amount of empty space, and almost every owner has encroached upon the public land. The extension of population cannot be to the north of Belmore Park, but it is going on all round—west, east and south.

2220. *Mr. Hoskins.*] It has been stated that if a terminal station is constructed at Belmore-road it would cost about £350,000 and no revenue will be received, whereas if the railway is extended to Hyde Park the revenue from passengers will pay the interest on the money spent? I cannot conceive that that is correct. I look upon the matter as altogether beyond a money matter; we must look for the convenience of the general public.

2221. *Mr. Humphrey.*] A suggestion has been made that instead of the terminal station being at St. James'-road, it should be placed on the present site of the Government Architect's office, and that there should

J. Stinson,
9 April, 1897.

Hon.
J. Macintosh,
M.L.C.
9 April, 1897.

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M.L.C.
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should be a loop-line at the back, so that, instead of having a great number of lines for shunting purposes, the traffic could be worked by means of a loop? That plan was considered by a Royal Commission some years ago, but there were a number of objections to it. I opposed it because it is not the way to get through to Brisbane.

2222. Assuming it would be possible to connect from there with the North Shore line would you see any objection to the plan? Yes; it is impracticable to make a bridge from the east of Elizabeth-street.

2223. What is your objection to the site I have mentioned? It would take up too much of the land about there. The Mint would have to go and also the law offices. I do not think it would be a desirable place, seeing that the Infirmary, which cost about £250,000, might have to be disturbed.

2224. I asked the question on the assumption that that property would not be greatly interfered with;—do you see any objection to the railway being brought from Redfern to that position, other than the fact that it would be impracticable to extend it to Milson's Point? Yes; it would not be central. It would be nearer Potts' Point, but it would be further from Balmain, the Glebe, and Surry Hills.

2225. Do you see any objection to the line passing through the Park, assuming the terminal station to be beyond it? Yes; the Park being for the use of the public ought not to be disturbed if it can be avoided.

2226. Do you wish to convey that you are of opinion that the passenger traffic should be carried to Darling Harbour? I have no objection to seeing a platform there.

2227. But do you propose that the railway should be extended there? It should follow the present line. A siding could be made at Eveleigh, and you would have a straight course onwards.

2228. Then your idea is that the passenger traffic, instead of coming to the Redfern terminus, should be deviated so as to turn off where the goods traffic goes to Darling Harbour? Yes; that is, for through traffic.

2229. Then you think there should be a different line for the through traffic, and that the suburban passenger traffic should be landed at Belmore-road? Practically speaking, the main railway station of Sydney should be a side station for through passengers. As I have already stated, there cannot be more than two or three minutes difference to a passenger going to any part of Sydney by tram, and 1d. difference in fare.

2230. Do you not recognise that instead of there being two or three minutes difference, the actual difference is about half an hour daily? I think it would be impossible for any man to prove it would be ten minutes difference.

TUESDAY, 13 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Frederick William Parsons, Mayor of Strathfield, sworn, and examined:—

F. W.
Parsons.
13 April, 1897.

2231. *President.*] Are you prepared to speak as to public opinion in Strathfield with regard to city railway extension? Yes.

2232. Why do you desire the railway extended, and have you any special part of the city which you desire to reach? It is unanimously thought by the people in the western suburbs generally that there should be some alteration to the present terminus. Some months ago large meetings were called in nearly all the western suburbs, and resolutions were unanimously carried to the effect that the time had arrived when some alteration should be made at Redfern, and when the railway should be extended to the city. All the meetings were agreed that it would not be wise for the residents in any way to hamper the Government by suggesting routes. The agitation was principally aroused through the accident at Redfern two years ago, and also because of the great inconvenience travellers are put to in changing. If you leave Strathfield at twenty minutes to 9 in the morning, you arrive at Redfern at five minutes to 9. If there is no extra delay on the trams, you are landed at King-street about ten minutes past 9. Therefore, it takes you as long to travel from Redfern station to King-street—which is practically the centre of the city for business purposes—as it does to travel 8 miles from Strathfield to Redfern. On the return journey it takes longer, because there is no dependence to be placed on the time you meet the trams. If you want to catch a particular train you must give it five or ten minutes' grace. It is very generally considered that the proposed extension to Park-street would not meet the difficulty, but that it should be further and more complete. The committee appointed by the Railway Extension League, under whose auspices the meetings in the suburbs were called, thought that if there was an extension anywhere it would be better than nothing, as it would, perhaps, be the commencement of a further extension. The committee, which consisted of the mayors of the boroughs and some of the aldermen, considered, however, that it was not in their province to suggest any route.

2233. Would we be justified in regarding the intersection of Castlereagh or Elizabeth and King streets as a fairly central position? I think that would meet the convenience of the majority of the travelling public. The largest number of people are landed about King-street.

2234. Approximately, would the present route of the tram-line suit them fairly well? It would.

2235. It has been suggested that the central station should be placed near the old Colonial Architect's Office? I think a station anywhere about there would be convenient. As long as the public could be brought within a reasonable distance of the Post Office, they would be satisfied.

2236. If you were given a choice between the corner of Castlereagh and King streets and the old Immigration Barracks, how would you decide? Upon the corner of Castlereagh and King streets, because it is nearer the Post Office. If there were difficulties in the way, however, I do not think the difference in distance would weigh very largely with the public.

2237. *Mr. Black.*] Do not the people of Strathfield seem to be inclined to think that the Government chiefly exists as a public means of lessening their private expenses? No; they are prepared to pay an additional price for being carried from Redfern to King-street, although we think we pay too much at the present time.

2238.

F. W.
Parsons.
13 April, 1897.

2238. If it were discovered that the Government, at the public expense, cannot provide the people with that convenience, except at a loss, would the people of Strathfield still be prepared to demand it? I do not think they want anything unreasonable; but they are given to understand that an extension to the central portion of the city would bear a handsome return.
2239. What do you call the central portion of the city? Say Castlereagh and King streets.
2240. Would not Park-street suit your purpose? It would not suit it as well, because you would be left a considerable distance away.
2241. Then there would still be an agitation to have it carried further on? There would. If the station is at Park-street, and the people have to get into a tram to go to Park-street, they might as well continue on to Redfern.
2242. Is there any necessity to remove the Redfern station in order to gain your end? We have two ends in view. We do not, for instance, care about the frightful risk which is run at Redfern every day. I speak personally, because I was in the accident which occurred two years ago. Again, we think we have every right to ask that we should be carried from Redfern to the end of our journey at a reasonable cost.
2243. The increase of room at Redfern is your first object? No doubt.
2244. Then the removal of the station is not necessary to achieve that object;—is it necessary to achieve the second object? Yes.
2245. Do not you think you could come to the city by train without moving the railway station? The people could only be brought to the terminus. Of course, you could construct a fresh line altogether, and bring the people in another direction.
2246. Could not you run out the train on one side and bring it back by another? Yes; if there is an objection to put a central station in an expensive part of the city, the difficulty could be overcome by constructing a loop-line.
2247. *Mr. Wright.*] Is it not a fact that Strathfield is better served than any other western suburb;—cannot you get from there in under half-an-hour? Yes; I think we are as well-served from Strathfield as anywhere. The people of Ashfield and Petersham have slower trains and take longer to get in.
2248. *Mr. Humphery.*] Is it not a fact that you lose fully twenty minutes a day travelling to and from Redfern? Fully that.
2249. Allowing ten minutes additional for a train to come to King-street, you would save twenty minutes a day? Fully.
2250. What is the population of Strathfield? About 2,500.

Charles O'Neill, C.E., sworn, and examined:—

2251. *President.*] Have you a statement to place before the Committee? Yes.

The scheme, as shown by the plan produced, connects the proposed line with the present railway at a point about 200 yards south of Eveleigh station; thence by tunnel to Prince Alfred Park (28 acres), which is proposed to be added to Redfern station.

From the exit of the tunnel the railway will be carried overhead across Devonshire-street and the Burial-ground, &c. on to Elizabeth-street at the junction of Hay-street (from this point an additional connection could be made with Redfern station); thence along Elizabeth-street, easing the grade by extra height of rail-level at the lower end; thence along Hyde Park, close to Elizabeth-street, to Market-street; thence curving round to the Government offices, head of King-street, which will be made a central station; thence along the outer Domain grounds to a station nearly opposite the Colonial Secretary's office, at head of Bridge-street. From this station a connection might be made with the North Shore railway by tunnels and lifts.

The line being overhead saves the cost of resumptions and other expenses, and the road along Hyde Park boundary, under the railway, will be more comfortable for pedestrians, as it will be sheltered from the rain and shaded from the sun.

The cost of a double line of railway, as shown, from Eveleigh to the station at Bridge-street, will be £300,000. The cost of a railway by tunnel from Bridge-street to the North Shore line at the head of Lavender Bay will be £320,000.

2252. You propose not to enter Redfern yards at all, but by a detour to the east to pass around and pick up the line proposed on the northern side of Belmore Gardens? That is so. It would go over Elizabeth-street to Hyde Park. At Elizabeth-street it is proposed to carry it over the street by putting in pillars at the edge of the footpath. That has been done with great success in New York. There is not much cart traffic in that street, and it would not interfere with existing arrangements.

2253. The first part passes to the eastern side of the present Redfern terminus. Then the line gradually approaches near the same locality as the scheme of the Commissioners, and your terminus is not far from the point suggested by Mr. McMaster, and from there it becomes a scheme somewhat similar to his? Yes.

2254. *Mr. Lee.*] As Devonshire-street will have to be crossed, what advantage will there be in diverting from the main line on the south side of the tunnel? I think you would not have the height to cross the street with the main line without lowering it.

2255. You would have to do that in any case? I would not touch it; I would cross over it.

2256. Have you taken the levels to show that it can be done? I am satisfied it can be done.

2257. But the engineer's evidence is to the contrary? With the present level of the railway, you would have to lower Devonshire-street to cross.

2258. Is that your only reason for suggesting a divergence on the south side of the tunnel? No; to ease the traffic. By connecting the line at Eveleigh, you would bring a great deal of the traffic away from Redfern station.

2259. Your chief reason for going round by Prince Alfred Park would be to get a better crossing over Devonshire-street? No; my scheme gives the whole Park as additional station room, and the railway would be carried overhead to Bridge-street.

Myles McRae, sworn, and examined:—

2260. *President.*] Have you given consideration to the question before the Commission? Yes.

2261. Would you like to make a statement? During the last ten years I have occupied the position of Mayor and alderman in several municipalities of the metropolis, and I have taken an active part in advocating the extension of the railway into the city. Some years ago, in the Kogarah Council, I passed a resolution urging the Government to extend the railway in accordance with the alternate scheme of the Commissioners of passing through the Devonshire-street Cemetery, Belmore Park, and Hyde Park, making provision for a model and a grand central station, worthy of the city, in Hyde Park, fronting King and Elizabeth streets. In the resolution I asked the co-operation of the metropolitan and the country municipalities, and received replies from about ninety-five of them, extending on the Great Northern,

M. McRae.
13 April, 1897.

M. McRae.
13 April, 1897.

Western, Southern, and Illawarra railways. I presented the replies to the late Sir Henry Parkes. Prior to that he was under the impression that the country was against the extension, and he was surprised. I acted as a member of the City Railway League for a number of years, and I may say that the travelling public, including the vast suburban country, and through passengers, are in favour of this extension. It savours of statesmanship, inasmuch as it exempts resumptions, and is calculated to return a surplus, over and above the interest required for construction and the working expenses, of something like £50,000 or £60,000. The surplus profit will go a long way in making up the deficits in connection with the railways in the interior. It is fortunate for New South Wales that we have such a grand position as Hyde Park. The assumed sentimentalists who, through a side issue, condemn the action of the Commissioners in taking a few acres of the Park, although the Devonshire-street area provides a larger area for recreation purposes than the Commissioners propose to take, consider that to be nothing. I believe that if Mr. Eddy—the greatest authority on railway matters in Australia—propounded a route which would pull down half the city, regardless of expenditure and the mutilation that would take place, we would have to-day the father of white elephants visible to the naked eye in all its hideousness, because no Government could withhold the pressure which would be brought to bear against them in favour of pulling down the city.

2262. *Mr. Black.*] Who is this father of white elephants? This railway. I venture the opinion that if Mr. Eddy had propounded a scheme which would have pulled down half the city, regardless of expenditure, it would have been a positive fact to-day. The pressure which the interested log-rollers and axe-grinders would have brought to bear no Government could have stood, but because Mr. Eddy's scheme exempts resumptions it falls flat, so far as interested persons are concerned. The whole body of the people have been in favour of the extension for the last twenty years. It will pay as well and better than any railway extension which can be proceeded with in Australia, putting New South Wales out of the question altogether. The Commissioners and those under them, have spoken in the plainest terms of the danger at Redfern. The confusion and the tension upon those who have the overseeing of the work at Redfern is so great that—not taking into consideration the transshipment and loss of time—relieving stations have become an absolute necessity. For directness, economy, convenience, and comfort, Mr. Eddy's route has no rival. As money can be borrowed at a low rate, and there are a large number of the working classes out of employment, it is a mystery to me why the work has not been carried out years ago. Even if the tunnel at Redfern were widened, the cost would, in my opinion, exceed the cost of extending the railway into the city, and it would only be a temporary expedient at best. The Chief Commissioner, in giving evidence as to the accident which resulted in the loss of so many valuable lives two years ago, stated that they did all that human ingenuity could do. I consider that Sydney is much worse off than Melbourne or Adelaide. For instance, Spencer-street station abuts on Bourke and Collins streets, the two principal streets of Melbourne, in the heart of the city; the Flinders-street and Princes' Bridge stations front Flinders-street—the main streets of the city, running at right angles, terminating almost in front of those two stations. Then, if you go to East Melbourne, Richmond, and North Melbourne, those stations are on a par with the Redfern station, as far as the city proper is concerned. Thus, instead of having one station, as we have in Sydney, they have five stations in Melbourne. In Adelaide, the station terminates at Rundle Terrace, alongside Parliament House.

2263. Do you call that a central station? Yes; in the heart of the city. Hindley-street is one of the principal streets of Adelaide. King William-street is another, and it is within 150 yards of the station. Parliament House, the principal banks of Adelaide, and Government House, are within a few hundred yards of it. Wood, Son & Co. are building an enormous warehouse opposite it. There are several large hotels, and McLean Bros. and Rigg have the largest ironmongery establishment in Adelaide opposite it. There is another railway line in King William-street. That street is 3 chains wide, and the railway which runs to Glenelg terminates within 100 or 200 yards of the General Post Office in King William-street.

2264. What is the difference between Glenelg railway and our steam tramways? There is a vast difference. Our streets were never adapted for tramways in the first instance. When the tramways were first being resorted to, I condemned the action of the authorities in interfering with the limited thoroughfares the people had to move in, especially so far as the eastern suburbs were concerned. In Melbourne they have a splendid tram service, but their streets are wider, and there is not the cut-throat business there which we have here between the tramways and the omnibuses. The difference between the railway at Port Adelaide and the tramways is, that they ring a bell there to warn people on the streets. Here they do not. There the streets are double and treble the width of ours, and they are adapted to tramways. The reason why the City Railway League did not suggest Mr. Eddy's scheme—although all were in favour of it—was because they did not want to hamper the Government. They did not want to give the Government the loophole of saying that they would not adopt this or any other route. The whole of the population of New South Wales is in favour of extending the railway into the city.

2265. Is it a burning question in the country districts? I received replies from ninety-five municipalities, including Tenterfield, Bourke, Albury, and Kiama. There is no doubt the country is in favour of the extension to the city.

2266. For passengers? Yes; but unfortunately some of their representatives are against the extension.

2267. Do representatives of the country constituencies usually run counter to the wish of the people? Their idea is a fallacious one. They were under the impression that if money were voted for the extension of the railway to the city it would prevent them getting an extension into the interior. That is a fallacious idea. The surplus profits derivable from this expenditure would assure them railway extension to the interior.

2268. *President.*] Your attitude is based partly on the danger of the Redfern station, and then upon the profitableness of the enterprise itself? Yes; and with the introduction of the cable tramway the confusion will be worse confounded. I have seen hairbreadth escapes during my residence in the suburbs, and I have seen elderly people receive shocks which they never got over. If they get out of the way of a tramcar, the chances are that they will run into a 'bus, cab, trap, or pedestrian.

2269. You approve of the Park-street site, rather than resume land? Yes. Twenty-eight years ago, when I came to Sydney, nearly the whole of the residences surrounding the Park were occupied by private families. To-day they are public offices, and the only persons to whom the Park is beneficial are the "Johnny Warders"; decent persons scarcely go there.*

2270.

* *Note (on revision).*—A portion of Hyde Park is urgently required in the public interest, in order to protect their lives from accidents, which will take place at Redfern if the railway is not extended into the city, and that quickly. The matter brooks of no delay.

2270. Will you furnish the Committee with a copy of the resolution you speak of, and the names of the municipalities which have replied to you? I will see the council clerk at Kogarah, and will endeavour to have them sent to you. I consider that, with the knowledge we have gained, if an accident takes place at Redfern, the Government will now be liable to impeachment as well as heavy damages. M. McRae.
13 April, 1897.
2271. *Mr. Hoskins.*] Why do you think the streets of Sydney are not adapted to tramways? They are too narrow. Take Oxford-street. If you are in a 'bus and the tramway is coming along the 'bus has to stop.
2272. You are aware that Parliament has sanctioned the laying down of an electric tramway in George and Harris streets? A greater mistake was never made; it will prove a calamity.
2273. Have you ever been in America? No.
2274. Are you aware that Broadway, New York, is not in the greater portion of it wider than George-street, and that there are two or three tramways besides an overhead railway in it? I know that the electric tramway will intensify the danger at Redfern, and I believe that it will injure business people in George-street.
2275. *Mr. Black.*] You say it is only the sentimentalists who will object to the taking over of Hyde Park for railway purposes? There is a number of assumed sentimentalists. They have not dared to question the utility of Mr. Eddy's route.
2276. Supposing the sentimentalists prove to be in the majority? But they are not. There are only a few. I know it from practical experience.
2277. You say that the Flinders-street station abuts on Bourke and Collins streets;—does not our station abut on George-street? But there are the Flinders-street and the Princes' Bridge stations at Melbourne.
2278. You also speak of Richmond and East Melbourne as being stations within the metropolis. Why did not you quote Eveleigh, Newtown, and Stanmore as being within the city of Sydney? They are not in Sydney. They have five stations, and we have only one at the west end of Sydney.
2279. If the Richmond and North Melbourne stations are metropolitan stations, so is Eveleigh? No; they are as much metropolitan stations as is Redfern. Again, the rates charged by the Commissioners for the metropolitan passengers is 20 per cent. more than is charged in Melbourne. That portion of the railway system of the Colony within the metropolitan district pays between 15 per cent and 20 per cent. on the expenditure incurred—this is accounted for by the enormous suburban passenger traffic—and it is unjust that they should be compelled to break the journey at Redfern, and lose valuable time there in transshipment from train to 'bus, tram, or other mode of conveyance. Take the cost of a workman's weekly ticket from Redfern to Auburn and from Redfern to Outley stations,—price 2s. 6d; distance to each station 10 miles; the cost per week from Redfern into the city per 'bus or tram, a distance of a little over a mile, is the same, being an increase of from 800 to 1,000 per cent. on the mileage rate, not taking into account the jostling, danger, and confusion at Redfern, which is being intensified and increased every month.

WEDNESDAY, 14 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

2280. *President.*] Have you obtained the particulars which the Commission requested you to obtain? Yes; I have two plans, one of which shows the borough of North Sydney and the boundaries, and the approximate position of the junction of the railway over the bridge with the present line, and the junction of the railway by the tunnel at the head of Lavender Bay. The other plan is a plan of Sydney, showing the line proposed by Mr. Wearne. I also have the following information to furnish:— S. E. Perdriau.
14 April, 1897.

VALUATION (by adopting the Municipal Assessments for 1897-98) of that part of the City of Sydney extending from the Synagogue northerly to Market-street, bounded on the east by Elizabeth-street, and on the west by Castlereagh-street. Area about 2 acres 0 roods 8 perches.

The total of the municipal assessments for the above-mentioned portion of the city for the municipal year 1897-98 is £7,194. Capitalizing that amount at twenty years' purchase..... £143,880
If twenty-five years' purchase be adopted the amount would be 179,850

NOTE.—The above is calculated adopting the recent Municipal Assessments, which are based upon rentals received during times of commercial depression. No allowance is made for disruption of business, nor for the 10 per cent. increase always allowed by Government for forced sale.

If that portion of the block fronting Castlereagh-street for a length of 191 feet (area about 1 rood 10 perches), extending northerly from the Synagogue, be excluded, as shown on a plan recently prepared by the Engineer-in-Chief for Railway, the assessments would be reduced by £1,042, leaving £6,152 to be capitalized to show the cost of resumption of the block as proposed to be altered.

EXCLUSION OF PART OF THE BLOCK LYING BETWEEN THE HIGH SCHOOL AND KING-STREET.

UPON the plan recently prepared by the Engineer-in-Chief for Railways, and referred to above, a site for a proposed station is shown between Castlereagh and Elizabeth streets, and extending from the Synagogue to King-street. This proposal exclude properties at the corner of King and Castlereagh streets, having a total frontage of about 111 ft. to King-street and 107 ft. to Castlereagh-street—an area of about 36 perches—of which the assessments amount to £1,979 per annum.

Evidence relative to the value of the block of which this 36 perches forms part was given by me before this Commission on the 16th March, 1897.

It will be necessary to deduct £1,979 from the £4,053, leaving £2,074 to be capitalized, to ascertain the cost of resumption of the part of the block required if this proposal be adopted.

The site at "The Rocks," proposed by Mr. N. Selze to be resumed in connection with his scheme for extension of the railway into the city, comprises an area of about 24 acres in one of the poorest and least attractive portions of the city. The land fronts the following streets:—viz, Princes, Cumberland, Gloucester, Cambridge, Harrington, Grosvenor, Essex, Little Essex, Globe, and Argyle streets, and Charlton-court. The total length of frontage is about 14,870 feet.

The gross annual value for municipal assessments of this area is £31,117, which at twenty years' purchase would show a value of £622,340; at twenty-five years' purchase it would be £777,925. About £2,000 must be added for the Ragged School in Harrington-street, which is not rated.

The line as designed passes under St. Patrick's Church. This building would, perhaps, be affected. With the adjoining convent it is worth, probably, not less than £15,000.

The estimate above does not include anything for disruption of business, nor for the 10 per cent. additional always given in Government resumption because of its being a forced sale; nor for a claim which might be made by the Municipal Council for the streets closed; nor for detriment to neighbouring properties if depreciated in value by closing such streets.

If the 24 acres were resumed and the buildings demolished, and the streets rearranged as suggested by Mr. Selze, the depths of the new allotments would be much greater than at present; consequently there would be much less street frontage for resale.

Mr.

S. E. Perdriau,
14 April, 1897.

Mr. Selve estimates the area he proposes to be resumed at 26 acres—11 acres of streets and 15 acres of allotments. If laid out afresh according to his plan, he says, the station would occupy 8 acres, streets 8 acres, and allotments 10 acres. These 10 acres, subdivided into allotments for resale with an average depth of 80 feet, would give about 5,500 feet of selling frontage. A fair average price might, in my opinion, be estimated at about £50 per foot. Thus the amount derived would be about £275,000. The present value of the George-street frontages at this part is from £40 to £60 per foot. It is hardly possible to estimate the increment in value consequent upon the establishment of the railway station as proposed by Mr. Selve.

Mr. Foxlee, in his evidence given in the year 1891 before the Royal Commission on City Railway Extension, stated that the cost of excavation alone for this station would be about £120,000.

I have a letter from the Council Clerk at North Sydney, supplying the population of the borough at date as 19,483, distributed in the wards as follows:—Belmore, 4,680; Kirribilli, 5,250; Tunks, 1,742; Victoria, 4,933; and Warringah, 2,878. There are three replies from the Railway Commissioners. They are all addressed to the Secretary of the Commission, and are as follows:—

Sir,
Office of the Railway Commissioners, Sydney, 27 March, 1897.
Referring to your request to be furnished with certain particulars of the passenger traffic at Milson's Point Station, I am directed to inform you that the number of passengers arriving at Milson's Point Station during the year 1896 was 735,873, and the number departing 746,917, or a total of 1,482,790.

I have, &c.,
H. McLACHLAN,
Secretary,
per W. H. C.

The Secretary, Royal Commission on City Railway Extension.

Sir,
Office of the Railway Commissioners, Sydney, 29 March, 1897.
In reply to your letter of the 25th instant, I am directed to inform you that it is ascertained the total number of passengers travelling on the North Shore Cable and Electric lines is as follows—for the year 1896:—

Cable lines	2,083,496
Electric line	388,686
Grand total.....	2,472,182

I have, &c.,
H. McLACHLAN,
Secretary,
per W. H. C.

The Secretary, Royal Commission on City Railway Extension.

Sir,
Office of the Railway Commissioners, Sydney, 6 April, 1897.
I am directed by the Railway Commissioners to state in reply to the queries put in your letter of the 2nd instant, as under:—

Q.—What effect the extension of the railway into the city would have upon the Railway Tram Service Rolling Stock?
A.—Five motors and thirteen cars would be released from their present work, and would be available for other services which require supplementing.

Q.—What is the value of the portion of the tramway which would be superseded?
A.—No portion of the tramway would be thrown out of use, but a much needed relief would be given to the Elizabeth-street line, which is one of the reasons put forward by the Railway Commissioners as rendering the George-street line necessary.

Q.—Whether any rolling stock now used for the railway tram would be unsuitable for the other tram-lines?
A.—No. None of the stock released would be unsuitable for the other tram-lines.

I have, &c.,
H. McLACHLAN,
Secretary,
per W. H. C.

The Secretary, Royal Commission on City Railway Extension.

I have been to see Mr. John Wearne, and he made a statement which I took down, and he also gave me a written statement. First of all he wrote the following letter:—

Gentlemen,

I beg to suggest that the Commission view a route from our flour-mills in Goulburn-street. It has been suggested by many practical men that there is a very practicable and inexpensive route this way from Redfern to the city.

Goulburn-street, 26 March, 1897.
Yours, &c.,
JOHN WEARNE,
Flour-mills, Goulburn-street, Sydney.

Royal Commission on City Railway Extension.

The statement which he handed to me, written by himself, is as follows:—

COME from the Railway, I think No. 9 and 10 platforms, under George-street, and under Inglis and Sons' yards, under Valentinc-lane, Ultimo-road, Engine-street to Hay-street, somewhere between the brewery and M'Ewan's stores; along by Dixon-street, taking Jones' wood-yard and others, to the mill; from here tunnel to Kent-street near Druiit-street, at the back of the Town Hall; from there to Wynyard-square. This would be very centra for the Post Office and banks.

A station at Hay-street.
A station at the back of the Town Hall.
A station at Wynyard-square.

This is the statement I took down at Mr. Wearne's dictation:—

Proposed Extension of the Railway into the City of Sydney.

DESCRIPTION of the position of the railway, to be used as a passenger line only, as proposed by John Wearne, miller, of Goulburn-street West, Sydney:—Commencing at the western end of the Redfern railway terminus, and extending northerly, as nearly as practicable in a straight line, to the western end of Goulburn-street, at Dixon-street, at my flour-mill; thence north-easterly to a point on Sussex-street, a little to the south-east of Foley Brothers' new produce store, crossing Sussex-street and Liverpool-street still in a north-easterly direction, and so continuing and crossing Kent-street diagonally to a point a little westward of the Town Hall, where I suggest a station. From this point I suggest proceeding by tunnel in as nearly a straight line as practicable to Wynyard-square, which, in my opinion, should be the terminal station. I also suggest a station at Hay-street. I have carried on business at this site for the last fourteen years as a miller, and suggest the above-described route merely as a layman, unacquainted with railway construction. The advantages of the route are shortness, and the inexpensiveness of the land and buildings affected, and the large number of employees, &c., who would daily use a railway in this position. I have made no investigation, and cannot form an estimate of the probable cost of my scheme, nor of the revenue of the railway if constructed. The position of the railway suggested by me is that shown by a red line on the map of Sydney, by Mr. Surveyor Perdriau, to-day, at my direction, and is initialled by me

JOHN WEARNE,
April 1st, 1897.

Witness—STEPHEN E. PERDRIAU.

NOTE.—The line proposed by Mr. Wearne would be about 95 chains long, of which he proposes a total length of 60 chains should be in tunnel.—S.E.P.

The following is a description of Glebe Island:—

GLEBE Island comprises an area of about 34½ acres, being about 34½ chains long and about 10 chains wide. It extends into the harbour north-easterly from Balmain at a point near the south-western end of the borough, and was, as the name implies, an island. It is now a promontory, the greatest height being towards the north-east. Many years ago a causeway, about 1 chain wide, was built connecting it with the mainland. Within the last few years an area of about 12 acres, lying to the north-west of the island, and joining it with Balmain for a length of about 12 chains, was reclaimed from the harbour by the Crown. The reclamation was effected to abate the nuisance caused by the stench from the mud flat. This land is not used, except a small piece railed off for a cricket ground. The two areas combined are about 46½ acres. The island is bounded on the north by White Bay, dividing it from Balmain: east by Johnstone's Bay and Blackwattle Cove, dividing it from Pyrmont; and south by Rozelle Bay, dividing it from the Glebe and Annandale. The

The total length of the water frontage of the island, including that of the reclamation, is about a mile. The reclamation is, of course, level; but the whole of the island has a bold rocky foreshore—in fact the solid rock shows freely all over the surface, and at a few yards back from the shore line a height of 15 feet above high-water level is reached, the height rapidly increasing by rugged rocky slopes until the highest point is reached, which is 90 feet above high-water level. S. E. Perdriau.
14 April, 1897.

The central portion is a plateau from 70 feet to 90 feet above high-water level. Stone for Government works elsewhere is now being quarried at the northern end near the water.

The island occupies a peculiarly central position. It is within comparatively easy reach of the city and nearly all the populous suburbs.

From the city it is approached *via* Market-street, Pyrmont Bridge, Pyrmont, and Glebe Island Bridge, and is distant about $1\frac{1}{2}$ mile by road from the General Post Office.

The nearest point on the Darling Harbour railway is within seven-eighths of a mile of the island, in a direct line, and Petersham railway station is within $2\frac{1}{4}$ miles by road. The main Sydney road from the Ryde and Hunters Hill districts, *via* the four bridges called Five Dock, Long Cove, Glebe Island, and Pyrmont Bridges, crosses the southern portion of the island, and forms the frontage road of the Abattoirs.

The Abattoirs.

The Abattoirs for the Sydney and Metropolitan District occupy the area of about 7 acres lying southward of the road, and the small space on which the mutton houses are erected, northward of the same.

The desiccating works situated at the southern extremity of the island are now disused, the blood and offal being conveyed to sea in punts.

There are six dwellings of various sizes and material scattered over the more northern section of the island, all occupied by officials connected with the Abattoirs.

The small Post and Telegraph Office located here was closed a few months ago owing to the insufficiency of business.

Upon the high land northward of the road, and immediately opposite the abattoirs, there is a large tank or reservoir hewn out of the solid rock. It is about 240 feet x 35 feet, and 20 feet deep. Water for flushing the slaughter-houses is pumped from the harbour into this tank. The pumps are said to be capable of lifting 40,000 to 50,000 gallons per hour.

There is no permanent occupation of any part of the island excepting in connection with the Abattoirs. The Abattoirs are said to be thirty-six years old and antiquated, and it is held that nothing short of entirely new and much larger and higher buildings could bring them up to present requirements.

There is no railway to the island, and the cattle and sheep, &c., are driven here from the sale-yards at Homebush, a distance of from 7 to 8 miles; and as the total for the year is between 900,000 and 1,000,000, it is evident that the objections raised in the populous suburbs *en route* against the cattle-driving nuisance are not without foundation. It is considered by those competent to judge that no other site in the metropolitan district presents such advantages for abattoirs as Glebe Island. Its central position has already been referred to.

It is all high land, and being almost isolated by the surrounding broad stretches of salt water, objectionable odours are dissipated before they reach the surrounding residential districts. (Complaints have, however, been made from time to time with regard to the unpleasant smells, particularly at Glebe Point; but there does not appear to have been any sustained effort by the public for the removal of the Abattoirs.)

Such extensive deep water frontage affords unequalled facilities for the shipment of meat for foreign countries.

An advantage of a very peculiar nature is that the island is entirely free from blow flies. It is said that none have ever been seen there.

Cattle are sometimes brought by sea to the island, whence they have to be driven to the sale-yards at Homebush to be sold. They are then driven back and slaughtered.

A light line of railway leaving the main line at Stanmore station, *via* White Creek—a distance of a little more than 2 miles—has been suggested to overcome the nuisance arising from cattle-driving, and the reclaimed land might be used for sale-yards; but those engaged in the trade state that if the Abattoirs were removed any considerable distance from the city the result would be an increase in the price of meat.

For many years no blood nor offal has been allowed to go into the harbour, but no doubt pollution occurs to some extent from the surface drainage.

Soundings and Borings.

Commencing at the bridge on the east side and thence northerly and round the eastern end of the island, the depth of water at 100 feet out from high-water mark is from 7 to 15 feet at low tide, deepening to 19 feet in the middle of the bay between the island and Pyrmont; but that depth is not reached within 600 feet from the northern portion of the island towards Balmain. Along the north-western foreshore the water is shallow. At 200 feet out from high-water mark it varies from 5 feet to 12 feet in depth at low tide.

Borings to rock were taken in 1881 on the foreshore extending from the bridge north-easterly and round the eastern end of the island. These show that at 200 feet out from high-water mark rock is reached at a depth of 20 feet, and less from low-water level.

The officer in charge of such work is, however, doubtful whether the plan affording the information *re* borings stated above is correct.

From about the middle of the sea-wall of the reclamation above referred to, a pile jetty about 240 feet long and 30 feet wide has been thrown out into the harbour.

The locality of the jetty had previously been dredged, as well as a channel to the same from the harbour, so that now vessels drawing up to 20 feet of water can be accommodated.

Apparently no soundings nor borings have been taken on the south side of the island from the bridge.

Robert Smith, Solicitor, sworn, and examined:—

2281. *President.*] How long have you resided in Sydney? Thirty-six years.

2282. Do you desire to make a statement to the Commission of your views? Yes. What I have to say has mostly to do with the proposed extension of the railway to Circular Quay by way of Darling Harbour on the eastern side. It must be evident to anyone who studies the matter that to extend the railway from its present terminus at Darling Harbour round the eastern side of that harbour to Circular Quay or Dawes Point would be a wicked waste of public money. It would be a great interference with the actual traffic going on at those wharfs day by day. It would interfere with the mode in which the wharfs now get rid of their produce, by that produce having to cross the rails, and having to wait for the trains to get out of the way. It would also very much interfere with the lettable values of the properties on that side of Darling Harbour. Looking, however, at the necessity which may exist, either now or in the future, for connecting the railway at Darling Harbour with the Government wharfs at Woolloomooloo Bay and Circular Quay, I would suggest the propriety of connecting Darling Harbour with Cowper Wharf by means of a tunnel. Scarcely any expense would be incurred for land-resumption if a tunnel were carried under Liverpool-street to Elizabeth-street from the head of Darling Harbour, and then by tunnel or open cutting under Hyde Park and round to Cowper Wharf. The railway could thence be carried by a short tunnel to the western side of Farm Cove—that is, the Botanic Gardens—and it would then be within a stone's throw of Fort Macquarie. If Fort Macquarie were to be made a goods terminus—the line I speak of is entirely a goods line—the area of land could be increased considerably by the cuttings out of the tunnels. The line of railway, so far as it encroached on Farm Cove, need not interfere with the Botanic Gardens at all, because it would be carried over an extra line of filling with material taken from the tunnels. By this means the railway for goods traffic—and that is, so far as I can see, the only

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- R. Smith: only object of carrying a railway at all to Circular Quay—would be carried close to Fort Macquarie, and it would then enable the goods which would arrive at Darling Harbour to be distributed either at Cowper Wharf or at the entrance of Circular Quay. If it were considered necessary to extend the railway round the Quay—although I am certain the public would find it a great inconvenience—it could eventually be carried round to Dawes Point, and could terminate there. By this means, without interfering with private property in any way (excepting a very little resumption at the head of Darling Harbour), the Government could have a line, or a double line, of railway for goods purposes connecting all their wharfs. Then all the outcry there has been about bringing the railway to the Quay would be met.
- 14 April, 1897. 2283. *Mr. O'Connor.*] Have you located that portion of the Quay upon which you propose to put a station? Fort Macquarie.
2284. Would you continue it round? I would not advocate that; but if it were necessary it could be carried round the Quay to Dawes Point. Personally, I do not think there is any necessity for carrying the goods lines further than Darling Harbour, but, if it is considered necessary, they can be continued in the way I suggest with the expenditure of a mere bagatelle for resumption. The line from the head of Darling Harbour to Cowper Wharf would be a very short and inexpensive one to construct, and it would meet the object the Government had in view, a few years ago, in resuming Cowper Wharf. They will have a second main wharf communicating with the railway. Of course, it is always open to the Government to widen the line to Darling Harbour by widening the George-street tunnel—that is, if the traffic renders it necessary.
2285. *President.*] Your first contention is, that if the Government wants to bring the railway system of the Colony into touch with the wharfs, they have wharfs at Woolloomooloo Bay, Darling Harbour and Circular Quay, where this work can be readily carried out? Yes.
2286. Your second contention is, that to resume Darling Harbour and to put a railway along it would leave it worse than it is at present? That is so. The vessels now have two ways of discharging. They discharge into lighters on the one side and on the wharfs on the other. If they want to get their goods to the railway, it is more economical to take them to the train than to bring the train to the goods, and that can be done by discharging the goods into lighters and taking them across to the present railway terminus. If the goods would not stand handling, railway trucks could be carried on railed lighters, and the goods could be landed in them.
2287. *Mr. Hoskins.*] Do you propose to have a goods terminus at Fort Macquarie? No; I would leave it where it is at Darling Harbour, but I would have a branch to that point.
2288. Therefore, that terminus would be used not only for goods brought by vessels, but for the loading of produce into the vessels? No; that terminus would only be used for the purpose of receiving cargo, which would go to Darling Harbour and be made up into proper truck-loads, and taken up country. It would only be a terminus for receiving and discharging goods, but not a terminus in the same sense as is the Darling Harbour terminus for making-up trains for the country.
2289. Are you aware that vessels cannot lie within several hundred yards of Fort Macquarie on account of the shallowness of the water? I know that vessels come to within a comparatively few yards, where the P. and O. Co.'s boats lie, of Fort Macquarie—200 yards, or something like that. The cartage from there would be the same as it would be if the goods had to be carted 10 feet. It is not so much the cartage which costs the money as the handling. Goods could be trucked to the ships' sides from Fort Macquarie, or lines of trains could be carried—if the people are unwise enough to allow it—right round Circular Quay from that point.
2290. But, in consequence of the rocks projecting for some distance into the harbour at Fort Macquarie, vessels could not lie close? I would not propose that they should. I would take the goods to the vessels and not the vessels to the goods. It is more economical to carry goods on the water than it is on land.
2291. *Mr. Humphery.*] Your idea is that the present connection with Darling Harbour is sufficient? I think so.
2292. But if it be desirable to connect other wharfs, then the Government wharfs at Woolloomooloo Bay might be connected, and they would be ample for all commercial purposes? Yes; I believe that at the present time Darling Harbour is ample for all commercial purposes, but the Government have, at great expense, resumed Cowper Wharf, and if they have more traffic they can connect their railway with it.
2293. And you would not go beyond Cowper Wharf? No, unless the public called for it.
2294. And then an extension might be made in the direction you have pointed out? Yes.
2295. You say the cost would be inappreciable compared with other schemes;—you refer to the cost of the tunnel merely? Yes.
2296. You have made no provision in your estimate for compensation to property owners who might claim to be affected by reason of the tunnel; what is the law upon that subject? According to my idea, the Government could not undermine private properties without giving compensation. I think it would be most dangerous to attempt to do so, because many of the houses are so frailly built that quarrying underneath them would be sure to shake their foundations, and the Government would be let in for large compensation claims, and would have to pay more than if they resumed the land. But I do not propose to go under private property. I would carry the line under Liverpool-street. A very slight amount of compensation would have to be given to join the tunnel under Liverpool-street with the present terminus, and that would have to be provided for. Possibly it would amount to £20,000 or £40,000. Chadwick's property on the one side, or Kidman's property on the other, would be all that would be required in connecting the railway with a tunnel under Liverpool-street.
2297. Is it your opinion that there could be no claim for compensation by owners of property with frontages to the streets under which the proposed tunnel would be constructed? There could not, unless the construction was so badly carried out as to cause damage to the foundations. I only suggest a tunnel for a double line, which would not require a width of more than 24 feet. With regard to the passenger-traffic, I think it is a most important thing for the railway system, and for the credit of the city itself, that the railway should be in a more central position than it is at present.
2298. *Mr. Lee.*] Do you admit that there is any necessity for the removal on other grounds from Redfern? I do not know. I know nothing about the traffic or the engineering question.
2299. If good reasons exist for removing the station from Redfern, or giving increased accommodation at Redfern, to admit of the traffic being safely carried on, are you of opinion that it would be desirable to make that removal in the direction of an extension into the city, whereby a charge could be made to cover the cost of expenditure? I am of that opinion. I would point out that if the Government extend the area of the present

present site at Redfern they must deprive people there, who are very crowded together, of some of the ground which they would naturally expect to be in the Park. For instance, supposing it were possible, to take a line from the Eveleigh station into Prince Alfred Park, at George and Cleveland streets, we might then utilise a great deal more of Prince Alfred Park; but what would the people of Redfern say about it. We should be taking from them a park which they are in the habit of using, and for whom—practically for a few aristocrats who use the east end of the city. We would be taking air spaces from the people of Redfern because we grudge, out of our multitude of spaces, giving up a little bit of land on the east side of the city, where the resident population is very small indeed, and where the amount of recreation ground is excessive. It appears to me to be a possible but expensive deviation to resume a portion of the municipality of Redfern, and to carry the railway through George-street, Redfern, into the middle of Prince Alfred Park; and then to shut up Devonshire-street and take a portion of the cemetery where so many of our ancestors are buried, and to make the railway station out of that and the Benevolent Asylum site. If we could extend it in that direction, I for one would not advocate it, out of consideration for the women and children of Redfern who want air space.

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2300. Admitting that it would be possible to resume sufficient area of Prince Alfred Park to give the accommodation, you see at once the enormous expenditure which would be incurred, and no revenue derived? Quite so. I would point out that Sydney is more inconveniently situated so far as her principal railway station is concerned than almost any modern city. Having regard to the climate, and the fact that you have to walk such a distance to get to Redfern, our railway station is, to my mind, at a great disadvantage when compared with the railway stations of Brisbane, Melbourne, and Adelaide. The people who really use the railway live too far away from the station.

2301. If the railway can be extended into the heart of the city, and a charge made low enough for the people to pay, and which will be sufficient to return the interest on the money expended, are you of opinion that it should be extended into the heart of the city? I have no doubt about it at all.

2302. Where, then, in your opinion, should the terminus be? The terminus ought to be at Hyde Park, and it should not go further north than Market-street. Park-street, which is only a new street recently opened through the Park, would then become an unnecessary street and could be closed. Bringing the railway station there would, of course, improve the value of property in Park-street. My idea is that if the railway terminates at Market-street we would save the Supreme Court, and all the objections to the sacred ground at St. James' Church would be taken away. We would also make immediate communication with Woolloomooloo. Market-street would be carried on to join Boomerang-street and Woolloomooloo-street. I would advocate the carrying of an electric tram from the terminus in Market-street, across Market-street, past the public Markets, over a new bridge which will have to be built at Pyrmont, and out to the Glebe. Thus the people of the Glebe will be brought into the centre of the city and have access to the railway station. If necessary, the electric tram could go down Woolloomooloo-street. I would leave a little boulevard of trees to front the railway station, and would continue Market-street parallel with St. James' road.

2303. You favour Market-street for a site rather than Park-street? Yes.

2304. How would the site of the old Immigration Barracks suit? My impression is that that site is not large enough. It would require the taking down of the Mint.

2305. No; but it would absorb a small portion of the Domain? One could do it then, but in such case I would not stop at the Barracks, but would take the old cricket ground—that is the ground on the Domain—which is really not wanted now. I would also carry Moore-street straight into the Domain, so that the real railway traffic could go down there. By this means you would give access from the railway station to the Post Office, Commercial Bank, and the Bank of New South Wales. If I could not get Hyde Park, I would take, not the Hyde Park Barracks, but the Domain. I would then have the railway station almost in front of the new Houses of Parliament, and in view of the harbour, Garden Palace grounds, Art Gallery, and other ornamental buildings, but still in a position which is not by any means as central as Market-street.

2306. Do you use the train daily? No; it is too far from the centre of the city.

2307. Are you in possession of any facts which would assist us in deciding whether the present traffic is carried on under great danger? No; I have heard it said that the traffic is carried on under great danger, but I suspect all that could be met by additional resumptions at Cleveland-street.

THURSDAY, 15 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, G.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANK FARNELL Esq., M.P.

William Cowper, sworn, and examined:—

2308. *President.*] Are you a resident of Sydney? Yes, I have been a resident for nearly twenty years. W. Cowper.

2309. Have you given the question of the extension of the railway into the city serious consideration. Yes.

2310. Will you explain your scheme? I have had a good deal of experience in the old country in resuming land for the large new Town Hall, Manchester, for the Sheffield-and-Lincolnshire and Lancashire-and-Yorkshire stations; also for improvements for the London and North-Western railway and the Oldham Bridge and Guide railway resumptions, and for the Manchester and Salford Corporation in widening Deansgate, which cost £2,500,000. We did that improvement and made a profit of about £250,000. My scheme is this:—I propose to give to the city one large goods station which will consist of three stories, and one large central station which will be 350 to 400 yards in length, running from Liverpool-street to Hay-street, and lying between Elizabeth-street and Pitt-street. That is what I term the principal passenger station. I then provide you five other small stations which will be something similar to the Gore-street station, London; only one or two will be open ones. I then provide you with a traffic scheme for Woolloomooloo, with a traffic scheme for Circular Quay, and for all the wharfs along Sussex-street to the terminus. I start at the present station at Redfern and extend all the traffic lines into what is now termed

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termed the Burying Ground, the Benevolent Institution, including Belmore Park, and terminating at Hay-street. After getting all these lines down to a lower level, which I take from Hay-street and the present market, I there provide sidings for a goods station. I return then to Redfern station, and rise over Devonshire-street by one or two bridges—I have only provided one in my scheme there—on to a higher floor over and above the level of Hay-street, by about 15 feet as far as I can judge, which will give a clear headway underneath of 15 feet. I then level that floor which is 15 feet above Hay-street over the whole of Belmore Park, and all the grounds included in those streets—that is to say, between Elizabeth-street, Pitt-street, Devonshire-street, and Hay-street. I use that level entirely for a passenger traffic and continue forward on the same level up to Liverpool-street, where I get my central and principal station. I then take a lower level for two of the suburban lines. I give a fall of about 1 in 50, and so get a sufficient depth to strike with a tunnel underneath Liverpool-street and Elizabeth-street into Hyde Park. I then come underneath Hyde Park to Park-street, and I get there a small underground passenger station with staircases emptying into Park-street. I then go forward, still underneath, to the Domain gates on the left-hand side. Inside the Domain, I propose forming another station—not a very large one—sufficient for all the suburban trams to empty at, because I intend all suburban trams to run on these lines down to wherever they go. Then I go forward with a branch line to Woolloomooloo. I propose putting a small passenger station there, and then to continue goods tram-lines in connection with that station in the tunnel to different parts of the wharfs. Then I start at the Domain gates with another tunnel, and come to the Domain-road and get another small station there similar to Park-street station for the use of people wishing to go to the Gardens and elsewhere. I continue this tunnel to Fort Macquarie and there empty on to that ground which I propose to utilise for a goods tram-line in connection with this line, which would connect all Circular Quay and some of the wool warehouses with it. Then I return to Redfern railway station again and on to the siding which adjoins the siding running down to Darling Harbour, and I continue that with a rising grade up to what I term the third story. The third story extends only as far as Hay-street, and includes all the land, as before stated, up to the Redfern station, or nearly so. It might be needful to leave 50 or 100 yards adjoining Devonshire-street for the sake of getting a proper grade down to the lower station. Therefore, the upper story would not need to come quite so far as Devonshire-street. It would stop short 50 or 100 yards. I propose to use the upper story for wool, hides, and such goods as have auction sales attached to them. I get an outlet by a bridge across Elizabeth-street to Mary-street, or somewhere about there, so as to give an outlet for all the goods which come into that upper station. I think, as nearly as I can calculate, the bottom ground resumption will consist of 32 acres. Taking the three stories together, we should get 96 acres of station accommodation proper. I reckon the main station consists of about 11 acres, and I think I might put with it the Fort Macquarie fortification land of 10 acres. That will give about 117 acres of traffic accommodation.

2311. Where did you get your areas? I have estimated them. Then I start and branch out of the lowest story into Hay-street with two traffic tram-lines for the accommodation of goods along Sussex-street and Sussex-street wharfs. I continue that line through Sussex-street, through the Gasworks, down to the Kent-street wharf and two others. There might be some improvement difficulties to deal with, and I think the wharf-owners, as well as the Government, would have to yield very much, so as to bring the matter into working possibility. Most of those wharfs would then be on a level with this goods traffic tram-line; but there are others, before we get down to the lower part of Sussex-street, which would lie much lower than Sussex-street. I propose that the wharf-owners in these cases should provide a bridge or some means on a level with Sussex-street, so as to admit the trucks to go over and above the wharfs which are on a lower level, so that goods might be by such means wound up by steam power and placed in the trucks and the trucks run forward again into Sussex-street upon the Sussex-street goods-traffic line. This would bring all the goods in connection with my Belmore Park underground goods station, and could be put into communication with all the principal lines at present running into Redfern station.

2312. *Mr. Lee.*] What would be the cost of carrying out your scheme? Including the cost of the Belmore station, resumptions of land from Liverpool-street to Hay-street and from Pitt-street to Elizabeth-street, and the buildings and land connected with the Roman Catholic Schools or Church, and the tunnelling through the Park to Fort Macquarie only—I do not include anything outside the tunnel; and the same with Woolloomooloo,—I do not include anything beyond tapping the main outlet—and including six platform stations (I include the lower platform in the main station as one of the stations), and the large passenger station, the cost will be about £2,000,000.* I have tried to pass with single lines on the same principle by Wexford-street to Redfern station on two different forms—one is marked with a black cross line,—and I think I could get through to Redfern station by that line (that is, including the tunnel and stations) for £250,000.

2313. Additional? No; alone. I take that as a separate scheme. I tried then to pass down Wexford-street, making less or fewer resumptions, and only taking about 1 acre out of the land belonging to the Blind Institution and Police Barracks, and I think I could connect Redfern station by saving those resumptions for £225,000.

2314. Of course, all these are merely estimates of costs? That is all; there might be something saved or something to add.

2315. How do you propose to get goods to the third story? The two lines adjoining the line which runs to Darling Harbour I purpose continuing by a bridge across Devonshire-street into the upper story. From that point it would be convenient to run the sidings to all parts of the upper station. I may state that I have only seen one scheme, and that is Mr. McMaster's. I think his scheme for passing under the harbour is one of the best I have ever seen, and I think it might be attached to my scheme.

2316. You would accept Mr. McMaster's scheme beyond Fort Macquarie? I would.

TUESDAY,

* NOTE (on revision):—In this sum I have included £10,000 for the extension of Castlereagh-street into Elizabeth-street, with a careful grade, so as to get all the traffic to run through this new street, in place of continuing to run through Devonshire-street. I also intend to run the trams out of Castlereagh-street on to the second level portion of the station, along the Elizabeth-street side, and so to come out at the corner of Liverpool-street into Elizabeth-street. I also purpose diverting the George-street trams, at the corner of Devonshire-street, to the second level station, and to run them along Pitt-street side to Liverpool-street, or nearly so, giving a curve round the front of the station into Elizabeth-street; or to run them up Castlereagh-street to join Elizabeth-street at some other point. Thus I get all the trams and trains to come together at my new central station, Oxford-street trams excepted.

PLAN
OF
PROPOSED EXTENSION OF RAILWAY
FROM REDFERN TO ST JAMES' ROAD.

Scale: 20 Chains to 1 Inch



1/10 Scale

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TUESDAY, 20 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEOAN, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

2317. *President.*] You have been asked to furnish some information with regard to Mr. Greenwood's scheme? Yes, as to the value of land. The amount to be resumed would be about 5 acres, allowing a width of 80 feet. That is the portion of land to be resumed which Mr. Greenwood calls the open cutting.

2318. You leave the question of the land which would be under an overhead railway or over a tunnel out of consideration? Yes.

2319. Suppose we take it for granted that the open cutting and the overhead railway would require the resumption of land, leaving the question of the land under which the tunnel is an undecided one at present, how much would the area be then? I have excluded the station in the open cutting; it would be 6 acres 2 roods 20 perches.

2320. Have you made the width greater down to Circular Quay? No; the same width all the way—80 feet.

2321. What would be the value of the 6½ acres? About £500,000.

2322. What does Mr. Greenwood estimate it at? He takes a smaller area—3½ acres—and he puts it at £370,000. I think his estimate of 3½ acres at that amount is fair, but it does not include the 10 per cent., nor compensation for the forced sale or the disruption of business.

2323. In that 3½ acres he does not include the land which would require to be resumed under an overhead railway nor any extra width necessary for stations? No, and he proposes to go under York-street; and Mr. Foxlee, in criticising Mr. Selge's proposal to do the same thing, said York-street was not sufficiently wide for four lines without interfering with the foundations of buildings. You would have to shunt at the Quay in a tunnel, and in a part of the city very much used for traffic, especially by omnibuses. I think the land between the Custom House and the water's edge is reclaimed land. Mr. Greenwood also takes 2 acres of Wynyard-square for a station.

S. E.
Perdriau.
20 April, 1897.

John Cash Neild, Esq., M.P., sworn, and examined:—

2324. *President.*] You represent the electorate of Paddington in the Legislative Assembly? Yes.

2325. Do you wish to make a statement? I wish to submit with a great deal of respect, and at the same time very strongly, that, in my opinion, and in the opinion of a great many citizens with whom I have conversed, to bring the railway line to the top of King-street and leave it there would be a highly undesirable plan to adopt in the interests of the public. I also wish to say that I am one of those who are strongly opposed to interfering with what I may describe as the garden of the poor—Hyde Park. Perhaps I am not out of order in recalling the fact that when, a few years ago, a proposal was made to interfere with the Park for railway purposes, a very large public meeting was held in the Park during the lunch-hour, attended by several thousands of persons, at which resolutions were unanimously adopted disapproving of any interference with the surface. That meeting was not organised by any agitators. It was presided over by the Hon. James Norton, M.L.C., and the resolutions were spoken to by a large number of influential citizens. Assuming that it is considered desirable to bring the railway into the city, I submit other things than the mere convenience of a certain section of the population residing on the railway line should be considered. It is impossible to get a line which will absolutely convenience all the community. I have thought out a scheme which I admit at once I cannot give any estimates for—for two reasons. One is that I am not a civil engineer; and another is that as far as the value of the properties is concerned I have not gone into the matter. The first part of my proposal differs very little from those which have been made by a great many persons. My proposal is as follows:—

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LEAVING the Redfern station (which is not in Redfern, but in the city), the line would cross over Devonshire-street and pass into the grounds of the Benevolent Asylum, on the site of which a large passenger station should be constructed. Thence, passing behind the Female Refuge, the line would cross Belmore Gardens and Hay-street on a viaduct, thus avoiding material interference with the gardens, and in no way disturbing the tram line.

Passing under Goulburn-street, the line would reach a slightly sunken station to occupy the area of land bounded by Goulburn and Liverpool, Castlereagh and Elizabeth streets. From this point the line would pass, in tunnel, under Hyde Park in a north-easterly direction, and enter Cook Park on the north side of William-street, near its junction with Boomerang-street. Neither Liverpool, Elizabeth, College, nor William streets would be interfered with. Boomerang-street would, however, be closed, and the cable tram line taken *via* William-street.

Cook and Phillip Parks, now absolutely useless and unused, and having, with Boomerang-street, an area of about 12 acres, would be cut down and levelled, providing a splendid site for the central station close to the top of King-street, and having access to the cable tram on two sides.

From the north-east corner of the station the line could be taken to Woolloomooloo Bay to accommodate passenger and goods traffic, and thence run eastward through Paddington, Woollahra, Waverley, Randwick, and westward through Waterloo to the Illawarra line, as has been frequently proposed.

The city line would cross Woolloomooloo-street, on a viaduct at the east end of the Cathedral grounds, and shortly after entering the Domain would pass, in tunnel, north-westerly to the south-east corner of the Circular Quay. An underground station, to accommodate passenger traffic to the Domain and Gardens, the new Houses of Parliament, the Public Library, &c., could be established between the Cricket Ground and the Bourke Statue, and another large underground station, with outlets by flights of steps to Phillip-street and very slightly ascending footways to the Circular Quay, could be placed at the site of the Water Police Court, thus amply providing for the waterside passenger traffic.

A short tunnel would take the line under Macquarie-street and the Inner Domain to Macquarie Point, where a goods station could be established.

From the south-east corner of the Circular Quay the line would pass, in cutting, to the western side of the Quay, where another station could be constructed on and about the site of the Old Commissariat Stores, from which point a short tunnel and open line, skirting George-street north, would enable the railway to reach Dawes Point, whence it could hereafter be taken, in steel tunnel, under the harbour, to unite with the existing line at Milson's Point. The Dawes Point branch would render valuable the large Government property formerly occupied by the A.S.N. Company.

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The main line would pass, in tunnel, westerly, under George and other streets, the Observatory Hill, and Kent-street, and a station could be constructed between the line of Kent-street and Darling Harbour, on the vacant land north of the Gas Company's premises, where any necessary reclamation could be readily carried out with the material from the tunnel. The erection of wharfs at this point would prove a most profitable expenditure, both as regards wharfage dues and railway traffic.

A short line, in tunnel, under Kent-street, would tap the goods' traffic of the Grafton wharfs, and another, that of Miller's Point.

The cost of removing the rock excavated in the construction of the line, might be reduced to a nominal sum by removing it in punts to, say, Rose Bay, and building an island in the useless shallow water there; an island which would, in time, become an added beauty to the harbour. It would cost as much to cart as to excavate, possibly more.

The length of the tunnels would be, approximately:—

1. Under Hyde Park, a little over a quarter of a mile.
2. Under the Domain, a little under three quarters of a mile.
3. Under the Observatory, a little over a quarter of a mile.

Say one and a half miles in all.

The city block to be resumed contains nothing but squalid and paltry structures.

One of the great costs of a city or suburban railway will be the difficulty of getting rid of the material excavated, and I submit that the cost of removing rock excavated in the construction of the line might be reduced to a nominal sum by running it in tramways to punts and removing it to the shallow waters of Rose Bay, now useless for shipping, and building one or more islands there, which would add to the picturesqueness of the locality, and probably have a use hereafter. The main points in favour of my scheme are these: There would be no buildings of any value destroyed. The cost of resumptions would be reduced to the smallest possible minimum, and no public park, or place of recreation of any value would be interfered with. I take it that it is impossible to obtain an absolutely central site. If you go to Melbourne, the stations are all at the side of the city. If you go to Adelaide and Brisbane, it is so, and if you go to London, the same thing obtains. You will find stations in London only just across the Thames; and the distance between the waterside stations—Charing Cross, Blackfriars and Cannon-street—and the Liverpool-street, Paddington, Buson, or St. Pancras station, or away to the west the Victoria station, is to be measured by miles, and requires from twenty minutes to half an hour of cab-driving to reach them.

2326. You believe that the city railway should be brought in touch with Woolloomooloo Bay, Circular Quay, and Darling Harbour? I do.

2327. And any extension to the city should carry with it the possibility of extension to the eastern suburbs? Yes. As an old business man I certainly think the goods traffic of the Colony has quite as much occasion to be considered as the passenger traffic, because there is steam, and there is to be electric tram communication with Redfern. There are abundance of 'buses and cabs. The time occupied in getting from any central portion of the city by any of these means is a matter only of a few moments, whilst for the goods traffic the time occupied amounts to an hour or thereabouts. The cost of moving a ton of goods to Redfern station is very much greater than to move a passenger or two.

2328. You, in your scheme, save resumption as much as you can. Then you save the people's park, and then you bring your scheme into touch with the Government wharfs at Woolloomooloo Bay, Circular Quay, and Darling Harbour. Those three things control your scheme, with the possibility of an extension to the North Shore and eastern suburbs? Exactly.

2329. And a scheme which does that—although not exactly on the same lines as yours—meets your approval? Yes.

2330. *Mr. Humphery.*] You mentioned the terminal stations at Melbourne, Brisbane, and Adelaide, as not being in the heart of the city: are we to understand that you mean they are not nearer the main street of the city than the position you propose for the Sydney terminus at Boomerang-street? Not materially.

2331. You do not desire to convey that the present Redfern station is as near the Sydney Post Office as are the Brisbane, Adelaide, and Melbourne stations near the post-offices there? No; the Melbourne, Adelaide, and Brisbane stations are much nearer the post-offices than ours is.

2332. Do you think the present station is sufficiently near to the main business centre? If nothing more is to be considered than the passenger traffic to and from the city. If the suburban extensions and goods traffic are to be excluded from consideration, a proper site for the railway station would be about the site of the present Benevolent Asylum. If only the passenger traffic from the western suburbs is to be considered, the Colony ought not to be put to the expense of bringing a line further than the site of the Benevolent Asylum. I admit that the present site is considerably inconvenient, as well as somewhat distant. It cannot be approached by foot passengers without considerable risk in connection with passing trams and vehicles. It is too busy and dangerous a point.

2333. The present position with regard to the Benevolent Asylum is this: That almost the same expenditure would be necessary there as to make a terminal station nearer to King-street, and there would be no return upon the expenditure, inasmuch as the travelling public would not be required to pay more than they pay at the present time, whereas by bringing the station nearer to King-street an additional charge could be made, which would cover interest on the cost of construction. Having that in view, as well as the present inconvenient position of the Redfern station, do you not think it would be desirable to extend the railway into the city instead of leaving it as you suggest at the Benevolent Asylum? I say plainly I am not in favour of keeping the station at or near Devonshire-street. I think it ought to be brought further.

2334. You think it should be somewhere near to St. Mary's Cathedral? Yes.

2335. That site would be as convenient to the public as the proposed Park-street or St. James'-road sites, or even the site of the Government Architect's Office? There is practically no difference between the site I suggest and that of the Government Architect's Office, but my great objection to bringing it to the position you describe would be the destruction of valuable buildings and Hyde Park. I do not think the short distance between St. James'-road and Cook and Phillip Parks sites would warrant the destruction of the buildings and park which I have spoken of.

2336. You regard the 10 acres of Hyde Park at the corner of St. James'-road and Elizabeth-street as much more valuable than Cook or Phillip Parks? I do.

2337. You would rather sacrifice Cook and Phillip Parks than the 10 acres along Elizabeth-street and St. James'-road? I would utilise instead of sacrifice. I do not know that beyond the feeding of a few stray

stray cows, either Cook or Phillip Park are put to any purpose. I think a great deal of care should be exercised in connection with tunnels. There has been any amount of difficulty with the Underground Railway in London, and it is the most filthy mode of travelling I have ever experienced, even though the engines are supposed to be free from smoke. My suggestion involves only about a quarter of a mile of tunnel to reach the central station. The ventilation could be accomplished by openings in the park which could be made ornamental. I am quite certain that if the George-street electric tram is as successful as we hope it will be, a large number of people will prefer to travel by it than to go through a tunnel.

J. C. Neild,
Esq., M.P.
20 April, 1897.

2338. Have you any hesitation in saying that if it is possible to avoid a tunnel, in extending the railway, it should be done even at additional cost? I think so.

2339. Is it your view that wherever the temporary station may be built in the city, we should keep in mind the further extension of the railway, so as to touch Circular Quay, and come round by way of the suburbs, to connect with the Illawarra line? Certainly.

2340. *Mr. Black.*] If money is to be spent on giving increased railway accommodation, the returning portion—that is to say, the line itself—will be that which carries the passengers? The passengers and goods.

2341. That is to say, the mere removal of the station to a point which may be considered more central, which will be merely a place of ingress and egress, would not of itself constitute any reason for asking people to pay $\frac{1}{2}$ d. or 1d. additional fare. It is not the station which benefits them but the line itself? Yes.

2342. Then if the central station is left where it is, and the passengers are carried further on by a line, that of itself will constitute a sufficient excuse for asking them to pay an additional fare? I take it for granted an additional fare will be paid.

2343. But not because of the removal of the station alone? No.

WEDNESDAY, 28 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

- | | |
|--|-------------------------------------|
| The Hon. FREDERICK THOMAS HUMPHERY, M.L.C. | CHARLES ALFRED LEE, Esq., M.P. |
| The Hon. JAMES HOSKINS, M.L.C. | JOHN LIONEL FEGAN, Esq., M.P. |
| The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C. | THOMAS HENRY HASSALL, Esq., M.P. |
| The Hon. WILLIAM JOSEPH TRICKETT, M.L.C. | GEORGE BLACK, Esq., M.P. |
| The Hon. DANIEL O'CONNOR, M.L.C. | FRANCIS AUGUSTUS WRIGHT, Esq., M.P. |
| HENRY CLARKE, Esq., M.P. | FRANK FARNELL, Esq., M.P. |

John Wright, Civil Engineer, sworn, and examined:—

2344. *President.*] I believe that for a number of years you were employed by the Government as a constructing engineer? Yes.

J. Wright.
28 April, 1897.

2345. Are you aware of the various schemes which have been from time to time suggested for the extension into the city of the railway? Yes.

2346. Do you desire to make a general statement? Yes. In the many proposals which have been made, with the exception of one, it has been found necessary to mine tunnels. As far as the railway practice of the old country and America is concerned, tunnels have been found most uncomfortable, and people now realise the fact that they are unhealthy. In addition to that, they involve great initial cost as well as great cost of maintenance. It has struck me for some years past that no proposal would be better than one to connect the north with the south.

2347. That is the present railway system in the south with the North Shore and Hornsby one? Yes. Complaint is made as to the congestion of traffic at Redfern. It does not matter from what part you come—south, west, or north—you meet a dead end. If any loop could be found—for example, a loop which will connect the Northern line with Redfern, so that there will be a clear way right through—the cost of making it would be warranted, because of the facilities which it would give for relieving the Redfern traffic. I do not think it is possible that any tunnel under the harbour would be less costly than an over bridge. So far as shipping is concerned, we are getting lower down with our masts. About six years ago I ascertained the heights of all the vessels. The "Cutty Sark" was the highest—about 171 or 172 feet. Now we get steamers under 100 feet. The largest steamers now afloat have masts of from 100 to 120 feet. The easiest way of getting out of our difficulty is, I think, to connect the north with the south as suggested. The various loops for eastern suburbs could be arranged from Redfern, but in what manner I am not prepared to say. That is a matter for the Railway Commissioners. My principal reason for giving evidence is to bring before you the fact that it would relieve nearly one-third of the traffic of the Colony if we had a loop and an overhead bridge going to North Shore.

2348. You understand that there might be a need to bring a large number of trains into the city to carry the suburban passengers who would not be required to pass to North Shore? Yes.

2349. Therefore, that does not cure the evil? No; but it takes away one-third of it at once.

2350. What is your idea with regard to the position of the bridge? One or two have been suggested, and I think the best will be one from the Observatory to Blue's Point, or from Dawes Point to McMahon's Point.

2351. What height? If the exigencies of the wool traffic demand that wool vessels shall go beyond it, it will have to be of such a height as to enable them to pass clear. It should be about 170 feet. If the vessels strike their topmasts 150 feet would be ample.

2352. What about the cost of the bridge? That was estimated by Sir John Fowler at about £750,000. When Sir Benjamin Baker was out here, however, he told me it could be constructed for about £500,000 or £600,000; that includes the approaches. There were two proposals—one with cylinders and the other with cantilevers—only one pier in the centre.

2353. What would be the cost of the resumption between Redfern and the southern approach to the bridge? About £800,000. That estimate was made in the year 1891 or 1892.

2354. Have you any idea of the cost of the North Shore resumptions? It would be very light now. There is only about a mile of line to construct from between Edwards'-road and Blue's Point, and it is not much built upon.

- J. Wright. 2355. What would be the cost of the construction of the line from Redfern to the bridge approach? According to the official estimate, made six years ago, it would be £26,000 or £27,000. That was for a double line only.
- 28 April, 1897. 2356. Was it all open? Yes.
2357. Any of it overhead? Yes; some of it about the Haymarket, and the residue was on the surface, or in slight cuttings in one or two places.
2358. Does the resumption include the area required for station sites? Yes; of course they would be limited, and as narrow as possible.
2359. Does the £30,000 carry with it the construction of the railway stations? Yes; I think only two were proposed.
2360. Therefore the works and the resumption required from Redfern until you reach the northern side of the harbour—say McMahon's Point—would cost £1,430,000? About £1,500,000.
2361. To that requires to be added the cost of the resumption on the northern side of the harbour, and the construction of the line on the northern side of the harbour? Yes.
2362. You believe that in both instances the cost would not be very great? I do not see how it could be on the northern side of the harbour, because it is not built over, except very slightly at one point. When I went over I do not think there were more than 200 houses, and I do not think 1 per cent. has been added since.
2363. How high would the cliffs be at the northern approach to the bridge? There is rather a long approach on the northern side. The cost of that approach is embraced in the £600,000 for the bridge.
2364. How far from the water would the bridge be at the point at which the railway would touch it? On the North Shore side about 30 to 35 chains from the water.
2365. You require that to get a grade to the bridge? Yes.
2366. *Mr. Hoskins.*] Do you think one-third of the people who now use the North Shore ferry would go so far out of their way to the Observatory to get to the bridge? I can only reply from the results of the construction of the Brooklyn Bridge in America. The ferry traffic there was reduced from about forty boats to four.
2367. *President.*] Would the bridge be fit for the carriage of all traffic? Yes; and the railway as well.
2368. *Mr. Humphrey.*] Have you considered the proposal to extend the railway from Redfern to Park-street or St. James'-road? Yes; I do not see how that will alter the present congested condition of Redfern; it will simply bring it a little further on.
2369. Then you have not seen the proposal to have a loop? Yes, I have. The one loop runs as far as there.
2370. One proposal is that there should be a loop near the Art Gallery, so as to render unnecessary the dead end to which you take exception? But supposing that for the next six or ten years, which is very likely, the increase of traffic is as great as it has been during the last six or ten years, you will still be in the same fix, unless you have something to take away some of the western, northern, or southern traffic.
2371. Would it be practicable to extend the railway from or near the central position mentioned in the direction of Dawes Point, and by bridge to North Shore? Yes.
2372. Therefore, although, perhaps, for present purposes, the terminal station might be regarded as being fixed in the vicinity of King or Park-street, it would not prevent any future extension if it were thought necessary? I think it would.
2373. Why? Because you would not have sufficient elevation in King-street to get across to North Shore.
2374. Could it be extended from the neighbourhood of King-street to Dawes Point? The levels are rather against it, because there is a great dip in George-street, and it would be some trouble to get over.
2375. Your idea is that a railway extended from Redfern must be kept to the west of George-street? Yes.
2376. Therefore, your extension would essentially be to connect with the North Shore railway? Yes; I simply suggest it as a means of relieving the present congestion at Redfern. It would be one means of taking away one-third of the traffic. Of course, the northern traffic will increase more than any other traffic.
2377. *Mr. Hoskins.*] What is the difference in the elevation between Redfern station and the Observatory? I do not know, but it is not very much.

J. Horbury Hunt, Architect, sworn, and examined:—

J. H. Hunt. 2378. *President.*] Have you considered the question of a city railway? Yes, for many years.

2379. Has the map on the wall been prepared under your supervision? Yes.

28 April, 1897. 2380. Do you desire to make a statement? I should like to read my views, which are as follow:—

As an old colonist—but more especially as an architect following my profession in this city these thirty-five years—and, further, having for the past twenty years devoted much thought to the subject before you, while during the same time advocating through the public Press the practicability and possibility of making Sydney a beautiful commercial city, prompts me, gentlemen, to come before you to-day for the purpose of entering my strongest protest against any attempt to insert the thin edge of the wedge of destruction to Hyde Park, which is certain to be its ultimate fate, by placing on any portion of that site a railway station—I care not how magnificent the conception of that building may be.

All of us must admit that there will be a great national and civic advantage to a young and fast-growing city like this by having its metropolitan railway station well placed.

Yet a chief city station with all its advantages is not the only, neither is it a paramount feature in either our civic or national requirements.

Let it be remembered, however, that the metropolis of any nation is in a way national property.

In all earnestness, I ask, shall one of the main features of a naturally beautiful city as Sydney undoubtedly is, I repeat, shall that feature be now taken from us; yea, lost to posterity for ever. Gentlemen, I submit that this is no trifling question—one not to be brushed to one side simply to satisfy the requirements of a few rabid advocates of this Hyde Park station. I make no hesitation in saying that nine-tenths of these advocates have never carefully considered this important question, while very few have any fitness or disposition of thought for matters of this kind, simply their own selfish wants ruling their determination; and to fully satisfy those wants these men would have no compunction whatever in placing this big station building in the midst of the Botanic Gardens.

With every respect to our brother civil engineers and especially our deservedly respected Railway Commissioners, I must say that these big railway structures are at best but ugly-looking fabrics, the larger in bulk the more intense in their inherent utilitarian ugliness.

On

On these grounds alone, a chief railway station should not be thrust into juxtaposition with our city architecture of the type that should adorn the frontages to Hyde Park. Big warehouses and a railway station are fitter companions. J. H. Hunt.

All this will by some be termed sentiment—in fact, several who have already given evidence before you and to a previous Commission have spoken jeeringly of sentiment. Those gentlemen are, I fear, just a bit ignorant of the fact that this particular trait of character was notably very prominent in our ancient city builders, and cannot well be set to one side by our modern city builders. 28 April, 1897.

Every true advocate for making Sydney a beautiful commercial city will require, and they will stoutly contend for the absolute preservation of the whole existing area of Hyde Park.

The advocates of the Hyde Park scheme can depend on it that any attempt to obtrude on the Park any railway station or open cutting will be resisted in a surprisingly effectual manner. There are hundreds and hundreds of citizens who in other ways than coming here to protest will make their power felt. Why, it is a fact that such a proposal of vandalism would not have forty-eight hours' life in Victoria.

The streets bounding the park will provide our coming architects with most valuable frontages for important future buildings in addition to several now surrounding the park.

The present or some closely-following Government will do well for the nation by making these sites secure for the purpose here advocated.

The necessity for preserving this our most important city square as such (and not to be turned into a railway yard) will, I am confident, when once brought straight home to your intelligence, be accepted in the manner and for the purpose which I now desire to set out.

If I were an autocrat as well as an architect, I would at once assign to our future Public Library the whole of the sites of the present Law Courts, St. James' Church, and the Registrar-General's Offices. Then, for our future Courts of Justice (to embrace all the Courts, except the Criminal), also the Attorney-General's and Registrar-General's Departments, I would give thereto the sites of the District Court, Equity Court, and the Mint.

No better position can be named for those important offices. The architecture of such a group could then to exceptional advantage be seen and enjoyed from the Domain on the one side and from the Park on the other.

We have on the next and adjoining site the Cathedral of St. Mary's, which, when completed, will be one other grand feature in the Park view.

Next comes the Museum, which, when finished, will be a very imposing building.

Following on comes our Sydney Grammar School. The site adjoining this should be taken for the Technical Museum. Then at the corner of Liverpool and College Streets I would place the Girls' Public High School (removed from its present position opposite the Registrar-General's Offices), thus completing the north and east side of our city square, while on the east side preserving that beautiful outlook over Cook Park. (Sentiment again).

On the south side, at the corner of Oxford and Liverpool Streets, I would place the future new Anglican Cathedral, this site to be in exchange for St. James' Church property, together with the old parsonage property site. Let it be remembered that the present St. Andrews is but a parish church. Permit me parenthetically to say that when the Church of Rome has completed its fine structure, then the Church of England will be aroused to a spirit of emulation; then this will be unquestionably the site for its cathedral.

On the west and fourth side we have the Synagogue, also the Oddfellows' Hall. This hall some of these days no doubt will be made more imposing architecturally, the remaining sites to be taken for various large public buildings, for instance, a grand opera house, while another will go for a grand theatre. Sites on this side of the park are eminently suitable for the last-named buildings, as they would have the protection of streets on all sides. Others of these sites, with those on the south side, to be in time taken for various important buildings here might properly be found homes for all our learned and scientific bodies.

Hyde Park thus surrounded on its four sides with buildings of the public character here set forth, and of good architecture, then this park would be a spot in our city which even the ultra-utilitarian man would be justly proud of—yes, as proud as all of us are of the harbour—while few cities could compete with us in two such fine civic features. Will it not, therefore, be a great national mistake—yea, a big blunder—to intrude into this city square such a building as proposed, with its surroundings. Do what you will with a railway station, it will be foreign to the architectural capabilities of this part of our city. On the other hand, to do anything that will prevent the future conception of what I have so imperfectly set before you, will be a positive disgrace to our intelligence, and a disregard to our trustship for our successors, who may, to our shame, ask where exists the proof of the need for destroying this city square.

REDFERN v. HYDE PARK.

On this plan of the city I have ventured to plot down my views of the extension of the railway into the city, with extended wharf accommodation, new sites for warehouses, together with some street improvements, all of which I respectfully submit should be taken up as one study, because they are each important features, and, from a commercial point of view, in any comprehensive plan of railway or other city improvement, they should not, in the interests of the whole city, be considered one aside from the other.

It is contended—and rightly so—that the railway terminus should be near the centre of the city, but what centre—that of 1897 or that of 1997.

In 1863 I was engaged in building a block of buildings near the Exchange, the site for those buildings having been fixed upon, because at that time (thirty-four years ago) that locality was considered to be about the centre of the city, while the old post office (standing on the present site) was spoken of as "up the town." Therefore, those of us who have had many years' practical experience of the growth of this city can best bear testimony to the fact that year by year the active commercial centre of the city is tending Redfernwards, where it will no doubt permanently fetch up ere fifty years have rolled by. On the other hand it must be remembered that our toilers for daily bread are not now all engaged in Pitt, George, and York Streets, as of yore. Do we not see springing up in every direction about Redfern places of business where thousands of employees will be speedily required; quick and easy access to the central station just as much if not more so than those of us in the north-west part of the city, where we are limited in city area, while to the south-east there is no such limit.

It will be admitted on all sides that a metropolitan station wisely placed requires plenty of space all about it, within and without its own boundary lines. This, I think, is well provided for by my scheme, which, in a great measure, is that of one of those set forth by the Railway Commissioners. The area embraced in my plan being about 35 acres taken within the station fences, while on the outside of those lines there will be a road 100 feet wide; also a large square at each of the three angles where the roads meet. The larger of these having an area of about 5 acres. By this plan the city would have for the present and far into the future ample provision for its railway requirements. In these proposed station grounds there will be about three and a half times the area of the proposed Hyde Park scheme.

To seriously compare the many and important advantages of the Asylum site, together with its ample future requirements and great capabilities as against the few and less important capabilities and restricted future requirements that this Hyde Park scheme possesses, might well be termed playing with such comparisons. Now, as against the Asylum site, there cannot be advanced and successfully supported any railway engineering or civil engineering difficulty, or any architectural or civic objections thereto, for it has not any. Whereas with Hyde Park site, neither railway engineering combined with civil engineering skill can make it a site for a station such as this city will be demanding ere long.

The Chief Commissioner says, in answer to 464 (previous inquiry), "How long do you think the Station (Hyde Park) you have proposed ought to last?"—"I should think it ought to last twenty-five years; but, as I have already said, I would rather suggest, if any further accommodation were required, that the scheme to the west of the city should be considered." On page 22 the Chief Commissioner further says, "It is absolutely necessary that the station should be on the street level. . . . It would be most unwise to adopt any underground station or anything of the kind to deal with the main traffic of Sydney." Here we have the most reliable evidence from the highest authority amongst us showing that Hyde Park is not a perfect spot for the terminus, because it will be good for only twenty-five years; while the fatal objection to it is that it is an underground station. Mark the Commissioner's words:—"It would be most unwise to adopt any underground station or anything of the kind." Mr. Eddy informed the Commission that the Lancashire and Yorkshire Company had recently spent £975,000 to bring their station to street level by only a few feet.

It will be found that after the novelty of the new station has passed away, which generally awaits upon new things, then the business public who are to be brought into the city from beyond Redfern and shot out at Hyde Park, 25 feet below the street level, there left to climb up innumerable steps, and wend their way to the vicinity of Wynyard Square—mark you,

J. H. Hunt. you, the 'buses, trams, and cabs are supposed to be dispensed with by the adoption of this Hyde Park site—then on the homeward trip to have to climb up the King-street hill, and of a hot summer afternoon to sit in a carriage sunk down into an excavation 25 feet deep; imagine all this, and the wail to follow, and the indignation that will be expressed for having adopted this what will be called "Dutch oven" terminus, or, on the other hand, "All-to-one-side-of-the-city terminus;" while the eastern residents will be severe in their censures for the unpardonable damage done to the park grounds.

FLAGSTAFF HILL.

For fully twenty years past I have advocated, through the public press, a scheme for resuming the whole of the Flagstaff Hill and its surroundings to the extent shown on this plan—by the neutral tint—and levelling the whole of that area down to the present level of the Circular Quay. This importantly-situated section of our city as now existing is, from a commercial point of view, all but useless to us. On this newly formed area of the city could then be placed with great present and future advantage a truly city station at street level—in the position, for instance, shown on the plan by a red tint—with one or two underground stopping places *en route* to Redfern.

TRAMS.

I am of opinion that our Railway Commissioners are capable of serving in a most efficient manner the wants of the city people as well as the near-at-hand suburban residents, by trams traversing the city streets north and south, east and west; picking up and putting down the travelling public almost at their will, to an extent that never could be attained by a railway service for such short distances. On this plan I have indicated some extension of our tram service.

FLAGSTAFF HILL FOR WHARF AND WAREHOUSE ACCOMMODATION.

Those who are alive to the future commercial importance of this city will commend Mr. Reid for his forethought in commissioning you to take into consideration the desirableness of resuming the whole of the wharf frontages of Darling Harbour, and reconstructing that line of wharfage and improved warehouse facilities. No doubt all this will appear to some men a stupendous order; however, it is not a work to be done in five or twenty-five years. In conjunction with the Premier's project, I submit my scheme as set out on this plan for resuming the whole of the Flagstaff Hill locality, and level it down, as before stated. We could then have one line of wharf frontage for circular Quay to the head of Darling Harbour, with an immense area for modern warehouses, thus making this important section of the city our chief seat of commercial activity.

As your Commission does not include the street question, it would be out of order in making any reference to what I have shown on this plan. It is, however, a question that cannot well stand out of the two subjects before you.

I may go further into this at a future examination; therefore, it will be well to omit alluding to so small a reform here.

THURSDAY, 29 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
The Hon. WILLIAM JOSEPH FRICKETT, M.L.C.
The Hon. DANIEL O'CONNOR, M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
FRANK FARNEILL, Esq., M.P.

Alderman Charles Edward Jeanneret, sworn, and examined:—

Alderman
C. E.
Jeanneret.
29 April, 1897.

2381. *President.*] You are an Alderman of the City of Sydney? Yes.
2382. Are you aware of the proposal before the Commission? Yes. I know the details of the Hyde Park scheme, and I have seen reports of the other scheme.
2383. Do you wish to make a statement with regard to your views? Yes. My opinion is that the railway should not at present be extended into the city further than it is now. The existing site is the most central, and the centre will gradually extend towards the south-west, so that ultimately Newtown or Stanmore will become the central point of Sydney instead of Redfern, at any rate, at present, the railway should not be extended this side of Prince Alfred Park, which might well be resumed by the Government, or if necessary Devonshire-street could be closed, and the Benevolent Asylum taken in. My opinion is that Prince Alfred Park is of very little use in its present form to the City of Sydney, and the streets which surround it could also be taken.
2384. Lying east of the park? Yes.
2385. *Mr. Hoskins.*] We have had it in evidence that the railway cannot be taken into the park inasmuch as it would require too sharp a curve? I do not know what engineering difficulties there may be. I am only speaking as a citizen, and I think I know the views of most of the citizens on the subject. The majority of the citizens are strongly opposed to any resumption of Hyde Park for the purpose of a railway station. I will quote a resolution passed by the City Council on 21st January, 1891. I may say I am not authorised by the Council to appear here, but I think some one ought to be authorised to appear. The resolution states:—

That this Council protests most emphatically against any portion of Hyde Park being resumed for railway purposes, and urges the Government to reject any such proposal as inimical to the best interests of the people.

2386. *President.*] Was that resolution passed unanimously? Yes. I may say the matter has been brought up a good many times recently in the City Council, and I have never heard any expression of opinion on the part of any Alderman in favour of the extension to Hyde Park. I have heard many expressions of opinion against it. I think the opinion of the City Council is that the scheme is one which must be carried out, and that their objections should be made after the report of the Commission has been submitted. I dissent from that view. I think that now is the time for the Council to object.
2387. In your opinion would there be a protest from the City Council? There would be if they thought the park was going to be taken. I imagine a protest has been conveyed to the Government, and has not been brought officially before the Commission.
2388. Have you any information to lay before us with regard to an extension into the city, should it be thought desirable, from Redfern? I have no information of an engineering character, but speaking from a commonsense view of the question I think the establishment of the electric system of tramways does away altogether with the necessity of any extension into the city. It will be far more convenient for the majority of the people than any railway.

2388.

2389. That pretty well covers your case? Excepting that there is a possibility, for the purposes of goods traffic, of an extension round the harbour. I believe it would be desirable to extend the line by means of a new street between Sussex-street and Darling Harbour. I have been thirty-five or forty years doing business on the eastern shores of Darling Harbour, and I feel convinced that there is a need for some way of communication with the railway by means of iron rails round the harbour foreshores. I am not of opinion that there is at present a large traffic there which goes to the railway, but there is an immense amount of traffic to different parts of the city, and it is conducted under very difficult conditions indeed. It is raised from the water up to Sussex-street very suddenly. The congestion is increasing in the streets there every day. A large portion of the traffic which used formerly to come to Circular Quay has been moved to the head of Darling Harbour. The ships are crowded round those shores to an unprecedented extent. All the ships of the A.U.S.N. Co., which used to be brought to Circular Quay, and some of them to Grafton Wharf, are now centred close to the bridge. All the steam companies, in fact, are now seeking wharfage accommodation in Darling Harbour, on the eastern side. The consequence is that the traffic is increasing there to a marvellous extent. The question is, how is it to be carried out in the streets. In my opinion it could be met without much expense, and perhaps without any at all, by starting a street from the head of Darling Harbour, near the railway line, and carrying it between Sussex-street and Darling Harbour, as far as the gas-works. It would become part of Sussex-street at Dalgety's Wharf, before getting to the Gas-works. Then it could be continued by a tunnel under the Flagstaff or to Circular Quay, and thence, if need be, to North Shore; but not by means of a bridge. I do not think a bridge is necessary. I think it could be carried there without a bridge with less expense. I am strongly of opinion that another street is needed between Sussex-street and the Harbour, and it could be an iron or steel rail street. That would enable railway trucks or railway engines to be carried along the street, and there would be no great interference with the vehicular traffic which otherwise would be there. The idea of running railway lines and the railways in the public streets is not a new one. It is done all over the world. There is a number of streets and lanes which could be taken in, so that the resumptions would be very little, and the frontages which could be sold would, in my opinion, recoup the Government or the Municipal Council for any outlay they might make in creating the new streets. A great mistake is being made at Darling Harbour at the present time. There is an unwillingness on the part of the Government to increase what is called the line of reclamation in Darling Harbour. They give away a few inches at a time when, in point of fact, the matter should be dealt with in a bold spirit, and more room given there than there is at present. The vessels lying in Darling Harbour now overlap the line of reclamation by nearly half their length. If all these vessels are moored end on to the shore it might be just as well for the Government to extend the limit of reclamation, and give a great deal more room for the loading and discharging of cargo, and at the same time obtain more revenue for the State.

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2390. You are speaking rather of the extension of the wharfs than of the reclamation itself? This is with the view of making more room for the street, because if you take away a part of space which exists there for making the street wider, what are you going to do with the stores. You must make up for that in some way. There is nothing to interfere with vehicular traffic in the putting down of iron or steel rails to carry trucks, whilst they would be an immense convenience to all the shipping companies. I do not mean to say there is no large up country trade there at present, but what there is is increasing every day. Of course it does not follow that if you put rails of this kind down you will require regular sets of trains there.

2391. You are looking rather to the future? Yes; but there is a great necessity for a change now. It is more apparent now than it has ever been before.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

2392. *President.*] You have had the various matters which have come before the Commission placed before you from time to time? Yes. I propose to explain what has been done towards preparing an alternative scheme.

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2393. The Commission understands that owing to the limited time at your disposal any estimate of cost of the alternative scheme must be regarded as approximate? It is very rough indeed.

2394. I suppose that the alternative extension, as far as the Park, is similar to the proposal which has already been explained? A proposal has been worked out, under instructions, to show what can be done as an alternative scheme to bring the railway into the neighbourhood of Hyde Park without materially interfering with the Park—abolishing the principal station in the Park and substituting one pretty close up between Elizabeth-street and Castlereagh-street, which, as far as position is concerned, will answer equally well.

2395. And also bringing the railway in touch with Circular Quay? Yes. The site is across Market-street, between the Synagogue and King-street. The station will be below the level of Market-street, between Castlereagh-street and Elizabeth-street, and it is proposed to close Market-street for traffic.

2396. You refer to that part of Market-street between Castlereagh-street and Elizabeth-street? Yes.

2397. Will you explain the scheme? The difference between this scheme and what is known as the Hyde Park scheme is very material. In the first place there are only four lines provided instead of six, from Redfern into the city.

2398. May we take it for granted that this scheme will do all that is claimed to be done with the scheme placed before us in the first instance? Not quite, I think. In some respects it does not do as much, and in other respects it does more. The line follows the same route, practically, as the other, until it approaches Park-street, where it diverges so as to pass under Elizabeth-street in the neighbourhood of the Synagogue, and to form a station between that point and King-street. The centre of the station will be very near the position which Market-street occupies between Castlereagh-street and Elizabeth-street. The station there will be an underground station with three double platforms, booking offices and waiting-rooms.

2399. Although underground it will be open above, I suppose? Yes; it is proposed to cover it with a large roof, properly ventilated.

2400. *Mr. Lee.*] What depth will the platform be below the surface? The depth below Market-street will probably be about 14 feet. At the end of the station, and just opposite the Registrar-General's Office,

H. Deane. Office, there will be a new and wide street, about 60 feet between the kerbs, so as to give proper access to the station. The station buildings will be on the level of the street there, and will be chiefly facing the new street.

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2401. *Mr. Humphery.*] Does that mean that King-street will be there widened 60 feet? No; King-street will not be touched. The station will stand back from King-street towards the High School.

2402. Is that south of the Monte de Piété? Yes; that would be left intact.*

2403. *President.*] The object being to save resumption? Yes.

2404. *Mr. Hoskins.*] How will you manage about tramways? They will not be interfered with. Although it has been suggested that they should be removed, I think the tramways in that position will be an advantage rather than otherwise, because people will be able to change from the railway to the tramways or *vice versa*. Northerly from the station the line will divide into two. Two lines will be carried in a loop under the Domain and come out into the open air, facing Sir John Young's Crescent. Two lines continue down in tunnel, making for Macquarie-street, and they enter the Inner Domain just to the north of the gates, emerge from the tunnel nearly opposite Bridge-street, pass under the entrance to Government House, and a terminal station is made from Bridge-street down, having its centre a little to the north of Albert-street. Here there are provided two double platforms, 500 feet in length, with booking offices near the top of Albert-street, and access to the platforms by overbridge from those booking offices, and also by subway under Macquarie-street from the level of Circular Quay. It will be seen that the Woolloomooloo loop crosses the other lines, and the object of it is this:—In bringing the lines from Redfern into the station, near Hyde Park, the quick trains will have to be brought on the western side, and the slow trains on the eastern side, so as to preserve the arrangement which exists at present. The quick trains—that is the country trains—will thus be brought in on the Castlereagh-street side of the station, but it will not be desirable to take them further down. That will be the terminus of that traffic. I may say that the whole of this arrangement has been made after consultation with the Railway Commissioners. It is arranged in this way: that the long distance traffic—that is to say the traffic to the Mountains, Moss Vale, and so on, should be brought in and terminate at the new station between Castlereagh and Elizabeth streets. In order to provide for the arrival and starting of those trains a loop is run round under the Domain, as shown on the plan. As that crosses the other lines, those lines have to descend at a more rapid rate, which can be done with a grade of something like 1 in 50, and pass underneath the lines running down to the neighbourhood of Circular Quay. The suburban traffic proper will be brought into the station on the eastern side—that is on the Elizabeth-street side, and will afterwards be run—some of them at any rate—through to the terminal station near Albert-street. The Chief Commissioner considers that an arrangement like this, shown on the plan, with two double platforms, and four lines will sufficiently provide for the traffic without any large station yard for shunting purposes. It will be seen that there are engine roads there, and when trains come in they can be backed upon them and run out again. The object of having a number of platforms is to allow the trains to wait there until it is time for them to start out again. It is quite clear that they could not run in and out immediately. If a train is late there must be an allowance in the time-table, so as to allow of its starting again punctually. That means that room must be given for the trains to stop while waiting for time. It will be seen that the only tunnel through which passengers will be conveyed will be on the line at the Albert-street station. The loop line into the Domain is merely for empty trains, and is a substitute for a large terminal station with sidings. On the Sir John Young's Crescent side of the loop, a number of sidings are shown for standing trains.

2405. *President.*] That is open? Yes.

2406. All the rest is tunnel? Yes.

2407. The open part would be under the fall of the hill, and would not be seen? It would not be seen much. In the Domain proper—that is to say the part most frequented by the public and the main drive down to Macquarie Point—the line is underground, and only emerges on the water side of the Art Gallery.

2408. *Mr. Humphery.*] How far will the nearest part of the loop be from the Art Gallery? About 150 feet. Of course, that line is not definitely fixed in position. It could be brought either nearer or further away.

2409. Would that be a convenient place for a passenger platform? It is not intended to construct a platform. That part is only intended for shunting purposes.

2410. *President.*] Could a station be put there if required? No doubt; but probably some further expense would have to be undertaken.

2411. Could the line be fitted on to the extension to the eastern suburbs? It could.

2412. It is the first step towards eastern extension eventually? Yes; I think it might be fitted on to that—or, rather, the eastern suburban line might be fitted on to this.

2413. *Mr. Fegan.*] What time would be lost in going round the loop? No time would be lost. The loop is only for standing trains. Passengers would arrive at the station between Castlereagh and Elizabeth streets, and in departing for the longer distances they would start at the same station. Passengers would not be conveyed round the loop unless some further provision were made for doing so.

2414. Then if a train comes in from the Mountains the passengers get out at the station between Castlereagh and Elizabeth streets, and the train runs round the loop, so as to be ready for returning? Yes; it runs round there, and waits in one of the sidings until it is wanted.

2415. Does that mean more rolling-stock than you have at present? No; certainly not.

2416. *Mr. Hoskins.*] How much land do you require for the proposed station? I have not gone into that question, but Mr. Perdriau has done so.

2417. *Mr. Wright.*] Is the proposed line from the Quay to the Domain gates underground all the way? Yes; it is underground until you come to Bridge-street.

2418. What is the length of the tunnel? 743 yards.

2419. Could it be successfully ventilated? Tunnel ventilation is never quite satisfactory, but it is not so serious a matter for the smaller number of passengers who would go down there.

2420. I suppose you cannot possibly get down there excepting by tunnel? You must go down by tunnel. I would point out that as there would be a smaller number of passengers going down there, the trains would be lighter, and the steam from the locomotives would not be so severe.

2421. What is the total length of the tunnels on the loop? I have not measured the length, but I may say passengers will not be conveyed there.

2422.

* NOTE (on revision):—I find that I was mistaken. The Monte de Piété building would be required.

2422. They may be conveyed there some day? Yes, eventually.
 2423. What do you imagine will be the length of the tunnel in the loop? About half a mile.
 2424. You said the platform in Market-street would be 14 feet below the level? Yes.
 2425. That being the case, could not Market-street be covered over? It would be very easy to arrange that it should be done, but it would be an extra expense. I do not think it would be necessary, and the Chief Commissioner thought it would be a pity to do it.
 2426. For a long time past there has been an agitation to continue that street through to St. Mary's Cathedral? Of course it could be done if the levels of the rails were kept down 2 or 3 feet more.
 2427. Where do you enter the Park? At Liverpool-street.
 2428. *President.*] Do you propose to "cut and cover" through the Park? As shown on the plan, it is proposed to cover half, and leave half open.
 2429. So that the area of Park land taken will be comparatively small? Yes; it may be said to be practically nothing, because there are lots of portions of the Park, such as flower-beds, where the people do not walk. Practically the use of the Park would not be interfered with, and the objection of running underground would be reduced to a minimum.
 2430. Would you interfere with any avenue of trees? No.

H. Deane.
 29 April, 1897.

TUESDAY, 4 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	HENRY CLARKE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	GEORGE BLACK, Esq., M.P.
The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	FRANK FARNELL, Esq., M.P.

John Young, sworn, and examined:—

2431. *President.*] Have you had a long experience of the city of Sydney? Yes.
 2432. And a full knowledge of the projects for the extension of the railway into the city? Yes.
 2433. I believe you submitted a scheme to a previous Commission? Yes; but I do not press it now.
 That scheme applied only to the mercantile traffic.
 2434. Before the previous Committee you stated:—

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First.—I would like to consider the best position for the central station or terminus of the Southern, Western, Northern, and Illawarra main lines that converge into Sydney for the long-distance traffic, especially so as to be capable of extension hereafter. Second.—The suburban and local traffic taken in connection with the central station, but extended for local traffic only to suit both Sydney and suburbs. Third.—The resumption of the foreshores of the east side of Darling Harbour for the purposes of public jetties, wharfs, &c., as far as the gasworks—of giving a road to relieve the traffic of George and Pitt streets—selling the frontage to road for the purpose of erecting warehouses—and making a goods and passenger line in rear of same—to Circular Quay from Darling Harbour.

—? Yes. I desire to give evidence as to the best means of facilitating passenger traffic into Sydney. I may say I have seen Mr. Deane's plan of what he calls his western line. My idea is that the central station should be on that block of land comprised in the Cemetery and Benevolent Asylum, and bounded by Belmore Road, Elizabeth-street, and Pitt-street. That is a considerable area, and should give accommodation for the next twenty-five or thirty years. I built the present railway station in 1871, and what was thought sufficient in 1871 for the passenger traffic is, after twenty-five years, found to be totally inadequate. That shows that if this block of land is now a little more, perhaps, than is absolutely required, it will not be more than sufficient, at any rate, a quarter of a century hence. It has this advantage, namely, that the Government control the whole of it. They have control of the Cemetery, because they could remove the bodies to some other place and utilise the area. They have the Benevolent Asylum, which wants pulling down, and the police residence close to it, which is not of much value. There is the convent at the corner, and I presume the Government could make arrangements to get it, or they could do without it until it is convenient to remove it. A similar block of land could not be got in any other part of Sydney. I maintain there is not a sufficient area at Park-street for a central station unless the whole of the Park is taken up. In addition, there would be a great expense in getting to it. Compensation would have to be paid for the resumption of houses and land. The construction of bridges and culverts, the interference with water and sewerage, and so on, would be very expensive. In England the Great Northern and Great Eastern and other companies have areas in London, which are covered by the carriage-sheds alone, quite equal to the whole of the area we have at Redfern, and surely Sydney is going to be as large, at any rate, as one small district of London. The present station must cost an enormous amount of money in connection with shunting, because the space is so confined. With regard to accidents, —if you have sufficient room there is less liability to them. Everything is in favour of a large area. You could not get the necessary area at Circular Quay, for the simple reason that it is not there. These are the considerations which induce me to come to the conclusion that the spot I have mentioned is the most eligible for a central station. Now we come to other considerations. If a traveller comes with a portmanteau or two to Redfern, or the particular spot I have indicated, a shilling ride in a cab will take him to any of the hotels, the majority of which are within a mile and a half distance. If the railway station were at Park-street they would pay just as much to get from there to an hotel as from Belmore; therefore it cannot be said that the spot I name is unsuitable because it is too far distant. It is as central as any other place in Sydney—in fact, more so, because Sydney cannot extend northwards very much. The suburban traffic must concentrate to the same point. It may be objected that the suburban travellers wish to go direct to their places of business. I point out, however, that an unbroken line to Park-street would not enable them to do that, inasmuch as many people have to go as far as Bridge-street, Hunter-street, or the lower parts of Pitt and George streets. The manner in which the suburban passengers get to their places of business must be upon a totally different system from that. I desire to call attention to the elevated railways in America, and the application to them, during recent years, of electric power. I wish to show how similar

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railways can come into the city of Sydney, so that the whole of the city may be supplied. Mr. Deane's plan of the western route is intended for a steam line from Belmore Markets, Belmore Park, and the block of land which I consider should be the railway station. Mr. Deane, by means of excavations, embankments, and cuttings, to Circular Quay, makes that line a most expensive one. Being built for locomotives it cannot go beyond certain grades; therefore there is an immense amount of tunnelling and cutting. What I propose is—and it is not a novelty although it is new—that Mr. Deane's western line, instead of being one constructed with embankments and cuttings, should be an elevated line worked by electricity. In New York they have similar lines worked with cables and electricity. The old style is being abandoned daily for electricity. Mr. Deane's western route scheme has been surveyed with an immense amount of judgment. The whole of the frontages both to Sussex-street and Kent-street are preserved. That is the great merit of the plan. Most of you are aware that a warehouse fronting a particular street seldom goes to the full extent of its ground. There is generally a yard behind. In this instance nearly the whole of the properties are like that, and the elevated line could go to the rear of those properties. Another advantage of my plan also is this—that the inequalities of the line can be adjusted by the length of the columns, and not by the cuttings and embankments. That must make an enormous difference in cost. An elevated railway can be adapted to the contour of the land it passes over. With electricity you can also have steeper grades. The only objection which can be urged against that idea is that the suburban passengers have to change at the central terminus. If you make a line through any portion of Sydney they will still have to change. Again, if you have an elevated railway, not only could you have it on the route shown on Mr. Deane's plan, but you could have it anywhere—almost between any of the streets. In America they are put in the streets themselves, but I should not like to see that done in Sydney. I prefer that the line should be put in the position shown on Mr. Deane's plan. It would relieve the streets of a large amount of traffic. I have had a good deal to do with omnibuses. I was the chairman of the Omnibus Company for fifteen years. The company is now defunct. We had 1,000 horses, and ran 130 omnibuses. Members of the Commission may not know exactly how it is that so many omnibuses are running in the streets at present. If we had a cable or electric line, the cars on which ran every three minutes, it would knock all the omnibuses off. If, however, your services are twenty-minute services there is plenty of time for half-a-dozen omnibuses to run, because people will not wait.

2435. *Mr. Humphery.*] Has not the difference in fare something to do with it? I do not think so.

2436. *Mr. Trickett.*] What you say is borne out by Melbourne experience? Yes. I may say it does not pay to run omnibuses at 2d. I advocate an elevated railway on the site surveyed by Mr. Deane, and there is no reason why you should not have roadside-stations and stopping-places. I understand the Government is going to generate all the electric power for all the tramways in Sydney at Pyrmont. The same power could be applied to this and all other elevated railways in Sydney. I admit that some might say, "There is a store which goes right through from one street to another." There is no reason why the railway should not go right through it. It could be bricked over. There would be no steam and no noise. The store could go over it or under it, as is best. My scheme does not destroy property on either side; therefore it must be the cheapest. Pillars could be put in the back yards of the houses to support the line, and it would not interfere with the foundations. No doubt there would be some compensation to be paid, but it would be very small compared with what would have to be paid if you made embankments and tunnels. My scheme would be somewhat similar to a tramway scheme. The locomotives and carriages could be made as light as possible. The carriages might be made, as in America, so as not to weigh more than a ton. That would make a vast difference in the wear and tear of the railways, and, of course, that would mean economy. Of course, people would have to change at the central station, but docks could be put in the platforms, and it would mean simply going out of one carriage into another, and they would run every three minutes. There would be a continuous stream of traffic. At the terminus I would cut across the Domain to Woolloomooloo Bay. There would be a way then for the people to get to Cowper Wharf and other places without going halfway round Sydney. If it is not desirable to deface the Park by means of an elevated railway, go under it. When you come to Cowper Wharf you can go across the head of it, tunnel under Potts' Point, and then you are at Rushcutters' Bay. You could get from there to Circular Quay, I suppose, in less than a mile, and have a straight line. Then it would be quite possible to come up the valley by the Museum, thus making a circular railway.

2437. *Mr. Humphery.*] Is it your view that we should have an electric circular railway? Yes.

2438. Independently of our present railway system, but admitting of passenger connection? Yes.

2439. *Mr. Lee.*] How would you approach the overhead railway in the city in order to enter the cars? You would require staircases in order to get up to them. They do not find any difficulty about that in America. The railways there are in the streets themselves, and the staircases come down upon the sidewalks.

2440. *Mr. Hoskins.*] Was not the overhead railway in New York found to be a great nuisance? No; they are building them continually.

2441. Was it not found that the grease was continually dropping upon the people upon the pavements; that the shopkeepers could not show their goods; and that the trains were taken close to people's bedrooms? Yes. That is what I object to; but under my scheme there would be no oil, because there would be no engines. The line would not go close to people's bedrooms, because it would be at the back instead of in the front. In New York they are in the front, and over the footpaths, but they are altering them every day and converting them into electric railways.

2442. *Mr. Roberts.*] Do not the overhead lines spoil the appearance of New York? Yes.

2443. Would they not spoil the appearance of Sydney? Yes, if they were in the streets; but I would put them between the streets.

2444. *Mr. Lee.*] They must cross some of the streets? Yes; and with whatever system you adopt you must do the same.

2445. *Mr. Hoskins.*] How could large loads of wool, such as those you see in the streets of Sydney during the early parts of the year, be taken under the elevated railway? The line could be made sufficiently high to suit any load. It is done in other parts of the world, and why not here.

2446. Is there any place in the world besides New York where the elevated railways are run on the side of the street, level with the first floors of the houses? Yes; in Philadelphia. Of course, a year makes a vast difference in America, and great alterations are being made.*

2447.

* NOTE (on revision):—The physical conformation of New York is very much like that of Sydney, both being built upon narrow peninsulas bounded by their respective harbours, and the central depot being placed away from the crowded streets of each metropolis.

2447. Would an elevated railway be necessary if we had a comprehensive system of street tramways? I think, if you had a complete service of the kind proposed, you would not want the other.
2448. *President.*] You intend the elevated electric railway to work in combination with the railway system, but not in extension of it. The same carriages, of course, would not run? That is so.
2449. Do you know anything about the cost of it? I know it is the cheapest scheme you could adopt.
2450. *Mr. Lee.*] Do you wish us to understand that the cars to be used would be separate from those used on the railway lines? It would not matter if they were the same, but I would not advise it.
2451. If this is going to be an electric system for the city only, how are you going to pick up the suburban traffic and bring it in without a change of cars? I do not say there would not be a change of cars.
2452. Do you think the suburban passengers would ever use the line, if they had to make a break from one train to another? Yes. Of course, you could never make a line to suit everybody.

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Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

2453. *President.*] The Members of the Commission made an inspection, last Friday, of the vacant piece of land near Devonshire-street, and we now wish to get your opinion as to the possibility of cutting down the street to a depth of 8 or 9 feet, and letting the railway cross by an overhead bridge, without disturbing the traffic. We would like to know if you consider that that would be a wise way of extending the railway from the present terminus, or, whether you would suggest a solid embankment across the street, some deviation being made to provide for the traffic by a slightly different route. We also wish to know from you where you think it would be wise to place the trams, supposing such an arrangement were made. Another point in regard to which we shall want you to give evidence is this: Suppose the proposed loop-line is left out of the scheme, and part of the shunting is done down towards Circular Quay, how wide would the station in Hyde Park have to be. We want to know how wide it would have to be with a loop-line and without a loop-line. If this area were taken fronting Castlereagh-street, how far should we have to go into the Park to get the necessary width, and would it be possible to bring the train along the present route of Elizabeth-street, overhead. There will be two lines of rails, one from Hyde Park to the Circular Quay, so that not more than a width of 30 feet would require to be resumed between those two places? If you want to take both classes of traffic down to the Circular Quay—
2454. No, only one class—the long-distance traffic will stop at Hyde Park, while the suburban traffic would go down to the Quay? You would not gain anything by what you propose. You would want the loop line for shunting purposes.
2455. Suppose you determined to go on to the Circular Quay with the suburban traffic? You would want two lines for that, and two lines in addition for shunting the long-distance traffic.
2456. With no loop and no extension, it was proposed to have a dead-end station 5 chains wide; but it might be well to have a station as narrow, where it is adjacent to the Park, as it can possibly be, consistent with efficient working of the traffic. One way to narrow it is by shunting the suburban traffic elsewhere; but inasmuch as the long-distance traffic is not to go down to the Circular Quay, but is to stop short at Hyde Park, that will render it necessary to have a greater width than you have shown on your plan. I want you to tell us what that width would be—how wide the station would be without a loop, and how wide it would have to be with a loop:—will you look into these matters, and give us an opinion in regard to them later on? I will.

H. Deane.
4 May, 1897.

FRIDAY, 7 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.	GEORGE BLACK, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

2457. *President.*] You have seen the exact area likely to be required for a station if the Hyde Park station were rejected and land were taken alongside of it for that purpose? I know the boundaries of the area, and I have made a valuation, which is as follows:—

S. E. Perdriau.
4 May, 1897.

VALUATION of that portion of the city of Sydney lying between the northern side of the Synagogue and King-street, and bounded on the east by Elizabeth-street, and on the west by Castlereagh-street; excluding that portion now owned by the Crown, which embraces the High School property and the properties between it and Market-street; also excluding the Metropolitan Hotel, in King-street, and the adjacent properties easterly to within 45 feet of Elizabeth-street. Total, £190,000.

Separate valuations follow below for those two portions which Mr. Deane, Engineer-in-Chief, thinks might be excluded:—

No. 1.—We value the Monte de Piete property and the two small properties between it and the Metropolitan Hotel at	£21,500
No. 2.—We value the Castlereagh-street frontage of the property lying between the Synagogue and the northern boundary of M'Carty's stables at	£20,000
Thus our valuation for the properties which would require to be resumed to provide the station site proposed by Mr. Deane as an alternative to the Hyde Park site is about	£150,000

This estimate is exclusive of the customary allowance of 10 per cent. for forced sale, and of any claims which may be set up for disruption of business; the claims, however, under the latter head cannot be very great. There are only three hotels included in the area proposed to be resumed, two of which are of a very second-rate order.

EDWD. J. SIEVERS.
STEPHEN E. PERDRIAU.
2458.

- S. E.
Perdriau.
7 May, 1897.
2458. You believe your estimate is an ample one? Yes.
2459. It is not proposed to take the Monte de Piète property? No.
2460. Your valuation is £160,000 plus the incidental expenses which you think would not be heavy? Quite so. There is a good deal of vacant land in the block.
2461. You think it is as cheap a resumption as it would be possible to make for the purpose? Yes; I think so as regards locality, there is 200 feet frontage to Elizabeth-street which is not built upon, and 177 feet to Castlereagh-street.
2462. That explains to some extent the comparative cheapness of the resumption? Yes.
2463. Do you care to express any opinion as to the site of the proposed station from the point of view of city traffic? Speaking individually, I regard it as a good substitute for the park site.
2464. Would it suit the travelling public as far as you know? I believe it would do so very well indeed.
2465. Mr. Sievers has collaborated with you in making this valuation? Yes.
2466. And the Commission can regard your estimate as being reliable? Yes; we worked it out by taking the municipal assessment, and then by taking the values of the land, the values we put upon it are higher than are the owners' values. The municipal valuation came to about £180,000, the other valuation came to £200,000; we split the difference and made the value £190,000. I think £160,000 would be the full amount.
2467. *Mr. Hoskins.*] That does not include 10 per cent. for forced sale nor claims for disruption of business? No; there are no important buildings.
2468. *President.*] Would it be difficult to get another site in the neighbourhood suitable for railway traffic which would be as little occupied by buildings as is the site under consideration? I think there are very few blocks in the city in such a good position which contain so much vacant land.
2469. Can you suggest any place in the City of Sydney where a railway station site could be got for a smaller amount, of course, having in view the remainder of the line from that point to Redfern? I do not think there is any other place in the city as economically suitable.
2470. *Mr. Lee.*] You have now had ample opportunity of estimating the cost of the respective resumptions in various parts of the city in connection with this railway? Yes.
2471. You have inquired into the original scheme for Hyde Park? Yes.
2472. You have also inquired into the alternative schemes submitted by Mr. Deane, and one or two of the schemes which have been proposed by citizens? Yes.
2473. Are there any of these schemes in which resumption of land can be carried out as cheaply as it can in connection with the Hyde Park scheme? There is not the slightest doubt that the others are not nearly so cheap.
2474. That particular scheme stands out beyond all the others for cheapness of resumption? Yes.
2475. *President.*] Is there anything else you wish to tell the Commission? No, except that it struck me, when I was preparing the plan which I laid before you, that it was rather a coincidence that there should be such a piece of land in such a position, and so suitable for a railway station where the Crown owned so considerable an area, and where so large an extent of the land not owned by the Crown was not built upon.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined—

- H Deane.
7 May, 1897.
2476. *President.*] You have had an opportunity of looking into the alternative scheme adjacent to that involving the taking of a portion of Hyde Park? Yes.
2477. Do you think that if Parliament were averse to the taking a portion of the Park, the alternative scheme to which I refer would be the best substitute? It seems to be the best alternative scheme.
2478. The proposal submitted to the Commission was for a line to Hyde Park. Would it be possible, by having a loop line such as is shown on the plan, going towards Woolloomooloo, to work the whole of the traffic on that single loop without going to the Circular Quay? Yes.
2479. Therefore the extension from Hyde Park to Circular Quay would be an extra expense, and would be common to both schemes? Yes.
2480. *Mr. Lee.*] If the loop were abandoned and the line were extended to Circular Quay, would it be possible to work the traffic without the loop? I believe that would be unsatisfactory, and I will explain why. The corresponding substitute or alternative to the Hyde Park scheme is a station between Castlereagh-street and Elizabeth-street with the Woolloomooloo loop. The extension to the Circular Quay is an addition, and would not provide the right facilities for shunting. The Woolloomooloo loop is a substitution for the shunting arrangements in the large station.
2481. *President.*] And is put in to make the station as narrow as possible? Yes. If you suppose for a moment that that loop is not constructed, and that you want to have a loop down near the Circular Quay, it means this—that the loop or terminus will have to serve a double purpose, because, if you construct both the lines as far as that, you will have to take some traffic down there, and if you take traffic and empty trains down there you will want four lines of way, whereas the Woolloomooloo loop is only a single loop; there will thus be no saving of expense by going down to the Circular Quay.
2482. Then the case is this—we can, by a loop towards Woolloomooloo, as you have explained, and by a station between Castlereagh-street and Elizabeth-street, do what was submitted to the Commission in the first instance by the Railway Commissioners, but perhaps not so satisfactorily? Quite so.
2483. The extension to Circular Quay is possible under the alternative scheme? Yes.
2484. Is it possible under the Commissioners' scheme? Yes.
2485. How would you get it under the Commissioners' scheme? It was proposed that two of the lines should be lowered so as to take them underneath the front of the station in tunnels. I think I explained that, and that the foundations of the building were to be made so as to permit of the lines being taken through afterwards without any further expense.
2486. The extension of the alternative scheme to the Quay, if the Commission determined that it could wait a little while, would be the same, whether from the alternative station site or from the Park? Approximately it is the same.
2487. Can you give us the cost of the railway in sections, cutting out the cost of the piece to the Quay, and giving that to us subsequently? Yes; but the figures are no more than a rough approximation. I have estimated for the Devonshire-street deviation, together with all the work involved, £40,000.

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2488. Is that common to any extension into the city? It might be considered so.
2489. *Mr. Lee.*] It would not be common to a scheme under which you had a central railway station at Devonshire-street? No.
2490. *President.*] What is the next section? For the next section up to Liverpool-street, I have allowed £95,000, from Liverpool-street to Elizabeth-street crossing £70,000, and from Elizabeth-street to King-street, including the station, £164,000: the Domain loop is put down at £72,500, and I have taken for signalling and lighting £14,000.
2491. Does that cover the whole of the work in the alternative scheme? Yes; the total is £455,500—that is, without the Circular Quay piece.
2492. The resumption from Belmore Park to Liverpool-street has been given at something like £100,000, and Mr. Perdriau estimates to-day that at least £165,000 will be required for the railway station site, making a total of £750,000 for the work? Yes.
2493. What was your estimate for the Railway Commissioners' scheme as far as Park-street? £600,000.
2494. How much would it take to bring that line from Park-street to St. James' Road? £50,000.
2495. Does that include the resumption? Between Belmore Park and Liverpool-street.
2496. Then the alternative scheme is dearer than the Commissioners' scheme by £55,000? Yes.
2497. Are you aware that the Railway Commissioners suggested that £100,000 should be debited to the railways if the Park site were given to them? I have heard so.
2498. If the railways were debited to that extent, then this scheme becomes cheaper than the Railway Commissioners' scheme by £45,000? Yes.
2499. What is the cost of the work from King-street to the Circular Quay? £91,000.
2500. That is common to and in addition to both schemes? Yes.
2501. Do you think you could get through from King-street to the Quay without any resumption? I think the line could be carried underneath without interfering with property, but there might be some liability for compensation if settlement occurred.
2502. From your knowledge of the formation and the depth, do you think that the line could be extended from King-street to Circular Quay without interfering with any buildings under which the railway would pass? Yes.
2503. You have no doubt about that? I have no doubt but that the thing could be done.
2504. Your knowledge of the formation and depth makes your mind absolutely certain upon that point? Yes.
2505. You desire to put in an estimate of the cost of the alteration of railway yards at Redfern? Yes, I omitted that. The total amount I make it would be £735,500, instead of £715,000. I should like to point out another thing in the other estimate. The estimate for the alternative scheme does not include any office accommodation; the other one does. In answer to Question 1298, I stated that if accommodation was not required the cost of the buildings would be cut down by £65,000, so that that would have to be deducted from the original amount; in order to make a comparison with the £650,000, which was the total to bring it up to St. James' Road, the amount must be reduced by £65,000. That would make £585,000, and now, as suggested by the Railway Commissioners, £100,000 could be debited for the Park. That makes a total of £685,000. I have made inquiries about that £100,000. I have not been able to see Mr. McLachlan, who is away, but I saw the Chief Clerk, and he told me that he was not aware that there had been any correspondence on the matter. He did not think that there had been anything in writing at all about it. It had been referred to by the Chief Commissioner at the annual dinner of the Commercial Travellers' Association, a report of which appeared in the daily papers. There he mentioned that it would be reasonable to debit the Railway Department with, say, £100,000, to provide for open spaces in crowded districts like Redfern. I do not think that that is the first occasion when it was mentioned. But it evidently expressed what was looked upon as a reasonable thing to do.
2506. How would the two schemes come out then? The scheme with the Hyde Park Station at St. James' Road £685,000, and for the alternative scheme £735,500, giving a difference of £50,500.
2507. *Mr. Humphery.*] Are we to understand that the difference in the entire cost and compensation for the disturbance of business, and the resumption of land between the Castlereagh and the Elizabeth streets site, and a similar site at Hyde Park, would be £50,000? No, no. I am comparing the original scheme brought up to St. James' Road with this alternative scheme.
2508. You make this distinction—that in the St. James' Road scheme you would have 10 acres? Yes.
2509. And you would have besides the buildings for offices? Yes.
2510. Which you have not taken into consideration in estimating the difference of £50,000? Yes. I have deducted £65,000 for the buildings.
2511. Have you taken into consideration in the Castlereagh-street scheme the value of land already owned by the Government? No. These figures were given to me this morning as Mr. Perdriau's estimate. That is all that I know about it.
2512. *President.*] Keeping in view what you previously said with regard to the area under consideration on the northern side of Devonshire-street, will you explain what you believe will be the wisest course, and give your reasons? If provision is to be made for extending the station accommodation at Redfern across the site of Devonshire-street, I am of opinion that Devonshire-street should be diverted, because it will be impossible to leave it in its present position and to lower it sufficiently and to get under all the roads that would require to be extended. Lowering the whole of Devonshire-street would be impracticable. It would have to be lowered throughout the whole of its length to provide for the extension of the yard. If the station yard is not extended, and only four or six lines, as the case may be, carried towards the city, Devonshire-street need not be diverted. The lowering then would not be a serious matter, as I have already explained; but if it has to be diverted, I consider that it should be done in one of the ways sketched on the map.
2513. *Mr. Humphery.*] You did not tell us why it should be diverted? It would have to be lowered for nearly the whole of its length in front of the station, and that would not be impracticable, but the grades at the end would be unworkable.
2514. *Mr. Lee.*] In other words, if you want to extend the yard across Devonshire-street, and make the same use of the Cemetery site as you are now making of the Redfern yard, then you would have to take entire possession of Devonshire-street? Yes.
2515. *Mr. Humphery.*] Do you say it is necessary to extend the Redfern railway yard across Devonshire-street to the Cemetery? It is not absolutely necessary for the scheme.

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2516. Therefore, if it is not necessary, it would not be necessary to divert Devonshire-street? Yes.
2517. And by taking the four lines from the railway across Devonshire-street, you could lower Devonshire-street, and render unnecessary the deviation? Yes.
2518. If you deviate Devonshire-street, there would be a great gain resulting in increased accommodation to Redfern station yard? In the future.
2519. *Mr. Lee.*] I think you have already shown us that at Hyde Park four lines of railway would be sufficient for the passenger traffic? Yes; under this modified scheme.
2520. That being the case, where would be the necessity for extending the Redfern yard across the whole of Devonshire-street? It would be very desirable to provide for the future.
2521. If four lines of railway are sufficient, with your proposed additions there to carry on the passenger traffic, why would it be necessary to take Devonshire-street? I should say it would not become necessary, but I was asked to look into the matter by the Commission.
2522. *President.*] Is this your attitude: that the platforms at Redfern are not sufficiently long. To extend the platforms it becomes necessary to extend Devonshire-street further north, because then if you do not do so, you have too contracted a space between the end of the platform and the road. That is point one. Point two is, that if you put a cut of 8 feet down in Devonshire-street you leave it worse than it is at present. Point 3 is, that it is absolutely certain that if you want a compact yard you cannot have a street running through it; therefore if you can get a better street and lengthen the platforms, and get a compact yard, and make provision for the future by extending the street to the north, that is what should be done;—you, therefore, recommend that it should be extended to the north? Yes; that is about it. I considered at first in connection with the extension of the line by carrying four or six lines into the city, Devonshire-street might be lowered, and I was asked to look into the matter of deviating Devonshire-street. It will be remembered that I pointed out when we were considering the question of making a large terminal station on the site of the Benevolent Asylum, that it was then proposed to deviate the bulk of the traffic of Devonshire-street right round by Garden Road, leaving only a passage for cabs on the line of Devonshire-street. At the request of the Commission I have looked into the matter of the deviation of Devonshire-street, and although I consider it is much more costly than to lower Devonshire-street, it makes a much better job, and provides for the future, which the lowering of Devonshire-street would not do. If Devonshire-street is lowered, and afterwards the Railway Station has to be extended, the whole of that work will be thrown away, because it would have to be deviated sooner or later. If this line comes to be constructed it would be a fitting time to deviate Devonshire-street, and this plan shows how I propose that it should be done. I do not think it is a necessary part to either one or the other of these schemes, and perhaps it is not fair to debit to the one estimate the whole cost, and not to debit the other.
2523. *Mr. Wright.*] It is your opinion that under any circumstances the Redfern railway yard should be extended northwards? Yes.
2524. That the yard is too small altogether for the purposes for which it is designed? Undoubtedly.
2525. Therefore it is necessary that it should be extended to the north over Devonshire-street? Yes, sooner or later.
2526. And whatever extension will take place ultimately that piece of ground will be required for railway accommodation? No doubt about it.
2527. *President.*] How much is the amount of the other item which you put into your estimate? £40,000.
2528. You can say it is not part of the scheme; it belongs really to something else? It does.
2529. So that £40,000 should be taken out? Yes; a good part of it.
2530. *Mr. Lee.*] The closing of Devonshire-street would necessarily involve the use of the whole of Devonshire-street Cemetery for railway purposes? Up to the deviation.
2531. All that portion except the part required to give a roadway? There is a portion between the deviated road and Belmore Road which would not be used.
2532. Therefore the question of utilising any portion of Devonshire-street Cemetery as a park comes to an end? The northern part would be available.
2533. You have no necessity to take that portion, what you would take would be the southern portion, nearly up to the boundary wall between the Church of England portion and the Roman Catholic? Yes.
2534. That would be required for railway purposes if Devonshire-street were closed, would it not? Yes; the southern part would be available for the extension of the station.
2535. If you had to fill in Devonshire-street to the level of your railway yard, or to excavate the Cemetery to the level of the railway, you would have possession of that part as you have of the Redfern yard? Yes.
2536. Therefore we can hardly look upon Devonshire-street as a recreation ground in substitution for any portion of Hyde Park that may be taken? Of course it need not be taken if the Railway Commissioners say that they do not require the extra area.
2537. *Mr. Hoskins.*] If Devonshire-street were lowered 6 or 10 feet to take four lines of railway, would it not cause a great difficulty with regard to the traffic between George-street and Devonshire-street? If Devonshire-street were lowered.
2538. Yes; only to permit of four lines of rails? No; we could make the grades quite satisfactory. I think the deviation makes the best job, although it is much more expensive than lowering the street. Whether we utilise the whole of the Cemetery as a park, or only the northern portion of it, I do not think it will very much matter. Suppose the whole of the Cemetery were converted into a park, it would be accessible from the deviated road just as well as from the present street.
2539. *Mr. Lee.*] The residents of Redfern would be put to very little inconvenience if Devonshire-street were closed, and the proposed new road made? Yes.
2540. And closing Devonshire-street would necessitate the diversion of the tram down past Devonshire-street, to join at the northern corner of Belmore Park? Yes; that forms a considerable portion of the expense.
2541. There are no engineering difficulties in taking that tramway there? No.
2542. *Mr. Wright.*] In your opinion, is there any necessity to deviate Devonshire-street; if it is closed could not the traffic go by Belmore Road just as well? I do not think that would do very well; it would be a long way round.

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2543. Would it not be the most direct route into the city? Yes; but for any traffic from Parramatta-street that would go along Devonshire-street to Surry Hills it would be rather a serious inconvenience. If the traffic goes round Garden Road, or Belmore Road, as it is called, it would be dropping down into a hollow and rising up at the corner of Elizabeth-street, which is quite a steep hill.
2544. There would then be a space of land between Cleveland-street and Belmore Road without access to Parramatta-street? Yes; without any proper access.
2545. If you could get through from Castlereagh-street North into the Cemetery, would you not have the most direct track into the city? You would; but there would be a nasty grade and heavy work where the deviation of the tramway is shown.
2546. Could not the trams now running to Botany be diverted altogether from their present course, and go up Elizabeth-street? That is what is proposed.
2547. Then the connection between Redfern, Botany, and Sydney would be shortened by the proposed route? Yes.
2548. *Mr. Lee.*] Have you shown the difference of cost between the covered way across the portion of Devonshire-street and the entire resumption of it? I have given the particulars as to the lowering of the street.
2549. *President.*] What would be the grade of Devonshire-street after it was lowered? One in twenty-five; that is for four lines.
2550. *Mr. Lee.*] Would the six lines of railway admit of general passenger traffic coming into the city from long distances as well as the suburban traffic? Yes.
2551. *President.*] Four lines would bring in everything, would it not? Yes, in connection with the alternative scheme.
2552. *Mr. Lee.*] Then you have made provision for four lines as your alternative scheme? Yes, there were six lines in connection with the Hyde Park scheme.
2553. With four lines could all the passenger traffic be dealt with at the terminus in the city? I believe it could, but that is one of the points on which I have to consult the Railway Commissioners.
2554. We will come now to Liverpool-street, where you first touch the Park;—will the railway going through the park there be all cut and cover? I propose that it should be half open and half covered in.
2555. Of course the open portion of it must be looked upon as a resumption of the Park? I do not think that it is exactly the same.
2556. The portion that will be open will not be available to the public? Not to walk over, but it will be open for them to view the park. I think I am correct in the view that it is not necessary to walk over the entire park.
2557. Would it not be possible to put the line entirely out of sight—entirely under the Park? Certainly, it would be possible; but it was the ventilation that I was thinking about.
2558. I should like to know whether the whole of the line could not be kept under cover going through Hyde Park? Yes, it can be done.
2559. Would it be at a greatly increased cost? It would be more expensive.
2560. Would it be much more? I can give an approximate idea.
2561. *President.*] How far is it? Altogether, 508 yards to the crossing of Liverpool-street. Where the rails are shown in blue lines on the map, I have intended the line to be open, the other parts to be covered over and the surface restored. The whole line can be covered over, of course, from Liverpool-street to the crossing at Elizabeth-street; but I am afraid it would make the atmosphere more choky and disagreeable.
2562. But would it not be possible to provide for extra ventilation to get over a difficulty of that kind? I do not consider that the ventilation of lines of this kind is ever successfully carried out.
2563. Can you not devise a scheme by which we can pass through that park without depriving the public of a foot of the surface? We can do it by covering the whole of it over; but I do not recommend it. I think that leaving small spaces interferes very little with the comfort of people using the park.
2564. What is the length of each of the openings in Hyde Park? 150 feet.
2565. How many are there? Four openings, making altogether 600 feet.
2566. Then the portion to be covered between those intervals would be about 600 feet, so that while you are taking that portion away from the public you might as well take the whole? I do not agree with that. I do not think that the taking of little patches like that is anything like taking a strip or a large patch.
2567. Does that loop go under Parliament House? Yes, but it is a long way down.
2568. I suppose it is deep enough to prevent any inconvenience? Yes, it is right down in the solid sandstone, far below the foundations.
2569. What would be the cost of lowering and bridging Devonshire-street? The estimate is £21,200.
2570. *President.*] And what is the cost of the other? The other I put down at £40,000. That includes the deviation of the tramway.

TUESDAY, 11 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
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HENRY CLARKE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Edward Miller Gard Eddy, Chief Commissioner for Railways, sworn, and examined:—

2571. *President.*] Would you like to make a statement? Perhaps it will simplify the matter if I do so. It has been recognised for many years that the accommodation at Redfern is quite insufficient for the business which has to be conducted there, and of recent years the traffic has grown very materially indeed. Generally, the public cannot obtain that amount of comfort in travelling that they are entitled to expect: but at holiday

E. M. G.
Eddy.

11 May, 1897.

holiday

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holiday times everything is in a state of congestion, the public are much inconvenienced, and the traffic is not conducted with that regularity that the Commissioners would like to see. It is not only the dealing with the trains, but the minor facilities; such as cloak-room accommodation, the obtaining of tickets, waiting-rooms, refreshment-rooms, and all that sort of thing—everything is too small for the business which has to be conducted. Again, it is quite clear that Redfern is not the terminal point at which the bulk of the passengers wish to arrive. The outpourings from the trains into the trams, and the large numbers of people carried by the trams and the omnibuses into the city, show clearly that it will be far more convenient to the public for the trains to go into the centre of the city. That has been the experience in all parts of the world. Railway companies have spent very large sums of money in all directions in endeavouring to bring their passengers as near to their destination as they possibly can. That has not only been a great convenience to the public, but it has been a source of very great profit to the railways, as the tendency in all big centres of population is for the people to go away from their places of business, and to reside in the suburbs. It is a complete change from the old system, when the owners of shops and businesses used to make it a point to reside on their premises. That has been going on in Sydney in very much the same sort of way as it has been going on in other parts of the world. That brings us to the point as to which would be the most convenient part to which to extend the railway.

2572. The Commission have been given to understand, that the congested state of traffic at Redfern is not only a matter of inconvenience, but is fraught with some danger? Undoubtedly. Where you have to conduct your business under continual stress for want of time, and want of platform accommodation, there must be the element of risk which you wish to see eliminated, in spite of every precaution being taken to carry on the business with perfect safety, which has been fairly successfully accomplished at Redfern.

2573. Working at full pressure, and under great stress? Absolutely great pressure.

2574. *Mr. Hoskins.*] Has there been great danger from the probability of collisions between shunting engines and carriages in the confined space at Redfern yard? There is not much risk in connection with shunting operations, so long as the men obey the signals. Everything at Redfern is interlocked, so that you cannot have the signal "off" for an engine to come into collision with an operation going on in another part of the yard. But, of course, if a driver runs past a danger signal, he is liable to come into collision with some other operation that is going forward. It appears from the watching of the tram and omnibus traffic, that a station abutting on King-street would be the most convenient position for a terminal station, and that was the reason for the Commissioners putting forward the scheme which has been inquired into by a previous Royal Commission. Although an alternative scheme was put forward towards the end of the sitting of that Commission, it was simply put forward because it was stated that there was a strong feeling against taking so much of the Park. But we cannot depart from the opinion which was so clearly emphasised at that last inquiry, that Hyde Park is the right and proper position for a general station of the dimensions which you have had placed before you in plans.

2575. *President.*] If there be nothing else to consider, for the traffic and the public that is the place? That is the place. Then, with regard to the point which has been raised as to open spaces, it is not as though the only open space there was Hyde Park. There are open spaces of about 227 acres surrounding this block of 10 or 12 acres, which it is proposed to take, and at the end of that open space you have the waters of the harbour. Of course the Railway Commissioners would not for a moment think that the open space question should be entirely ignored, and therefore we recommended before the last Royal Commission—and we wish to place it before you gentlemen—that there should be open space, to the extent of the open space taken from Hyde Park, given to the public elsewhere; and, if necessary, that open space should be increased. If it were possible to obtain the necessary amount of land from private individuals on the site proposed for this station we would not suggest taking the Park. We would say, "Purchase that amount of property." But we do think, in the interests of the people—because the whole of the people will have to pay for any unnecessary expenditure incurred—it would be unwise to purchase buildings for the purpose of pulling them down to create an open space. Therefore, as private property cannot be obtained for the site, we, with all respect, suggest that the merits of the case be met by taking from a part of the city where there is a surplus of open space the amount required for the convenience of the people, and to provide elsewhere, where it would be of much greater value, open space to the same extent, and, if necessary, to a greater extent, than that which is taken from the people here. I also wish to place before the Commission the necessity, in dealing with railway traffic, especially when it is going long distances and people take a large amount of luggage with them, of having your platforms on a level with the surrounding streets. In other parts of the world, where stations have been made above the level of the streets, and in some instances below the level, there has been the greatest possible amount of difficulty experienced; and every effort has been made later on to get rid of the different levels. In Liverpool, for instance, the Lancashire and Yorkshire Company spent from £350,000 to £400,000 simply to lower the rails to the level of the adjoining streets, and then they extended the station at the same time by spending another £600,000. I only mention that to call attention to the necessity, in dealing with a terminal station for long-distance traffic, of the passenger platforms being on a level with the streets, up which the cabs will drive, and deliver their luggage to the trains. Again, looking at the fact that it must be generally admitted that Redfern station is totally insufficient for the traffic, I would point out that it would be unwise to spend a very large sum of money in connection with the present site, or any site closely adjoining, because you could not charge any additional fare to recoup the interest on the large expenditure. But if, by bringing the line into the city, you convenience the public, and save them expense in travelling along the streets, you can wisely and justly make them pay a small additional fare; and by charging a fare of 1d. to each passenger taking ordinary tickets for each journey, and adding a small sum per month to the season-ticket-holders, and about 3d. a week to workmen, you bring them into the city at a less cost than at present, and you get sufficient revenue to recoup the country absolutely for every penny of expenditure incurred in carrying out this great improvement. Those are the main points I wish to bring under your notice, and I would strongly urge that the scheme for placing a big general station in Hyde Park should be adopted.

2576. With regard to the reason you mention as a sentimental reason, presuming that dominates the whole case, and that Parliament decides that Hyde Park must remain intact; assuming also that Parliament decides that a small portion of Hyde Park shall be given;—can you advise, in those two cases, what would be the wisest thing to do, so far as the traffic is concerned? With regard to the first condition, I think

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think the wisest course would be for the Railway Commissioners to spend a reasonable sum of money in connection with the existing station at Redfern until such time as public opinion will force the railway forward to the centre of the city. I am certain that will come. Under the second condition, I think it would be possible to make a scheme which would be fairly satisfactory, but it would not be so satisfactory as the putting of the large station in Hyde Park. A scheme which would be fairly satisfactory could be worked out by taking about one-half the area in Hyde Park already suggested, and placing in that area a station for long-distance traffic, with about five platforms, and a cab-drive between two of the principal arrival lines. Then, in the space now occupied by the High School, a local station could be created, at which all the suburban trains could be dealt with. You have this advantage under a scheme of that nature: that practically the terminus is at one spot; but if you were to place a suburban-line station in the city, and leave the long-distance traffic at Redfern, from the moment the new arrangement came into operation there would be nothing but dissatisfaction expressed by those people who found themselves left at Redfern, and who wanted to get down to King-street, which they would be able to do in about two minutes if their trains were sent forward in the same way as the local trains would be sent forward. Therefore, I would very strongly urge that there should be no separation of the two classes of traffic by a distance, such as from Redfern to King-street.

2577. Would that be your main objection to the long-distance traffic remaining at Redfern? Yes.

2578. Therefore, the case stands thus: without taking the Park it is possible to deal with the suburban traffic, but it is not possible to deal with the long distance traffic, or with a combination of the two? No.

2579. There is not width enough, in point of fact, between Castlereagh and Elizabeth streets to take comfortably more than the suburban traffic; therefore, there must be an encroachment on the Park if the whole system finds its terminus approaching King-street? That is so.

2580. Could you shunt your suburban traffic between Castlereagh and Elizabeth streets;—I ask that because the map shows an extension to Circular Quay? Yes; I think the suburban traffic could be dealt with at that station.

2581. What is your view with regard to an extension, for general purposes, such as is shown on the map, to Circular Quay? I do not think the time has come for that extension. The extra traffic which would be gained would not, in my opinion, pay for the outlay.

2582. But still it would be some convenience, but not sufficiently great? It would be a traffic which would be carried without charge, because whether you took the line to King-street or Circular Quay you would have to charge the same fare.

2583. I presume you are aware that 6,000,000 persons land at Circular Quay yearly, which must mean some traffic for the railway, and the extension of the railway almost in touch of that landing place would be very convenient for the public, but you think it is not sufficient? I do not think you would get sufficient return at the present time to justify the large additional outlay.

2584. I suppose that the two stations would be practically parallel? Yes.

2585. We have had under consideration the question of a loop;—is it possible to get such relief from such loops as have been proposed, to enable a station, such as is shown between Castlereagh and Elizabeth streets, to bring the whole of the traffic in—that is to say, without encroaching on the Park at all? It would be impossible. At present there are thirteen platforms at Redfern. They are insufficient for the business now. Therefore, it would be impossible to deal with all the traffic on six platforms.

2586. The relief a loop gives is not sufficient? That would be a mere nothing as compared with the accommodation of the passengers on the platforms alone.

2587. The loop remains perhaps for relief at some future time? Yes.

2588. How many lines of rails do you propose to bring in? Six; if we bring the long-distance traffic in.

2589. *Mr. O'Connor.*] Does your scheme in any way propose to interfere with St. James' Church and the Courts? No.

2590. *President.*] Would you approve of a long-distance station down towards Government House? No; I do not think it would be as convenient as Redfern. People would have to go out of their way to get to that point.

2591. Would there be any other reason why it would be unsatisfactory? No; nothing beyond the fact that it would not suit the public, and we are trying to make a station to accommodate the public.

2592. The approach to Circular Quay must be by a tunnel? Yes.

2593. Would there be an objection in that? I have the strongest objection to tunnelling work in Sydney. It is found very disadvantageous in other parts of the world where the temperature is not nearly so high as here. I am sure it would be found most unpopular in Sydney.

2594. If electric traction were possible, would your objection to tunnelling be removed to a certain extent? I do not think that we can deal with a state of things which does not exist.

2595. If we had electricity, would a good deal of the objection be removed? Undoubtedly; but we have not arrived at that state of things yet.

2596. We must consider the matter on the basis of the traction we have at present? Yes.

2597. You see no immediate chance or likelihood of the suburban traffic being run by electricity? It is not suburban traffic only which has to be considered; you would have to deal with trains going outside the suburbs. The people, for instance, living at Campbelltown, would expect to come forward to the full extent of the railway. Even if electricity could be adopted for purely suburban work, it would be a long time, I think, before we should be able to work long-distance trains economically by that power. That question has not been solved in any way yet.

2598. Do you think it is reasonable to anticipate that the suburban traffic could, in the future, be worked by electricity? I think we might be able to experiment with the purely suburban traffic before many years are over.

2599. But we must not regard it as a certainty for the purposes of this inquiry? No.

2600. When you speak of long-distance traffic, what do you mean;—can you form any idea as to what trains would not go to the railway station between Castlereagh and Elizabeth streets? For the present, it might be possible to work the Campbelltown trains and trains going to the Mountains at slack times, but I fear it would not be possible to work those at busy times. There would be too much luggage to be dealt with. In dealing with the suburban traffic I think you should deal with the purely suburban service, like that to Homebush, Hornsby, and Hurstville.

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2601. For the present it might be possible in slack times to bring Mount Victoria and Moss Vale to the suburban station site? Yes.
2602. And the South Coast trains? No; I think there is too much milk traffic in those trains.
2603. Could the Newcastle trains come in? No; none of the mail or express trains.
2604. Would it be possible to locate the station at the top of King-street, in the Domain, at the back, as it were, of the Hospital and Mint? I think it would be very disadvantageous to put a railway station alongside the Hospital. When anyone is dangerously sick in a house we go to the extent of putting straw and tan down so as to deaden the sound of the ordinary traffic. Here you concentrate all kinds of people who are sick—many of them in a dangerous state—and it would not be wise to locate the station alongside them, so as to annoy them with the whistling, vibration, and movement of trains. In addition to that, I do not think the site is altogether as convenient as we could wish. Again, we should be taking up a site which I have always understood has been decided upon for many years past for the whole of the law courts—a most advantageous position for them.
2605. Would it be possible to stop your long-distance traffic at Liverpool-street? It would be very costly to provide a station there; the levels are so much against the scheme.
2606. There is not sufficient level before you commence to fall towards Belmore Park? No; the fall is very rapid there.
2607. The length is only 400 or 500 feet, and you want more than that for your stations? Yes; the platforms must be 700 feet.
2608. Supposing a railway station was projected on the southern side of Belmore Park, how would you view it? Unless we can come forward to Hyde Park, I would strongly deprecate spending any very large sum of money. I would only advise the judicious expenditure of a moderate sum—say £70,000 or £100,000—to make Redfern station answer its purpose until such time as it is decided to bring the railway forward into the city.
2609. You insist that if suburban traffic comes in all traffic should come in? Yes.
2610. What proportion of the whole of the traffic is suburban? A very large proportion.
2611. Would it be seven-eighths? A return which I had prepared some time ago showed that there were 203 purely suburban trains, twenty-five trains running to places like Campbelltown, Penrith, and the Mountains, and twenty-eight long-distance trains. Then, of course, at holiday times those long-distance trains are duplicated in nearly every instance.
2612. Therefore about three-fourths of the traffic is suburban? Yes.
2613. Supposing Parliament is disinclined to approve of the Park being taken, would it not be of great benefit to three-fourths of the travelling public? If Parliament takes the responsibility of the complaints of the long-distance public, I am sure the complaints will be very continuous and very strong.
2614. Can you suggest anything but the Park? No; I wish I could.
2615. *Mr. Wright.*] Would the proposed station in the Park for long-distance traffic be a surface or underground station? A surface station. The cabs would drive to the front of the station.
2616. The station would extend from St. James' road nearly to Park-street? Yes.
2617. *Mr. Trickett.*] That would block up Market-street as a through street? Market-street would end where it is to-day. It does not go through the Park, and the station does not interfere with it.
2618. But for the suburban traffic you could make it sufficiently low to let Market-street go over it, or you could block the street? The scheme before you provides for a low-level station for the suburban passenger traffic. Market-street need not be interfered with. In coming from Redfern under the Park, you must be sufficiently low to go under Elizabeth-street, which necessarily places you under the level of Market-street.
2619. *Mr. Humphery.*] What is your opinion as to the question of annual cost, by way of comparison between a suburban passenger station in the city and the country station at Redfern, and both stations in the city;—would it be more economical to work the two stations at St. James' Road, or have the suburban station there and the other at Redfern? I think it would be about the same, because having a station for the suburban traffic would require you to keep two independent sets of men.
2620. Assuming you could have a terminal station for long-distance passengers and suburban passengers at the Park, you then would have surface stations, and the cost would be less than having them separated by Elizabeth-street? The cost of working would be decidedly less, and it would be more convenient for the public also.
2621. Have you considered that? I think I have made myself clear—that in my opinion the large station should be built near King-street; that everything should be under one roof.
2622. That was your evidence before a previous Commission; but I speak of your evidence to-day. You are of opinion that the terminal station for long-distance passengers might be at St. James' Road? I say distinctly that in our opinion every line should be in the one station at Hyde Park, and the alternative of putting the local passengers on one side of Elizabeth-street, and the through passengers on the other side, is simply because it is urged sufficient space will not be given in Hyde Park for the whole of the traffic to be dealt with there.
2623. I think, by your former scheme, you proposed to come up to King-street;—do you think you could get sufficient accommodation between St. James' Road and Park-street? Yes; that is the modified plan before you now, as prepared by Mr. Deane.
2624. That is the plan you favour? That is the plan which has been worked out.
2625. That is to say, you will take 10 acres of the Park instead of 5 for the country trains, and I suppose a sufficient area between Elizabeth and Castlereagh streets for the suburban trains? Yes.
2626. In the event of the scheme for the suburban station being placed between Elizabeth and Castlereagh streets, could provision be made for ultimate extension? To where.
2627. Northward, to join any bridge which may be made to connect Sydney with the North Shore? I should not propose that, because I am decidedly of opinion that there should be no bridge to the North Shore; therefore, I am not proposing that this station should be considered a proper connection for the North Shore.
2628. If you have a surface station at St. James' Road for the long-distance trains, would it be possible to extend the line northward? The foundations could be so arranged for the station that two of the lines, or perhaps four, if necessary, could be lowered so as to go forward to the eastern suburbs or to the Quay at any future time.

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2629. Then the Hyde Park scheme, as far as St. James' Road, would admit of the extension of the line northward, or to include the eastern suburbs? That is so.

2630. Your opinion is that it should be so carried out? Yes; Mr. Deane has promised to arrange the foundations so that that could be done.

2631. In the event of an expenditure for the temporary improvement of Redfern station being decided upon, would the carrying out of the improvement involve the interruption of railway operations to any extent? All alterations interfere with the working of the traffic.

2632. Would it seriously interfere with it? We should have to carry it out in such a way as to interfere as little as possible; but you must see that if you are working a station where everything is carried on at high pressure, and there is no leisure time, if you put a lot of workmen in to pull the place about, you must necessarily interfere with the regularity of the service.

2633. And in that way there would be more expense than would be necessary if you made a terminal station at a distance from Redfern? It is always much cheaper to begin with a clean sheet of paper, and let your men go on without interruption, as opposed to a scheme under which you would be interrupted by the trains every few minutes.

2634. *President.*] Have you seen the plan showing an extension of the railway station over Devonshire-street; you are aware that the level of Devonshire-street from the railway level is not sufficient to allow traffic to pass readily under it; therefore, there will require to be a dip in Devonshire-street of about 1 in 25; the amount to be taken out will be from 6 to 9 feet; we have discussed the question whether it would be better to deal with the whole of the area bounded by Devonshire-street on the south, and going into Belmore Park on the north, and whether it would be wise, in view of future contingencies, in connection with the railway, to leave Devonshire-street as level as it was in the first instance by projecting the road a little to the north? Anything which can be done to add to the area of railway property at Redfern will be of immense value in years to come.

2635. You want all you can get? Every yard which can be given.

2636. Have you seen the plan? Yes.

2637. Would that meet with your approval? Yes.

2638. Or any modification of it? That gives the maximum amount of ground.

2639. As close to that as possible would meet your views? Yes.

2640. Would it be useful to you to be able to extend the length of the station in a northerly direction? Yes. Redfern has to deal with goods traffic as well as passenger traffic, and it also has to store a large number of carriages for the general working; and additional space is much required for all purposes.

2641. If Devonshire-street were filled up and moved bodily northwards, you would be able to lengthen your platforms without interfering with your yard? Yes.

2642. Would that be of any advantage? Yes. If Parliament definitely decides not to extend the railway into the city, that is the direction in which we shall have to alter the station. The platforms require to be lengthened. The space in front of the station, in which all the passengers land from their cabs or buses, requires to be greatly enlarged, and the waiting-room and cloak-room accommodation also requires to be increased. Therefore, the only way to deal with that work is to lengthen the station towards the Benevolent Asylum.

2643. Therefore, you approve of Devonshire-street being moved to the north? I should like to see it done.

2644. Presuming Parliament thought it wise to bring the suburban traffic to the city, would it then be of advantage to you to have Devonshire-street—that is, if Redfern remained the terminus for the long-distance traffic? Under any conditions, the giving of that additional land to the railway property would be of immense advantage.

2645. Do you suggest any reason why the Cemetery should not be laid out as a park? No; I think it would be a very admirable thing to do.

2646. *Mr. Wright.*] Would it not be better to keep the whole of them for future railway requirements? I dare not suggest that myself; but I should be glad, of course, to have every acre we can get at Redfern in addition to what we have already. It will certainly be of service in years to come.

2647. *Mr. Humphery.*] Would it not be fairer to exchange that portion for any land you take from Hyde Park? That is what I suggest.

2648. *Mr. Hoskins.*] You require an extension of room at Redfern? We should very much like to see Redfern enlarged.

2649. *Mr. Wright.*] How long do you suppose the accommodation provided between Castlereagh and Elizabeth streets and at the Park would be sufficient to meet the growing requirements of our traffic? If you have the two stations as suggested, I think you might safely calculate to go on for twenty years.

2650. If the traffic increases as it has done during the last six years, do you think the Redfern yard will be capable of conducting your business? It is not capable of conducting the business of to-day.

2651. But I mean with the proposed extensions? The extensions will not give us any more room for the goods traffic or for standing passenger vehicles than we have to-day.

2652. Therefore you think, under any circumstances, an extension of the Redfern yard is very desirable? Yes.

2653. *Mr. Humphery.*] Mr. Wright has asked you how long the proposed stations in Castlereagh-street and Hyde Park would meet all possible extension of traffic, and you have stated twenty years;—assuming that you had 10 acres of the Park, for which you first asked, and had your complete terminal station there, both for long and short-distance trains, how long do you think the provision you could make there would meet all possible developments? I think it would meet the requirements for about the same period of time.

2654. You could not make better provision on the 10 acres than would be possible on the two sites? Not with the scheme as it stands. We have eleven platforms in the big station. It is proposed to have six platform lines in the local station, and five platform lines on the reduced plan for the long-distance traffic, so that practically the accommodation is equal.

2655. And without taking any more of the Park it would be possible to provide for additional accommodation for the expansion of the traffic? As I have previously said, I would not contemplate taking any more of the Park for railway purposes than is now suggested. When the time came for increasing the accommodation, it would have to be increased by adopting some other scheme. A very considerably increased traffic could be dealt with in the general station by projecting two or four lines, as was originally contemplated, forward to the eastern suburbs or elsewhere. That would make those platforms simply platforms

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platforms for calling at, instead of having to stand for five minutes to get rid of passengers, and to load up again and go back. Another way to relieve the station would be practically to adopt the scheme which is now under your consideration for putting a local station between Elizabeth-street and Castlereagh-street. You could then throw out of the big station, which required more accommodation for its long-distance traffic, a very large proportion of the trains to the side station; but if the traffic of Sydney had grown to such a state that that large station could not deal with it, very likely relief would be afforded in other directions. Sydney will become so large that there will be a necessity to relieve it in other ways. I do not look with any apprehension to the idea that the Railway Commissioners will ask for more of the Park by-and-bye.

2656. You are aware that it is assumed that once you are placed in the Park, and get 10 acres, it will not be very long before you take the whole;—is that fear groundless? I think so. In my opinion it is.

2657. *Mr. Trickett.*] If you got that portion of the Park about St. James's Road for the long distance traffic, and the site opposite for the suburban traffic, would you require the loop line to Woolloomooloo Bay, shown on the plan, for the purpose of shunting? For the moment it need not be made; but it should be a part and parcel of the scheme which could be carried out later on, with this modification, that instead of making it a loop, I would terminate in a group of sidings into which the trains could run, and then by keeping one line in each group free as an engine line, the engines could run round the trains and go back in the same direction. I say that, because of the necessity for working the suburban trains always with the carriages in the same relative positions to the platforms. You can see that if some of the trains were to run down to Circular Quay, and returned with their carriages in the opposite relative positions to what they had gone there, and then other trains went into a loop and ran round, the two sets of trains when they got to the first halting place would be changed in their positions. One would have the first class and the other the second class in the front, so that there would be confusion all along the line. The people would never know whether the first or the second class was coming in front. Therefore there would be a continual running up and down to adjust matters. Now the carriages are run on the suburban lines with their classes in their proper positions to correspond with the notice boards on the platforms requesting first-class passengers to wait in one place and second-class passengers in another place.

2658. You have stated that you are averse to any proposal for a bridge to North Shore;—are you in favour of any connection between Sydney and North Shore for railway trains? Not at the present time. I do not see the necessity for it.

2659. *Mr. Egan.*] You stated in your opening remarks, that, as a rule, business people left their business houses and lived in the suburbs; therefore it is not those people who get the benefit of open-air spaces such as Hyde Park;—if the Commission saw its way to recommend the use of Hyde Park, or as much of it as is required for railway purposes, would it not be possible to convey the old Cemetery and the Benevolent Asylum grounds to the people for use in place of the portion of Hyde Park which you require? That is what I would recommend the Commission to do. I have proposed that there should be provided in other districts, where open spaces are more necessary than about Hyde Park, a space equal to or greater than is taken from Hyde Park.

2660. And chargeable, of course, to the cost of the proposed line? Yes; of the railway construction.

2661. *President.*] You made a statement on one occasion with regard to an amount of money which should be set aside for the purchase of parks? The only thing given in evidence by me was a recommendation that the Cemetery should be laid out as a pleasure ground, and that £1,000 a year should be debited against railway expenses for keeping these grounds in order. But I would even go further now, and say that, if necessary, as much as £100,000 might be added to the railway capital to provide open spaces in districts needing them more than this part of Hyde Park is needed for the purpose.

2662. *Mr. Roberts.*] Have you considered whether Cook Park and Phillip Park would be suitable for a terminal station, or do you regard their position as too much out of the centre of the city? I do not think their position is so convenient as the top of King-street; and, again, the formation of the land is not so convenient for making a station.

2663. The fact of Hyde Park being so level would, I imagine, render it favourable for a terminal station? Yes.

2664. *Mr. Lee.*] What is your opinion as to the desirability of railway extension for the conveyance of goods to the deep waters of Port Jackson? That is a very big question. I have not gone into the matter with the view of formulating any scheme, because it is not an urgent one, so far as the railways are concerned. The bulk of the goods traffic to and from the railways breaks bulk in Sydney, and any future development of railway traffic in connection with the sea within a reasonable period of time can be met most amply by the extension of the Darling Harbour lines to Darling Island.

2665. For which you are making special provision? The Department of Public Works is now carrying out the railway extension.

2666. Therefore, the urgent necessity for extension is confined entirely to passenger traffic? Yes.

2667. If, in the far future, the contemplated extension does not meet requirements, they can be met by an extension to the western side of the city, which could also be made available for further goods traffic, if necessary? I would not like to give an opinion with regard to the goods traffic and a line which does not exist, because all railway experience is in favour of absolutely separating the goods and passenger traffic when you get into a densely populated neighbourhood.

2668. But, inasmuch as the City of Sydney is the depôt for the commerce of the country and for the shipping of the port, and also the depôt for the railway system, the question of dealing with the goods traffic will arise. You have already told us that sufficient provision has been made for dealing with the exports of the country, such as frozen meat, at Darling Island, and Darling Harbour;—if it were thought necessary to utilise the Government property on the eastern side of Woolloomooloo Bay, could that be reached by an eastern extension from the proposed terminus in Hyde Park? No; it would have to be an absolutely independent line. It would never do to take any of the goods traffic along the proposed city extension.

2669. Are we to understand that this line must be looked upon as a passenger line for all time? Yes.

2670. But if it were found necessary to connect the Government shipping property with the railway system for the carriage of goods, I presume there would be no insuperable difficulty in making the connection from some portion of the railway system? No.

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2671. Therefore, with the facilities which you have on the western side of Darling Island for the exportation of goods, and the large areas held by the Government on the western side, you are of opinion that in the future, if required, all the convenience for the exportation of the produce of this country can be offered from the Government centres which can be connected with the railway system? Yes; it is possible to make an enormous development with the railway system, and export and import at Glebe Island by making a branch line from somewhere about Petersham, and running to Glebe Island. An enormous amount of wharfage could be provided.

2672. But you are of opinion that the traffic at present does not warrant it? There is nothing at all urgent with regard to the matter.

2673. What is your opinion with regard to the contemplated proposal to resume all the wharfs on the eastern side of Darling Harbour, and to extend the railway along those wharfs? I have not considered it, and I would not like to give an opinion.

2674. You think it is not necessary to go outside the accommodation provided at Darling Harbour for railway purposes? No.

2675. And so far as produce arriving from the country for direct shipment is concerned, you are capable of dealing with it at the present time? At Darling Harbour and the proposed extensions at Darling Island.

2676. Will you be able to deal with the exportation of meat in large quantities if the rate should increase? Yes; with an enormous quantity at Darling Island.

2677. Therefore, there is no need to anticipate any difficulty in the future from that point of view? No.

2678. As a matter of fact, you have for several years past been organising the railway extension at Darling Harbour, and Darling Island has been acquired for the express purpose of providing for exportations? No; Darling Island was acquired for the export business largely, and up to now we have found that the extensions which were carried out at Pymont have met all the requirements; but now there are indications that the export business will increase, and therefore the Department of Public Works is moving on with the preparation of Darling Island for its original purposes.

2679. And your Department will be prepared to deal with them when they are completed? Yes.

2680. In short, then, you are not in favour of the extension of the city railway to the deep waters of Port Jackson;—you are not in favour of the extension of the railway for the conveyance of goods, but you are in favour of the extension of the railway for both long and short-distance traffic to a centre at Hyde Park if possible? Yes; as close to King-street as possible.

2681. *Mr. Hoskins.*] Is it intended to extend the proposed George-street electric tramway to the railway platforms from which the steam tramways now leave? Yes.

2682. Seeing that the tramway will take the large majority of people engaged in business in the city nearer their places of business than the Elizabeth-street tramway does, have you considered whether that tramway will not carry a good many passengers whom you probably anticipate will travel by the extended railway to Hyde Park, and, therefore, reduce your estimate of receipts? No. I think the number of people travelling will be in excess of the estimate, because a good many people who now come in, say, from Newtown by omnibus, will go in the railway train, as they will be taken into King-street so much more quickly than they can now travel by the road. Again, with regard to the tram, the difficulty in dealing with an electric tram system is the enormous number of people who will be turned out of the trains to be carried away by the trams in a few minutes. The electric trams, I am afraid, will not in the busy times be quite equal to the necessities of the case, because they will be required to do what railway trains have been doing up to Redfern station, and a tram service is not capable of doing that. Therefore, I would be very pleased indeed to see the George-street electric tram service relieved of a very large proportion of the present railway traffic, so as to be able to give much more satisfaction to the local traffic in George-street, which will, we think, be very large.

2683. *Mr. Fegan.*] Have you any reports from your officers in reference to the delay which has been caused during holiday times to trains leaving and coming into Redfern station? Yes; we see the working every day.

2684. Can you let us have those reports? They are in the shape of returns. I do not think they would be of the slightest value. The Commission could only learn broadly that at holiday times the trains are so numerous that the insufficient platform accommodation causes them sometimes to be blocked back as far as Hurstville, and it has taken trains an hour or more to come from there to Sydney, the whole key of the position being the insufficient platform accommodation at Redfern.

2685. *Mr. Roberts.*] If there were two distinct stations—one for the long distance, and the other for the purely suburban traffic—would the working expenses of each station be considerably increased? There would be a considerable increase over the expenses of working the whole of the traffic in the one station.

2686. *President.*] Three-fourths of the traffic is suburban; that can be worked between Castlereagh and Elizabeth streets;—the proposal to put a station on the other side of the road, taking 180 feet of the Park, you do not view with favour? I would much prefer to see the whole of the traffic under one roof. Failing that, I should like to see the scheme referred to carried out in preference to leaving the question unsettled.

2687. Then, since three-fourths of the traffic is suburban traffic, the commercial basis of the extension is the suburban traffic? Yes.

2688. The suburban traffic passengers, if they could get to King-street, would come there irrespective of what happened to the long-distance traffic? Yes.

2689. Although it would inconvenience one-fourth of the travelling public, it would really be a better paying line by being a suburban line only? I do not think so. You would have to eliminate a very large number of passengers from the calculation as to the revenue. I would also point out that the land for this suburban station is estimated to cost £160,000, and I fancy the works will be very heavy.

2690. *Mr. Humphery.*] Is the land between Elizabeth and Castlereagh streets, and King-street and the Synagogue, of less commercial value than a similar area taken out of the Park? Not the land. If the land were there free from buildings, like the Park, I would say "buy it."

2691. *Mr. Wright.*] I suppose you think it is unfair that the railway expenditure should be burdened with a large sum of money, when there is vacant land which would cost you nothing? I do not look at it from the point of view of railway capital, but from the point of view of the people who own the railways. It does not matter what is put upon the railway capital, so far as the Commissioners are concerned. It

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seems to me an unwise thing to burden the users of the railway for all time with an unnecessary amount of capital, which means, of course, paying more rates every year than are necessary.

2692. If the scheme of double stations is adopted, will there be a station at Liverpool-street also? Yes; I think there should be booking-offices facing Liverpool-street, so as to drop all those who want to go to that neighbourhood about the Town Hall.

2693. I suppose there would be a platform? Yes.

2694. You are aware that a portion of the land on the site of the proposed Castlereagh-Elizabeth street station is already Government property, and that the Government are getting next to no revenue from it? Yes.

2695. Therefore, the same remark would apply to that property as applies to the Park? Yes.

2696. *Mr. O'Connor.*] Supposing Parliament decided not to concede your request with regard to the resumption of a portion of Hyde Park, would the portion Mr. Wright has alluded to as already belonging to the Government meet all requirements? It would only meet part of the requirements of a local railway station, which local railway station would not meet the requirements of the long-distance traffic.

2697. If, in the future, the city extends towards where the railway station is at the present time, would not that site meet all requirements? Although buildings for residential and other purposes may increase in the direction of Redfern, the business of Sydney will demand that those people shall come into the heart of the city and go out from the heart of the city. Therefore, the argument that the city is extending that way is not an argument against the extension of the railway, because, although the people do not reside in the city, if Sydney business increases, as we expect it will, the number of people coming into business every day will increase, and those people will have to go home at night.

2698. You state that if you take 10 acres of Hyde Park you have ample accommodation for twenty years;—is it not fair to assume that in twenty years land will increase in value, and would it not be better to take up sufficient land now for 100 years? No, I think it would be more desirable to modify the arrangements, and take the people nearer to the destinations they wish to get to under the altered conditions of the city. It will be necessary to review periodically the requirements of the travelling public, and to meet them as circumstances change.

2699. Is it not clear, from your own statement, that the portion of the Park referred to will only give accommodation for twenty years, and that eventually you must take the whole of the Park? No. I think the arrangements would have to be modified. As I have pointed out, that station could be made to accommodate a large and increased number of trains by projecting a part of the lines out of the station towards the eastern suburbs or towards the harbour, or across the harbour if the business increased very largely; and then when it gets beyond that stage you could create a local station alongside, on the site now discussed, and so relieve the big station of a large number of trains, and thus enable it to accommodate the long-distance traffic for a very much longer period of time than would otherwise be possible.

2700. Have you considered a scheme for the continuation of the railway from the present site in Darling Harbour along the wharf, on the eastern side as far as Market-street; a proposal has been made to carry the railway round;—have you studied that side of the question? No; because there is no necessity in connection with the railway traffic at the present time to have such communication. The amount of direct export and import is comparatively small, as compared with the amount of business which breaks bulk in Sydney, or has to be dealt with in Sydney for some purpose or other.

2701. Do I understand that the goods freight, as distinguished from passengers, is not of sufficient importance, in your estimation, to warrant a departure of that kind? The goods traffic must be kept absolutely separate. As I have pointed out, the accommodation at Darling Harbour and Pyrmont, plus the accommodation now being provided in connection with Darling Island, will meet the necessities of the export and import business direct with the railways for a long period of time.

2702. Would you make the terminus at Darling Island? Yes, for the present.

2703. Supposing there is a consignment to Goldsbrough, Mort, & Co., of Circular Quay, would they not have to go for their goods to Darling Island? To Darling Harbour.

2704. Would it not be better for them to be able to get their goods somewhere nearer home? You could not do it. Because there happened to be one package from the interior consigned to them you could not run a truck to them. The trucks come down loaded with consignments to a number of people.

2705. I only mentioned Goldsbrough, Mort, & Co. as an instance;—nearly all the stores of the city are centred at Circular Quay? Yes; they are spread about. They are even at Pyrmont, so that the running of the trucks to Circular Quay would not suit the whole of them. A great deal of the wool is delivered in Macquarie-street.

2706. If you get 10 acres of the Park, you think it sufficient to carry you on? Yes; for many years to come. Then other arrangements could be made. If we found the station was insufficient for business requirements, other arrangements in the direction of relieving it would be made.

2707. If, at the end of twenty years, it was found that the 10 acres were inadequate, what course would you suggest? The extension of some of the lines through the station to the eastern suburbs; and, when that was found insufficient, the construction of a local line either alongside, or on the western side of the city, or wherever it was found the then largely-increased business required the new accommodation.

2708. *Mr. Clarke.*] In the event of the main station being formed at St. James' Road, might not objection be taken to it by those who attend the Supreme Court, St. James' Church, and St. Mary's Cathedral, as an eyesore and an annoyance, because of the smoke? I do not think the station would be an eyesore. I think it would be an ornament, and there would not be enough smoke to cause annoyance. The Supreme Court is recognised by everyone as being rather too noisy at the present moment, and the sooner it is removed from its present position the better.

2709. You do not want to go further than St. James' Road at present? No; but I look forward to the time when the ground occupied by the Supreme Court and St. James' Church will be thrown open, so as to form a large open space in a very busy part of the city.

2710. Might it not cause those who attend the Supreme Court, St. James' Church, and St. Mary's Cathedral—the latter of which is not likely to be removed—annoyance? I think not. We will take care not to run the trains during service time. We do not do so now.

2711. *Mr. Humphrey.*] Would not the initial expense be very much greater if you had two station sites upon which to provide buildings than it would be if you concentrated the whole of your terminal arrangements and buildings on one site? Everything, both in regard to cost of construction, working, and convenience of the public, would be better met by having one station instead of two.

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2712. *Mr. Black.*] In making your statement, you said you thought the country could be recouped for its expenditure by a system of penny fares to King-street? What we would do would be to add 1d. to all the fares of the public travelling into Sydney.

2713. Have you considered that the penny increase on the railway would, in a large number of instances, mean a reduction of nearly 2d. on the tramway? Yes.

2714. If that be so, where does the gain to the country come in? We are anxious to get rid of some of the traffic in Elizabeth-street and George-street, because it cannot be conducted satisfactorily, and when we get rid of the railway trams we shall be able to give better services to the various suburbs, which will bring us in more revenue than we shall lose by the short distance railway traffic.

2715. Do you mean you will tempt more people to travel? We shall carry by the trams more people than we carry to-day. We cannot efficiently carry on the business with the different suburbs, because of our inability to put more trams on the lines; therefore, the omnibus people are carrying more people than they otherwise would.

2716. You expect that with increased facilities there will be a sufficient number of passengers carried between Redfern and King-street in excess of those who now travel by tram between Redfern and King-street to recoup the country in its expenditure in railway extension? Yes.

2717. In your proposal, are you actuated by a desire to relieve the over-burdened Redfern Railway Station, or by a wish to carry the public further into the city? The overburdened condition of Redfern causes us to make some alteration to carry on the business satisfactorily. That necessarily raises the question: what is the best thing to carry out? The public continually complain of being landed at Redfern when they wish to come into Sydney, and having to pay a tram fare, and occupying twenty minutes to do what a railway train would accomplish in about three minutes. Therefore we felt that we should be acting unwisely in the interests of the country, to propose a large expenditure at Redfern without raising for settlement the broader question of whether there should be an extension into the city.

2718. Could you not accomplish your object of carrying people to King-street more rapidly simply by an extension of the railway line without the removal of the central railway station? Yes, if you have sufficient accommodation at the terminus to deal with all the traffic; but we are not proposing to remove Redfern station—it will remain there for everybody's use as it is to-day.

2719. But you are proposing to make another station somewhere else as a main station? Yes:

2720. I suppose you consider that the chief station of any city should be central? Yes.

2721. Do you not think that Redfern is near the centre of the city of Sydney? It is not where the people wish to get to, and what we require to do is to put the station at the spot to which the people wish to travel, and the bulk would be accommodated by having it at King-street.

2722. Do you not think you could take the people where they wish to get by running a line of rails past the place to which they wished to get? Yes, a certain class of traffic; but not long-distance traffic. Long-distance travellers wish to get to the railway station, and take their seats in comfort, and they always make a point of getting there when they are travelling with their wives and families fifteen or twenty minutes before time. You cannot deal with that traffic at a roadside station.

2723. Supposing you had a connection with North Shore by a bridge or tunnel to convey trains across, and that Redfern could thus be fed from the north as well as from the south—would not that attain some of the demands of those people? It does not want to be fed, but it wants to be relieved.

2724. If there were an extension to North Shore, and perhaps another in the Paddington, Waverley, and Woollahra direction, possibly Redfern would be better than any other central point you could name? I do not think so. I think King-street is the most convenient point for the eastern suburban line. The people in the eastern suburbs want to come to King-street and not to Redfern for business.

2725. Then the difficulty of route presents itself? No; a route has been worked out for an extension through Paddington, and out ultimately to Double Bay, Rose Bay, and South Head.

2726. Would not that mean very heavy resumption? Necessarily, and the time has not come for it. The tram service meets the requirements of the people at the present time.

2727. *Mr. Hassall.*] The extension of the railway into the city is only to deal with the passenger traffic? That is all.

2728. In view of the facilities afforded at the present time, which are likely to be materially increased by the construction of the electric tramway down George-street, do you think it is absolutely necessary to bring the railway further into the city? Yes.

2729. Which then, in your opinion, is the best site for the railway to be brought to? Hyde Park.

2730. The alternative proposals are merely submitted in case the Hyde Park site may not be agreed to? That is all, and they are submitted with very much regret.

2731. In view of the large areas of land available in the vicinity of King-street, you think you would be justified, taking into consideration the benefits which would be conferred on the whole Colony by the extension of the railway into the heart of the city, in asking the people to give you one portion of Hyde Park, in order to afford them facilities for getting into the city? Yes; to use it for their own purposes. If public feeling is so strong as to require the maintenance of the same open spaces as we have to day, I would recommend that the railway capital should be debited with the cost of providing an equal amount of space or more elsewhere, where it would be of more service to the masses of the people than the space taken away for the railway station.

2732. In other words, you are of opinion that the space you ask for in the corner of Hyde Park can be put to better use, and utilised in a far more profitable manner than it can be under existing conditions? Yes.

WEDNESDAY,

WEDNESDAY, 12 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. WILLIAM JOSEPH TRICKET, M.L.C.	GEORGE BLACK, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

- H. Deane. 2733. *President.*] If we take a small portion from the Park for a station for the long-distance traffic, and the area between Castlereagh and Elizabeth streets for a station for the suburban traffic, will Elizabeth-street be left intact between the two stations? Yes; and there would be subways underneath. The station for the long-distance traffic will be a surface station as near as possible. The other one would be sufficiently below the ground to allow of an extension afterwards under King-street, if required.
- 12 May, 1897. 2734. *Mr. Hoskins.*] Is it proposed to have very elaborate station buildings? No; not more than is necessary. Of course in those positions they would have to be presentable buildings.
2735. *Mr. Lee.*] Are the proposed stations to face the same street;—is it proposed to make a new street, or to continue St. James' Road through the High School building, and make a street through there, and then let both stations face that street? That would probably be done.
2736. *President.*] That is on your plan? Yes.
2737. *Mr. Lee.*] Therefore, anyone approaching the stations could drive to one or the other? Yes.
2738. Although they would practically be separated, they would for all purposes be together? Yes; and there would be subways to connect them. I understand that you wish to know whether the fronts of the two stations will be in one line. If they were to be actually in one line it would be necessary to pull down a part of the Registrar-General's Office.
2739. Without having to go so far as that, and making St. James' Road the northern boundary of your extension, how will the station then stand in relation to the proposed station on the High School ground? If the site between Castlereagh and Elizabeth streets is taken for the suburban trains, and an additional station is made for the main-line traffic without interfering with the Registrar-General's Office, I think the main-line station would have to stand a little back from the other.
2740. Then it is proposed to make a new road from Castlereagh-street to Elizabeth-street, which would give access from the western side of the city to the long-distance passenger station? Yes.
2741. Without compelling people to go through King-street? Yes.
2742. That is the intention? Yes.
2743. Under the original proposal—that is, the Hyde Park scheme—how was it proposed to cut off the remainder of the Park from the portion taken—by an iron fence or a wall? That is a detail which could be suitably arranged. One day when I was before the Commission that matter was discussed, and I think the conclusion was that an iron railing would serve perfectly well round the openings.
2744. Would the same remark apply to a lesser portion of the Park being taken for the alternative scheme? Of course that would be entirely blocked by the station walls. I doubt whether anything would be gained there by the construction of iron railings. A complete corner of the Park would be taken—not mere isolated patches such as you would have in carrying the line between Liverpool and Park streets. I think it ought to be fenced or walled off securely.
2745. If it is necessary to erect a wall I suppose it would not be a very costly matter? No.
2746. How far will the Castlereagh-street platform be below the ground? Fifteen feet.
2747. Necessarily an important station like that will require a good access to it by means of steps, and steps which are not of a steep character;—would you be able to get a sufficient pitch there from the station to the surface without intruding upon the kerb in Castlereagh-street? Yes; there would be a staircase down to each platform. The arrangement would probably be as indicated on the plan. The plan shows the new street with a footpath and verandah running in front of the building. Passengers would enter through the booking offices.
2748. At which end is it proposed to have the booking offices? In the middle, facing the new street.
2749. Where would be the entrance to the Castlereagh-street station? There would be two entrances. The main entrance would be from the new street, and it would probably be in the centre of the building.
2750. Will that be the only one? No; it is proposed to have one at the other end of the station.
2751. Will there be no entrance from the street between those two points—either in Castlereagh or Elizabeth street, or both? It is not proposed to have them, and I do not think they will be required, but I am quite sure the Railway Commissioners will endeavour to serve the public interest in that respect.
2752. In sinking there to get your levels, are you likely to interfere with the existing sewerage and gas and water communications;—will you interfere with the sewerage at the top of Bathurst-street, where there is a ventilating shaft? No. I may add that passengers coming from the station through the new street will get on to a bridge or verandah running along the building, and from that bridge there will be staircases to each platform. There will be three platforms and three sets of staircases. The same will be the case at the further end of the station.
2753. You will enter at one end and leave at the other? You could enter or leave at either end, as passengers required.
2754. If that is going to be the dead end of the extension, how is the shunting to be carried on? There will be engine roads—that is to say, short spurs, where an engine could stand and be run back on to the train after it comes in and when it is time for it to go out again; and when the engine which brought the train in is thus relieved, it can run out and take up its position for the next train.
2755. You have sufficient room to admit of that being done? Yes; that can be arranged.
2756. And more accommodation will be provided at the long-distance passenger station to enable the trains to be properly marshalled? Yes.

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2757. Why would it be necessary to encroach on St. James' Road, assuming you could take that corner of the Park for a terminal station? It would only be necessary if you wanted to bring the fronts of the two buildings up in a line.
2758. What length have you provided for terminal station platforms for suburban passengers? The platform are arranged for 500 feet; the length of the station would be 660 feet.
2759. Would you require a greater length than that if, instead of putting your station between Elizabeth and Castlereagh streets, you put it in the Park, for suburban and country passengers? I do not think they could be placed both together.
2760. Did not your original plan propose that the terminal station for all passengers should be in Hyde Park? Yes; but then the accommodation was very much larger.
2761. Assuming that the whole accommodation you originally intended to provide were provided at that corner of Hyde Park, why would you require so much greater length there than you appear to require in the suburban passenger station now under consideration? The arrangement for the original station was much more extensive and more complete and being an end station, a good deal of room was taken up in having the buildings at the end and having an end-crossed platform. The station in Castlereagh-street, being sunk below the surface of the ground, the buildings will be on the street level over the lines. I understand it will be necessary in this case, if the line stops here now, to provide for its future extension towards the harbour.
2762. There is a suggestion before the Commission that the long-distance passengers should have accommodation at St. James' Road? Yes.
2763. What length will you require to provide that accommodation? About the same length as was provided before. The platforms were about 700 feet in length. Probably the length will be a few feet more than is shown on the first plan.
2764. What would be the maximum length of the space required for the long-distance passenger station between St. James' Road and Park-street? It will take up the whole of that length.
2765. Why do you require so much greater length there than for the suburban passenger station? A great deal of that will be above the ground. The other will be covered over. In the case of the suburban traffic the length I have given you—660 feet—is really only that part of the station which the public use; but the approach to that station under Elizabeth-street from Park-street is just as necessarily a part of the station, although a good deal of it is covered over.
2766. But is the width of the approaches greater for the suburban passenger station than would be necessary for a long-distance passenger station? No, it is not. The width is rather less, because there are only four lines coming into the suburban station.
2767. According to the evidence you have given, you must encroach upon St. James' Road, and it will be necessary to take a portion of the Registrar-General's Office? I said you would have to take a portion of the Registrar-General's Office if you wanted to bring the two stations in line, but it is not necessary to do so. The long-distance station could be set back.
2768. If the long-distance station could be set back by separating the suburban from the long-distance passenger traffic, would not it be possible to set back the general terminal station, supposing you had both stations adjoining in Hyde Park;—why cannot you put your general station on the 10 acres of land without rendering it necessary to take any portion of the Registrar-General's building? I think I pointed out that if the station was set back there would not be as much room for a parcels office, and a horse and carriage dock. With a big station there is a big splay, and you want to go further back for a big splay than you would for a narrower one.
2769. If you had the whole of the passenger traffic concentrated on the one terminal station, would not it be possible to construct your station as to avoid that resumption of the Registrar-General's Office which you first thought was necessary? Looking at that plan which has been worked out for the big station, I do not see how it could be brought further back, because it takes up the whole of the length between Park-street and the Registrar-General's Office.
2770. *Mr. Hoskins.*] Where do you propose to diverge from the main line to go to the proposed station in Castlereagh-street? We should have to diverge on the southern side of Park-street.
2771. Would not you require to resume a good deal of valuable property to do that;—how would you get across the level of the street to the High School? The property which you would have to take to carry out that scheme has been reported upon by Mr. Perdriau.
2772. *Mr. Humphery.*] Will you make it clear why it is necessary to have so much greater length for the general station than you appear to require for two stations? It is rather difficult at the present time for me to give any detailed explanation, seeing that the details have not really been worked out; but I might point out that when you separate the long-distance traffic from the other you virtually make a smaller station—you have that portion of the station. That portion of the station will require a smaller approach for itself, and a narrower approach than will the big station; that is to say, the splay will not be so great—it will only be one-half. I am assuming that the passenger traffic diverges south of Park-street. Then one can take the other portion as a distinct thing by itself; and for that portion there will be less splay. If you have to move the station buildings a little further back from the Registrar-General's Office there will very likely be room for a parcels office in the corner, between the two sets of lines.
2773. *President.*] How close would your line go to the Synagogue? As close as we could without affecting the construction?
2774. *Mr. Trickett.*] Practically, within a few feet? Yes.
2775. Would that interfere with public worship in that building? I think they will hear the rumble of the trains.
2776. *Mr. Clarke.*] Do you think it would be advisable to resume the whole of the land up to King-street in lieu of the proposed new street? I do not think there is any necessity to go up to King-street. In my opinion, it is better to stop clear of it.

THURSDAY, 13 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
 The Hon. JAMES HOSKINS, M.L.C.
 The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
 The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.
 The Hon. DANIEL O'CONNOR, M.L.C.
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 THOMAS HENRY HASSALL, Esq., M.P.
 GEORGE BLACK, Esq., M.P.
 FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
 FRANK FARNELL, Esq., M.P.

J. Horbury Hunt, Architect, further examined:—

J. H. Hunt.
 13 May, 1897.

2777. *President.*] I understand you desire to place further evidence before the Committee? I desire to add to my previous remarks by bringing to your immediate consideration my proposal for a city railway station, and other matters, as shown on my plan; when I say station I do not mean terminus. The site I suggest will eventually be the very eye of our future city business life, for it is a certainty that this section of the city known as Dawes Point will be levelled down and relaid out as here indicated by this plan. It looks to be a big undertaking. However, it must be carried out before long. Therefore any railway extension to the city—regardless of the future rebuilding of this part of the city, I submit, will not be wise. A station placed as here indicated, with the proposed improvement of this section of the city is, I think, self-evident as being the proper site both from a commercial and general point of view. The station as here placed would be entered direct from the higher ground at back from a tunnel without interfering with any streets—it would also be midway between the harbour portion of Circular Quay and Darling Harbour—which must be admitted a good feature. To lay down any railway scheme by which it will be required to complete such scheme in the future—by bridging the harbour from Dawes Point to Milson's Point—would clash with this proposed improvement, which I repeat must ere long take place at Flagstaff Hill and Dawes Point. I was prompted to ask for this further opportunity of speaking to you, because of the present proposal to tunnel across or bridge the harbour. I maintain that if any attempt is made to bridge the harbour from this point, then this proposed station improvement will clash with it, and, if at some future date it should be undertaken, then it will involve a tremendous expense. Any railway project fixing on Dawes Point as a bridge site, will have to fight this city improvement project on the one hand, while it will have on the other Darling Harbour interests to contend with. The future of Darling Harbour and the Flagstaff Hill section of the city, are two big factors in the future helping onward of Sydney to her great commercial position. Anything that may be done with our new railway station, which will interfere with us as architects in dealing with this important section of the city, will be a very serious matter. I contend that the North Shore railway connection should be as indicated on my plan—by a suspension-bridge from the city to Balmain, Goat Island, and Ball's Head, thus taking the traffic to a broader area of North Shore—namely, to the west of St. Leonards. The platform elevation of a bridge at this position would not interfere with the waterway to the docks. Any form of tunnel communication I would condemn. When the public came to experience the fact of having to travel underground four or five times the distance represented by the initial difficulty—namely, some 30 or 40 chains of harbour surface—depend on it then the fat would be in the fire. The land connection for a bridge at Ball's Head is naturally all that can be required for such a project, while the approach from Sydney *via* Balmain will be easy for railway and all other kinds of traffic. Do what you may, pray look well to the future position of this city.

ROYAL COMMISSION ON CITY RAILWAY EXTENSION.

APPENDIX.

A.

[To Evidence of J. Parry.]

PARTICULARS RESPECTING TRAFFIC AT REDFERN RAILWAY STATION.

(1.)

STATEMENT showing the number of Trains and Engines running between Sydney and Eveleigh, Monday, 25th January, 1897

Between the hours of—	Slow Lines.				Fast Lines.				Goods Lines.				Total on all Lines, Up and Down.													
	Down.		Up.		Down.		Up.		Down.		Up.		Down.		Up.											
	Goods.	L. E. Pass.	Total.	Goods.	L. E. Pass.	Total.	Goods.	L. E. Pass.	Total.	Goods.	L. E. Pass.	Total.	Goods.	L. E. Pass.	Total.											
A.M.																										
12 and 1	1		1																							
1 " 2																										
2 " 3	1		1																							
3 " 4																										
4 " 5																										
5 " 6																										
6 " 7																										
7 " 8																										
8 " 9																										
9 " 10																										
10 " 11																										
11 " 12																										
P.M.																										
12 and 1																										
1 " 2																										
2 " 3																										
3 " 4																										
4 " 5																										
5 " 6																										
6 " 7																										
7 " 8																										
8 " 9																										
9 " 10																										
10 " 11																										
11 " 12																										
Totals	3	104	107		105	105	7	3	55	65	11	2	50	63	9	84	10	109	10	86	10	106	40	175	340	555

(1 A.)

STATEMENT showing the number of Trains and Engines running between Sydney and Eveleigh, Friday, 29th January, 1897.

Between the hours of—	Slow Lines.				Fast Lines.				Goods Lines.				Total on all Lines, Up and Down.													
	Down.		Up.		Down.		Up.		Down.		Up.		Down.		Up.											
	Goods.	L. E. Pass.	Total.	Goods.	L. E. Pass.	Total.	Goods.	L. E. Pass.	Total.	Goods.	L. E. Pass.	Total.	Goods.	L. E. Pass.	Total.											
A.M.																										
12 and 1	1		1																							
1 " 2																										
2 " 3	1		1																							
3 " 4																										
4 " 5																										
5 " 6																										
6 " 7																										
7 " 8																										
8 " 9																										
9 " 10																										
10 " 11																										
11 " 12																										
P.M.																										
12 and 1																										
1 " 2																										
2 " 3																										
3 " 4																										
4 " 5																										
5 " 6																										
6 " 7																										
7 " 8																										
8 " 9																										
9 " 10																										
10 " 11																										
11 " 12																										
Totals	4	102	106	1	104	105	12	2	54	68	11	1	50	62	15	91	7	113	16	84	7	107	59	378	324	561

(2.)

STATEMENT showing number of Passenger Trains in and out of Sydney on Friday, 29th January, 1897.

Between the hours of—	Through Trains.		Local and Suburban Trains.		Totals.		
	Down.	Up.	Down.	Up.	Down.	Up.	Total.
A.M.							
12 and 1			1	1	1	1	2
1 " 2							
2 " 3			1		1		1
3 " 4				1		1	1
4 " 5				1		1	1
5 " 6		1	5	4	5	5	10
6 " 7		1	6	6	7	6	13
7 " 8			15	12	15	12	27
8 " 9	1		8	22	9	22	31
9 " 10	3	1	6	8	9	9	18
10 " 11	1		7	5	8	5	13
11 " 12		4	5	6	5	10	15
P.M.							
12 " 1			5	4	5	4	9
1 " 2	1		4	9	5	9	14
2 " 3			7	5	7	5	12
3 " 4			4	6	4	6	10
4 " 5	3	2	9	4	12	6	18
5 " 6	5		20	13	25	13	38
6 " 7	1	1	15	13	16	14	30
7 " 8	1	1	4	10	5	11	16
8 " 9	1		6	5	7	5	12
9 " 10			6	5	6	5	11
10 " 11		1	5	5	5	6	11
11 " 12		1	6	4	6	5	11
Totals.....	17	13	146	148	163	161	324

(3.)

STATEMENT showing the approximate number of Passengers arriving at and departing from Redfern Station during the busy hours of the morning and evening, Friday, 5th February, 1897.

Between the hours of—	No. of Passengers arriving at Redfern, 5 February.	No. of Passengers departing from Redfern, 5 February.	Total No. of Passengers arriving at, and departing from, Redfern, 5 February.
6 a.m. and 7 a.m.	824	238	1,062
7 " 8 "	3,726	195	3,921
8 " 9 "	5,394	207	5,601
9 " 10 "	1,902	459	2,361
4 p.m. and 5 p.m.	825	1,851	2,676
5 " 6 "	1,160	5,067	6,227
6 " 7 "	631	3,998	4,629
7 " 8 "	597	613	1,510
8 " 9 "	364	640	1,004
9 " 10 "	289	826	1,115

The total number of passengers arriving in Sydney on week days is approximately about 20,000, but on holidays the numbers are not available.

(4.)

STATEMENT showing the number of Trains and Engines running between Sydney and Eveleigh on 5th October, 1896 (Eight-hour Day).

Between the hours of—	Slow Lines.				Fast Lines.				Goods Lines.				Total on all Lines, Down and Up.												
	Down.		Up.		Down.		Up.		Down.		Up.		Down.		Up.										
	Goods.	L. E. Pass.	Goods.	L. E. Pass.	Goods.	L. E. Pass.	Goods.	L. E. Pass.	Goods.	L. E. Pass.	Goods.	L. E. Pass.	Goods.	L. E. Pass.	Goods.	L. E. Pass.									
A.M.																									
12 and 1										1		1					1								
1 " 2																									
2 " 3																									
3 " 4	1																								
4 " 5			1	1																					
5 " 6		3	3	3																					
6 " 7		6	6	6																					
7 " 8		9	9	9																					
8 " 9		9	9	9																					
9 " 10		9	9	9																					
10 " 11		8	8	8																					
11 " 12		9	9	9																					
P.M.																									
12 and 1		8	8	6	6					10	10						8								
1 " 2		4	4	9	9					4	4						3								
2 " 3		6	6	3	3					1	1						3								
3 " 4		8	8	4	4					3	3						3								
4 " 5		9	9	3	3					1	1						3								
5 " 6		10	10	12	12					1	1						5								
6 " 7		9	9							6	6						3								
7 " 8		6	6							7	7						3								
8 " 9		6	6							6	6						3								
9 " 10		6	6							11	11						3								
10 " 11		7	7							1	1						6								
11 " 12		5	5							2	2						6								
Totals.....	1	135	136	126	136	3	1	87	91	6	5	91	102	2	102	12	116	2	103	75	120	14	211	476	701

B.

[To Evidence of Captain J. Jackson.]

COST OF MANAGEMENT AND OF COLLECTION OF REVENUE IN THE PUBLIC WHARFS DEPARTMENT FOR 1895.

	Quay.	Cowper.	Pymont.	Darling Harbour.	Blackwattle.	Byron Bay.	Woolgoolga.	Coff's Harbour.	White Bay.
1895.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	143 0 10	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
February	136 17 0	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
March	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
April	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
May	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
June	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
July	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
August	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
September	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
October	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
November	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
December	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
House-rent	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....
Wages, cleansing wharfs, &c.	500 0 0	25 0 0	25 0 0	25 0 0	25 0 0	.....	.....	.....	.....
	2,201 19 6	667 0 0	583 0 0	314 4 0	354 0 0	125 0 0	125 0 0	125 0 0	65 0 0

SUMMARY.

Quay	£2,201 19 6
Cowper	667 0 0
Pymont	583 0 0
Darling Harbour	314 4 0
Blackwattle	354 0 0
Byron Bay	125 0 0
Woolgoolga	125 0 0
Coff's Harbour	125 0 0
White Bay	65 0 0
	£4,560 3 6

B1.

WHARFAGE AND TONNAGE RATES, &c., LEVIED DURING 1895 AT VARIOUS WHARFS UNDER THE PUBLIC WHARFS DEPARTMENT.

Circular Quay	£ s. d.
Cowper Wharf	32,200 12 6
Pymont Wharf	6,091 18 3
Darling Harbour Wharf	5,089 9 11
Blackwattle Wharf	1,414 0 0
Byron Bay (now under Trustees)	426 19 7
Woolgoolga	245 8 1
Coff's Harbour	27 10 3
White Bay	104 12 3
Stockton	48 15 4
	782 1 9
	£46,431 7 11

C.

[To Evidence of H. McLachlan, Secretary to the Railway Commissioners.]

TRAM TRAFFIC BETWEEN REDFERN RAILWAY TERMINUS AND KING-STREET.

Sir,

Office of the Railway Commissioners, Sydney, 15 March, 1897.

In compliance with the request of the President of the Royal Commission on City Railway Extension, relative to the tram traffic to and from the railway, I am directed to inform you that the number of passengers travelling to and from the railway by tramway is 3,000,000 per annum.

With reference to the point of entering and leaving the trams, I am to say that the principal stopping-places are King and Market streets, and it is estimated that about one-fourth of the passengers travel beyond King-street.

I have, &c.,

H. McLACHLAN,

Secretary.

The Secretary, Royal Commission on City Railway Extension.

C1.

THE SYDNEY AND BRISBANE TRAFFIC AND THE NORTH SHORE RAILWAY.

Sir,

Office of the Railway Commissioners, Sydney, 5 May, 1897.

With regard to your question as to whether the through traffic between Sydney and Brisbane could be carried over the North Shore railway, I am to point out that it would not be practicable to work the traffic in the way indicated. In the first place, the traffic in connection with the Sydney main suburban line is much greater than that on the North Shore railway, while the traffic from the Southern and Western lines has also to be considered. Further, the facilities on the main suburban line are much superior to those existing on the Milson's Point line, the latter being a single one only.

I have, &c.,

H. McLACHLAN,

Secretary.

The Secretary, Royal Commission on City Railway Extension.

C2.

NUMBER OF TRAINS RUNNING ON NORTH SHORE RAILWAY.

Sir, Office of the Railway Commissioners, Sydney, 20 May, 1897.
 With further reference to your letter of the 3rd May with regard to the number of trains running on the North Shore line, I am directed to inform you that the following are the passenger trains run on the Milson's Point line :—

Sundays, Milson's Point to Hornsby, and return	5
Mondays to Fridays, Milson's Point to Hornsby, and return ..	14
Do do do Chatswood, and return	2
Saturdays, Milson's Point to Hornsby, and return	16

I have, &c.,

H. McLACHLAN,
Secretary.

The Secretary, Royal Commission on City Railway Extension.

C3.

FLUCTUATION OF CITY POPULATIONS.

Sir, Office of the Railway Commissioners, Sydney, 20 May, 1897.
 I am sorry I omitted to send you earlier an extract from the *Bulletin* of the International Railway Congress, March number, in regard to the population of London (city). In a paper on European tramways, by Ernest Gerard, Belgium State Railways, it is stated :—

As noticed by Mr. E. Trevert in his treatise, growth of population in towns leads to extension of their suburbs. On the other hand, in some cases the centre of the city tends to become less populous; for instance, in London the city had in 1860 a night population of 112,000, and now has only 32,000. The day population has increased from 170,000 to 310,000.

I have, &c.,

H. McLACHLAN,
Secretary.

The Secretary, Royal Commission on City Railway Extension.

C4.

THE TRAMS AS A SUBSTITUTE FOR THE CITY RAILWAY.

Sir, Office of the Railway Commissioners, Sydney, 17 May, 1897.
 With reference to your inquiry as to the ability of the tram service to conduct the railway traffic to and from the city and the railway station, I am directed to refer you to the evidence given by the Chief Commissioner in reply to Q. 2682 (Mr. Hoskins) on this point, viz.:—

Again, with regard to the tram, the difficulty in dealing with an electric-tram system is the enormous number of people who will be turned out to be carried away by the trams in a few minutes. The electric trams, I am afraid, will not in the busy times be quite equal to the necessities of the case, because they will be required to do what railway trains have been doing up to Redfern Station, and a tram service is not capable of doing that. Therefore I would be very pleased indeed to see the George-street electric-tram service relieved of a very large proportion of the present railway traffic, so as to be able to give much more satisfaction to the local traffic in George-street, which will, we think, be very large.

I have, &c.,

H. McLACHLAN,
Secretary.

The Secretary, Royal Commission on City Railway Extension.

C5.

FACILITIES OFFERED TO WORKMEN.

Sir, Office of the Railway Commissioners, Sydney, 17 May, 1897.
 With reference to conversation relative to the value of the proposed city extension to workmen, I am directed to point out that if the railway is extended to King-street it will be a great boon to the large numbers of workmen who have homes in the railway suburbs, and who have now necessarily to leave and rejoin the trains at the station at Redfern. Very many of these workmen are engaged in the city, and if the extension were carried out it would be of great benefit in saving them walking into town and the time that is lost in consequence.

The additional charge will also be a most moderate one, as it is proposed that the usual weekly rate for 1 mile, viz., 3d., shall only be added to the existing fares—that is to say, a workman living at Petersham, and who now pays 1s. 3d. per week for his journey from Petersham to the present terminal station, will pay only 1s. 6d. per week to King-street, that is, only 3d. per day for the double journey for the extra distance.

I have, &c.,

H. McLACHLAN,
Secretary.

The Secretary, Royal Commission on City Railway Extension.

D.

[To Evidence of C. W. Darley, Engineer-in-Chief for Public Works.]

WATER-frontage available and quayage, Sydney Harbour.

Situation.	Water-frontage available	Quayage			1st-class Berths.		2nd-class Berths.		Total No. of Berths.	Remarks.
		Avail-able.	Constructing.	Total.	Avail-able.	Constructing.	Avail-able.	Constructing.		
Woolloomooloo Bay	ft. 4,300	ft. 1,710	ft. 1,477	ft. 3,187	3	2x3=5	2	...	10	Not counting 6 ferry jetties, equal to 12 berths.
Circular Quay	4,700	3,335	1,500	4,835	7	5	...	1	13	
Darling Harbour, above bridge	2,600	2,600	..	2,600	3	...	5	...	8	Possible berths round Glebe Island omitted.
" below bridge,										
" including Pyrmont jetties...	950	2,440	...	2,440	5	...	...	...	5	
Darling Island & Pyrmont Bay } Glebe Island and White Bay ...	3,270 5,400	.. 1,080	Concrete, 2,550 Timber 1,530 }	4,080 7,330	... ...	5 ...	... 4	... ...	11 4	
Blackwattle Bay	1,020	1,020	...	...	...	...	4	...	4	
Rozelle Bay	1,650	...	...	...	...	...	...	...	...
Total	23,890	12,185	13,307	24,452	18	15	15	7	55	

E.

[To Evidence of S. E. Perdriau.]

STATION SITE FOR LONG-DISTANCE TRAFFIC.

THE total length of the land suggested as a site for a station for long-distance traffic is 665 feet, and the width is about 130 feet, giving an area of 1 acre 3 roods 18 perches.

This includes the block above described bounded by Liverpool, Elizabeth, Goulburn, and Castlereagh streets, and that part of the block lying immediately to the south thereof referred to above as portion No. 1, together with the intervening portion of Goulburn-street.

The municipal assessments for this area amount to £3,913. This at twenty years' purchase would represent a value of £78,260.

If twenty-five years' purchase be adopted the value would be £97,825.

13th May, 1897.

STEPHEN E. PERDRIAU.

E 1.

CITY PROPERTY VALUATION.

VALUATION (adopting the municipal assessments for the year 1896-1897) of that block of the city of Sydney bounded on the north by Liverpool-street, on the east by Elizabeth-street, on the south by Goulburn-street, and on the west by Castlereagh-street—Area, 1 acre 1 rood 36 perches.

THE municipal assessments for the above mentioned block amount to £2,865 per annum, and this at twenty years' purchase would represent a value of £57,300.

If twenty-five years' purchase be adopted the value would be £71,625.

NOTE.—The above valuation is exclusive of the customary allowance of 10 per cent. for forced sale and for compensation for disruption of business.

There is not a first-class building in the whole block—they are mostly small, inferior, and old-fashioned, and the businesses carried on are comparatively unimportant.

13th May, 1897.

VALUATION (adopting the municipal assessments for the year 1896-1897) of that block of the city of Sydney bounded on the north by Goulburn-street, east by Elizabeth-street, south by Campbell-street, and west by Castlereagh-street. Total area, 1 acre 1 rood 14 perches.

As requested, I have subdivided the block into three portions as follow:—

Portion No. 1.—The northern portion—area 1 rood 22 perches—embraces the frontage to Goulburn-street, and extends southerly 130 feet along Elizabeth-street and Castlereagh-street. The municipal assessments for this portion amount to £1,048. This at twenty years' purchase would represent a value of £20,960.

Portion No. 2.—The south-eastern portion—area 1 rood 36 perches—extends from portion No. 1 southerly along Elizabeth-street to Campbell-street, a total length of about 320 feet with an average depth of about 65 feet, backing on to portion No. 3. The municipal assessments for this portion amount to £1,044. This at twenty years' purchase would represent a value of £20,880.

Portion No. 3.—The south-western portion—area 1 rood 36 perches—extends from portion No. 1 southerly along Castlereagh-street to Campbell-street, a total length of about 320 feet with an average depth of about 65 feet, backing on to portion No. 2. The municipal assessments for this portion amount to £1,279. This at twenty years' purchase would amount to £25,580.

The total assessments for the block amount to £3,371, and this at twenty years' purchase would be £67,420.

13th May, 1897.

STEPHEN E. PERDRIAU.

F.

TOTAL COST OF GOVERNMENT WHARFS.

Sir,

The Treasury, New South Wales, Sydney, 18 March, 1897.

In compliance with your request, I am directed to hand you, enclosed, copy of a return which has been furnished by the Department of Public Works, showing the total cost of Government wharfs, &c., in Sydney Harbour up to the present time.

I have, &c.,

F. KIRKPATRICK,

Under Secretary for Finance and Trade.

The Secretary, Royal Commission on City Railway Extension.

Department of Public Works, Account Branch, 9 March, 1897.

RETURN showing Cost of Government Wharfs, &c., in Sydney Harbour to date.

Work.	Amount.		Total.	
	£	s. d.	£	s. d.
Erection of wharfs, jetties, cargo-sheds, and renewals of wharfs, Circular Quay, 1859 to date.			270,714	1 10
Construction of wharfs, jetties, cargo-sheds, and renewals of wharfs, Woolloomooloo Bay, 1860 to date.	71,290	9 3		
Land resumptions	224,632	7 1	295,922	16 4
Construction of wharfs and jetties, and extension of wharfs, Darling Harbour, 1864 to date.	254,127	2 4		
Land resumptions	287,817	10 3	541,944	12 7
Construction of jetties, waiting-shed, pontoon, &c., Erskine-street			8,867	6 9
Wharf, &c., Blackwattle Bay			7,150	16 3
Sundry wharfs as per statement attached			22,454	15 5
Total			1,147,054	9 2

Department of Public Works, Account Branch, 9 March, 1897.

COST OF WHARFS, SYDNEY HARBOUR.

	£	s.	d.		£	s.	d.
Wharf, &c., Watson's Bay	2,602	16	6	Wharf, Hunter's Hill	600	19	0
„ Blue's Point	950	0	0	„ Cabarita, alterations	140	1	9
„ Milson's Point	150	0	0	Repairs, old Manly Wharf	531	4	4
„ Neutral Bay	604	13	8	New Manly Wharf	3,006	15	1
„ Cobbler's Beach	575	0	0	Wharf, Kissing Point, Parramatta	277	0	0
„ Ryde	1,060	18	8	„ Pennant Hills	378	12	10
„ opposite Salt-works, Parramatta River	363	3	0	„ at Dundas	443	6	1
„ Newington	487	0	7	„ Ermington	447	0	0
„ Longbottom	341	0	0	„ Field of Mars	376	0	10
„ Putney	934	0	1	„ Blandville, Parramatta River	125	0	0
„ Hen and Chicken Bay	873	11	3	„ White Bay	1,585	3	4
New Wharf, Fitzroy Dock	3,373	8	6	Waiting-room, Neutral Bay Wharf	97	0	3
Wharf and Extension, Five Dock	592	11	9	Wharf, foot of Augustus-street, Leichhardt	413	2	10
Wharf, &c., Callan Park	952	5	4	Total	£22,454	15	5
Cove Wharf, Balmain	172	19	9				

G

G.

YEARLY REVENUE FROM GOVERNMENT WHARFS.

Sir, The Treasury, New South Wales, Sydney, 20 March, 1897.
In accordance with the request contained in your letter of 12th instant. I have the honor to hand you, herewith enclosed, copy of a return prepared by the Manager of Public Wharfs, showing the yearly revenue derived from Government wharfs in Sydney Harbour to 31st December, 1896.

I have, &c.,

The Secretary, Royal Commission on City Railway Extension.

F. KIRKPATRICK,
Under Secretary for Finance and Trade.

PUBLIC WHARFS DEPARTMENT.

RETURN showing Yearly Revenue received from Government Wharfs in Sydney Harbour to 31st December, 1896.

Wharf.	Year.	Yearly amount.			Total amount.		
		£	s.	d.	£	s.	d.
	1874	4,888	3	7			
	1875	5,525	2	2			
	1876	5,359	8	3			
	1877	3,327	13	2			
	1878	2,803	4	0			
	1879	7,022	19	6			
	1880	5,047	13	7			
	1881	7,665	0	0			
	1882	9,201	18	11			
	1883	10,665	6	9			
	1884	12,399	2	1			
Circular Quay	1885	13,512	12	1			
	1886	18,392	4	9			
	1887	20,151	2	8			
	1888	35,122	9	0			
	1889	35,868	3	3			
	1890	30,688	8	10			
	1891	40,195	17	6			
	1892	43,288	1	5			
	1893	36,677	19	3			
	1894	30,008	18	4			
	1895	32,252	18	3			
	1896	32,658	19	0			
					442,753	6	4
	1882	1,904	16	2			
	1883	1,735	10	10			
	1884	2,282	17	6			
	1885	2,888	8	1			
	1886	4,007	18	5			
	1887	2,543	17	7			
	1888	2,673	8	2			
	1889	2,764	0	1			
Cowper Wharf	1890	2,365	4	8			
(Up to 1891 Cowper Wharf revenue was paid to the credit of Consolidated Revenue independently of head office.)	1891	3,243	12	3			
	1892	5,344	1	0			
	1893	4,510	6	2			
	1894	5,081	1	10			
	1895	5,790	5	10			
	1896	5,268	17	3			
					26,409	13	0
	1888	165	7	11			
	1889	314	14	1			
	1890	313	18	0			
	1891	327	0	9			
Blackwattle Wharf	1892	459	5	9			
	1893	558	8	2			
	1894	329	8	0			
	1895	536	8	11			
	1896	615	9	11			
					3,620	1	6
	1891	1,723	5	1			
	1892	1,450	13	1			
Darling Harbour Wharf	1893	1,064	1	8			
(Prior to 1891 under Railway Department.)	1894	2,326	8	4			
	1895	1,008	3	10			
	1896	1,579	18	1			
					9,161	10	1
	1880	7	17	2			
	1890	893	0	5			
	1891	2,485	18	6			
	1892	5,275	13	7			
Pymont Wharf	1893	3,806	2	4			
	1894	3,737	10	0			
	1895	4,849	8	6			
	1896	4,935	16	7			
					25,991	7	1
					£	533,939	10 10

Public Wharfs Office, Circular Quay, 17th March, 1897.

JOHN JACKSON,
Manager.

H.

YEARLY EXPENDITURE ON GOVERNMENT WHARFS.

Sir,

The Treasury, New South Wales, Sydney, 8 April, 1897.
With reference to your letter of 24th ultimo, I have the honor to hand you, herewith, a statement showing the yearly expenditure on (the Government wharfs in Sydney Harbour up to 31st December, 1896, so far as can be readily ascertained from the books of the Department of Audit.

I also enclose, for the information of the Commission, a copy of the Audit Department memorandum which accompanied such statement.

I have, &c.,

F. KIRKPATRICK,
Under Secretary for Finance and Trade.

The Secretary, Royal Commission on City Railway Extension.

PAYMENTS from the Account Charges on Collections, the Annual Vote "Public Wharfs," and other Votes under the Colonial Treasurer for the service of Public Wharfs generally, from 1874 to 31st December, 1896.

Year of Payment.	Amount.		
	£	s.	d.
1874	1,077	15	1
1875	1,593	17	4
1876	1,788	2	1
1877	1,395	11	1
1878	1,341	6	3
1879	1,801	12	5
1880	1,497	15	8
1881	1,652	14	4
1882	2,019	3	10
1883	2,546	1	1
1884	3,192	14	11
1885	2,846	7	0
1886	4,399	0	11
1887	3,680	17	2
1888	3,379	17	0
1889	5,031	8	5
1890	5,031	4	9
1891	4,518	5	3
1892	7,990	9	7
1893	6,458	19	5
1894	5,656	19	3
1895 (January to June)	2,804	16	7
1895-6	5,220	1	9
1896 (July to December)	2,267	16	1
Total expenditure on salaries, &c., exclusive of payments under Public Works Department and interest on loan expenditure.	79,192	17	3
Total revenue received, as per statement compiled by Captain Jackson	533,939	10	10
Net revenue	£ 454,746	13	7

Memo.—It is not possible to furnish information of expenditure on each wharf without very considerable labour. A return, however, has been prepared which shows approximately the salaries, &c., paid in administration of the Sydney wharfs; the sum, however, is exclusive of payments under the Public Works Department and interest on loan expenditure. I may point out that the bulk of the expenditure incurred for wharfs was out of loan moneys, hence the amount of interest owing by this service must be considerable, and instead of any net revenue, as mentioned in a letter of the Secretary of the Public Works Committee, dated 24th March, 1897, there must be a larger net expenditure.

Sir,

The Treasury, New South Wales, Sydney, 5 May, 1897.

With reference to your letter of date 24th March last, I have now the honor to hand you, enclosed, a statement prepared by the Department of Public Works, showing the yearly expenditure under the Public Works Department upon Government wharfs in Sydney Harbour from 1st January, 1874, to 30th December, 1896, exclusive of purchase of land.

I have, &c.,

F. KIRKPATRICK,
Under Secretary for Finance and Trade.

The Secretary, Royal Commission on City Railway Extension.

Department of Public Works, Account Branch, 27 April, 1897.

RETURN showing the Yearly Expenditure under the Public Works Department, upon Government Wharfs in Sydney Harbour from 1st January, 1874, to 30th December, 1896 (exclusive of purchase of land).

Year.	Amount.			Year.	Amount.		
	£	s.	d.		£	s.	d.
1874	2,146	3	7	1886	3,894	2	0
1875	3,565	14	2	1887	5,749	16	1
1876	1,528	9	2	1888	26,255	8	2
1877	1,242	1	3	1889	37,084	1	6
1878	2,818	14	1	1890	51,871	19	1
1879	7,912	12	2	1891	23,591	5	3
1880	23,822	9	3	1892	29,974	16	4
1881	26,994	1	3	1893	6,949	3	2
1882	23,245	13	6	1894	20,734	19	3
1883	7,488	1	9	1895	45,422	18	1
1884	10,693	5	2	1896	14,837	13	8
1885	15,432	1	6				
				Total	£ 392,355	9	5*

* Reducing the net revenue stated above to £62,391 4s. 2d.

I.

[To Evidence of H. Deane, Engineer-in-Chief for Railway Construction.]

ESTIMATED COST OF LOOP-LINE SCHEME.

THE following are the particulars of the estimate for the alternative scheme for bringing all traffic, except the Melbourne expresses and mail trains, into a station between Elizabeth and Castlereagh streets, at or about the site of the High School :—

Lowering Devonshire-street	£21,200	
To Liverpool-street	95,000	
Elizabeth-street	70,000	
Station	164,000	
Signalling and lighting	14,000	
Shelter-sheds at Redfern	20,000	
Loop, Inner Domain	72,500	
		456,700
Resumption		260,000
		£716,700

I 1.

ESTIMATED COST OF DUAL SCHEME.

THE following is an estimate of bringing the Suburban traffic into a station below Elizabeth-street and Castlereagh-street, and all long-distance traffic, including expresses and mails, into the corner of Hyde Park :—

Lowering Devonshire-street	£21,200	
To Liverpool-street	95,000	
Elizabeth-street	70,000	
Station, High School site	80,000	
Signalling and lighting (say)	12,000	
Shelter-sheds at Redfern	20,000	
		298,200
Resumption		260,000
Widening for two lines	122,000	
Station work, Hyde Park	39,000	
Station, Hyde Park, with two storays above ground-floor	122,000	
Signalling and lighting (extra)	9,000	
		292,000
		£850,200

I 2.

THE ST. JAMES' ROAD STATION.

THE station at St. James' Road can be constructed so that there will be no interference with St. James' Road, St. James' Church, or the Registrar-General's offices. Park-street may require to be raised slightly, but not more than 2 or 3 feet, if anything.

The level of Park-street, where the line passes under it, is 90·50, and the level of the rails at the same point is 72·50, which is nearly the same as Elizabeth-street where Market-street abuts, so that although the ground rises along St. James' Road, it will be seen that the entrance to the station at that place will be practically at the street level.

H. DEANE,

Engineer-in-Chief for Railway Construction.

23th May, 1897.

J.

Department of Taxation, Sydney, 25 May, 1897.

ESTIMATED COST OF RESUMING CITY PROPERTY FOR RAILWAY PURPOSES.

Sir,

As desired by you, I have devoted as much time as possible, at so short a notice, to reviewing the figures supplied by Mr. Perdriau to your Commission in connection with the City Railway Extension.

Regarding the resumption of a strip of land 100 ft. wide from the present terminus to the Circular Quay, I am of opinion that, provided the surface is to be resumed, the cheapest route will follow that reported upon in 1891, crossing the Benevolent Asylum, Belmore Park, and running between Castlereagh and Elizabeth streets, and having as a terminal point the Custom House. This route would probably be 50 per cent. cheaper than a western scheme.

I hesitate before giving you even a rough estimate without a plan of some sort showing a proposed route and buildings required to be taken.

As to the resumption of a strip of land round the foreshores of Darling Harbour from Dawes Point to the present railway terminus, I have perused the figures of Mr. Perdriau, amounting in all to £5,000,000; and, stupendous as they may seem, I question whether they are at all over-estimated.

The taxing of the unimproved value of this property has naturally given us a large insight into the money sunk in these water-frontage properties, and when the disturbance to business is taken into account the figures are enormous.

Two claimants would have cases aggregating some £700,000, which they could possibly substantiate. In this connection, I would like to point out that the wharfs when resumed would not be of equal value to the State as to the individual; as they are used as an adjunct to other businesses, and, worked conjointly with other branches of mercantile business, they have special values.

Should such a gigantic scheme as the resumption of the foreshores of Darling Harbour be carried into effect, such sums would be claimed, and possibly sustained as damages, as would prevent the wharfage, as a Crown asset, paying interest for many a long year to come.

I do not think a strip of land 100 ft. in width, extending from Redfern to the Quay, comprising an area of 20 acres, could be obtained for an expenditure of £1,800,000 on the western side of the city.

In the case of the North Sydney Railway to Milson's Point, no claim was made for land through which the tunnel was constructed, except where the surface was prejudicially affected.

EDWARD J. SIEVERS,
Government Land Valuer.

The Secretary, Royal Commission on City Railway Extension

[One plan.]

1897.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE AND APPENDICES

RELATING TO THE PROPOSED

RAILWAY EXTENSION

FROM

REDFERN TO ST. JAMES'-ROAD.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 17 Report from Printing Committee, 26 August, 1897.

SYDNEY: WILLIAM APPELEGATE GULLICK, GOVERNMENT PRINTER.

MEMBERS OF THE COMMITTEE.

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 The Honorable JAMES HOSKINS.
 The Honorable CHARLES JAMES ROBERTS, C.M.G.
 The Honorable WILLIAM JOSEPH TRICKETT.
 The Honorable DANIEL O'CONNOR.

LEGISLATIVE ASSEMBLY.

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 JOHN LIONEL FEAN, Esquire.
 THOMAS HENRY HASSALL, Esquire.
 GEORGE BLACK, Esquire.
 FRANCIS AUGUSTUS WRIGHT, Esquire.
 FRANK FARNELL, Esquire.

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MINUTES OF EVIDENCE AND APPENDICES PUBLISHED WITH THE REPORT OF THE ROYAL COMMISSION ON CITY RAILWAY EXTENSION.

I.—For the convenience of passengers; and
 II.—For the conveyance of goods.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RAILWAY EXTENSION FROM REDFERN TO ST. JAMES'-ROAD.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of extending the Railway system of the Colony from the present Terminus at Redfern into the City, including the erection of a large central station in the north-western division of the Park, fronting St. James'-road," have, after due inquiry, resolved that it is expedient the proposed scheme be carried out; and, in accordance with the provision of sub-section (IV), of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly :—

THE ROYAL COMMISSION'S REPORT.

1. The reference of the proposed work by the Legislative Assembly to the Committee being consequent upon the report of the Royal Commission on City Railway Extension, the present Report should be read in conjunction with that of the Commission.

Briefly stated, the report of the Royal Commission described the conclusions arrived at by the Commission of 1890 and 1891, and the proceedings which led to further inquiry; the condition of the Redfern station and yard, and the difficulty of improving it; the Park-street scheme submitted to the Commission, with its alleged advantages and the objections put forward against it; and several alternative proposals; and it stated the reasons which led the Commission to recommend the adoption of the scheme which would bring the railway through Hyde Park to St. James'-road.

By inquiries in all directions in which the Commission were likely to obtain reliable information, they ascertained it to be impossible to find a route, for both long-distance and suburban traffic, through the City west of Hyde Park, with a suitable site for a central station, unless at great and practically prohibitive expense, and they were convinced that if the railway were to be brought into the City for the purposes stated a portion of Hyde Park must be taken.

To them it was proved that an extension citywards was necessary; that Park-street was not far enough into the City; that to approach a main city station by tunnel, while steam is used for traction, is objectionable, and to substitute another motive power at Redfern is also open to objection; that other suggested schemes were from one reason or another impracticable; and that, without interfering with any buildings between St. James'-road and King-street, the portion of the Park between St. James'-road and Park-street would be eminently suitable as well as sufficient for all terminal arrangements, including a surface station for both suburban and long-distance passenger trains. If this portion of the Park were appropriated for this purpose the station building would extend square-off from Elizabeth-street, fronting St. James'-road, to within 20 feet of the central avenue of the Park, and the station appurtenances would go back as far as Park-street. But while this would be the case,

case, 44 feet of the Park section would be added to Elizabeth-street from Park-street to St. James'-road, thus widening this portion of Elizabeth-street to 110 feet. St. James'-road also would be widened considerably by a portion of the Park being added to it.

Park-street would be raised at the level portion between the central avenue and Elizabeth-street, to permit of the lines approaching the station running under it; and where the lines would pass through the portion of the Park between Liverpool-street and Park-street, portions of the cutting would be open, and portions covered, the arrangements with regard to the covered portions being that the existing pathways in this part of the Park would not be interfered with, and the present facilities for crossing or frequenting the Park not affected to an extent that would cause inconvenience, only sufficient of the route being left open to provide for ventilation and signalling purposes.

If it should be thought desirable to extend the railway to the Circular Quay, it could be done by carrying two lines on the eastern side of the station in tunnel, under Macquarie-street, down to a point near the Water Police Court; and in the same manner by sweeping round in tunnel branch lines could be extended to the eastern suburbs. An extension could also be made to North Sydney.

In no respect, the Commission were assured, need the station or the movements of the trains be an eyesore or a source of annoyance to anyone in or near Hyde Park. Arrangements would be made to completely and attractively cut off the station from the central avenue, and neither it nor the shunting or passing of the trains was likely to be objectionable in any sense. The station buildings, themselves, it was explained, ought to be an ornament to the city.

The report showed also that if this section of the Park were taken for railway purposes there would still be nearly 30 acres of the Park left for public recreation, and that in addition to this there were, within a short distance of the intersection of Elizabeth-street and St. James'-road, 158 acres in other park areas, and also the grounds surrounding Government House, containing 40 acres, which sooner or later are likely to be added to the Domain or the Botanic Gardens. Further, in lieu of the portion of Hyde Park wanted for the railway, it was pointed out that the Railway Commissioners were willing that the railway revenue should be debited to the extent of £1,000 per year, or the railway capital charged with a lump sum of £100,000, for providing open spaces in districts needing them, or for the formation and maintenance of a park in some other part of the metropolis where it may be wanted; and, in connection with this, it was suggested that a very suitable site for such a park would be the old cemeteries in Devonshire-street, together with adjoining lands of greater area than that proposed to be taken from Hyde Park.

In concluding their Report, the Commission observed that the facts set forth in the document, including the certainty that no other route but one taking a portion of Hyde Park could be obtained unless at an enormous expense for the resumption of valuable city properties and the increased cost for severance and the disturbance of business, were strong features in favour of the St. James'-road scheme; and they explained that if this scheme should not be adopted, the only course then open would be to spend a large sum of money in improving the present terminal station at Redfern, which could never give satisfaction, as it would produce no return for the capital expended, involve a serious interference with the traffic, and the necessity for an extension of the railway into the city would still exist. The present terminus they found is dangerous, in consequence of the limited space available in which to work the trains and the congested nature of the traffic, the condition of affairs there being such that the travelling public are constantly exposed to the risk of injury or loss of life.

THE COMMITTEE'S INQUIRY.

2. In dealing with the reference by the Legislative Assembly to them of the proposed extension of the railway the Committee decided to adopt the evidence given before the Royal Commission, with the Appendices to that evidence, and to attach it to the record of the proceedings of the present inquiry, so that the two might be read together. Any further evidence that might be taken they desired should be only such as would make essential parts of the evidence given before the Royal Commission more complete, or such as opponents of the scheme entitled to be heard might wish to put forward; and, in order that it should be known to all that the Committee were

were prepared to hear anyone who could submit for consideration a scheme preferable to that by which the railway would come through Hyde Park to St. James'-road, the unusual course was adopted of advertising the inquiry for much of the time it occupied. Ample opportunity was afforded for protest or suggestion. No person expressing a wish to give evidence was refused a hearing; and in cases in which schemes were submitted in writing, without an expressed desire to appear before the Committee in support of them, the proposals received careful attention.

Some of the witnesses examined came forward to supplement the evidence given by them before the Royal Commission in favour of the schemes they advocated. His Worship the Mayor of Sydney attended to protest, on behalf of the City Council, against any portion of Hyde Park being taken for railway purposes; and the Secretary of the Great Synagogue, Elizabeth-street, laid before the Committee a statement from the Executive of the Synagogue as to the effect which, in their opinion, any extension of the railway through Hyde Park would have upon the services in the building.

The Mayor of Ashfield gave evidence in support of the proposed scheme, and informed the Committee that he had been authorised by thirty-three Municipal Councils near Sydney to state their willingness to send representatives to give similar evidence if the Committee desired their attendance. These Councils strongly favoured the scheme, but not wishing to overburden the inquiry had decided to refrain from sending representatives for examination unless invited to do so.

Further evidence was also taken with regard to the condition of Redfern Station and the delays to trains, and in relation to the details of the scheme referred to the Committee; and the Engineer-in-Chief for Railway Construction and an official land-valuer were examined in respect to some of the schemes for bringing the railway into the city by routes which would not touch Hyde Park.

In several instances, it may be mentioned, witnesses who were examined showed themselves to be wholly unacquainted with some of the principal details of the St. James'-road scheme, and under a wrong impression regarding others.

ESTIMATED COST.

3. The estimated total cost of the extension to St. James'-road is £650,000, which amount includes £100,000 for land resumption. This estimate is regarded by the Engineer-in-Chief for Railway Construction as ample. From the evidence of a witness who has had many years' experience in valuing property in Sydney, both in private business and as a consulting valuer for the Government, it will be seen that the actual sum required for land resumption may prove to be considerably less than £100,000. The details of the estimate, apart from the sum for land resumption, are as follow:—

<i>Construction of Line.</i>		
Excavation—General	...	£41,500
Viaduct, piers of bridges and retaining-walls in brick with concrete foundation and backing	...	130,000
Steel superstructures and bridges	...	31,600
Covering to Hyde Park between Liverpool and Park streets	...	18,720
Alteration and renewal to surface of streets, wood-blocking, asphalt-ing, kerbing, &c.	...	26,380
Miscellaneous	...	9,000
Permanent-way	...	24,000
		284,200
Signals and interlocking	...	15,500
<i>Terminal Station.</i>		
Main building	...	98,900
West wing to main building	...	20,200
East wing to main building	...	2,500
		121,600
Roof over platforms	...	67,000
Platforms	...	13,300
Miscellaneous offices	} Previously under construction of line	6,000
Luggage-carriers		6,500
		25,800
Parcels office (previously under building)	...	11,400
Electric lighting	...	4,500
Shelter-sheds and alterations at Redfern	...	20,000
		25,900
Total	...	£550,000

RAILWAY

RAILWAY COMMISSIONERS' REPORT.

4. The Railway Commissioners' report upon the scheme is in most respects similar to that contained in the proceedings of the Royal Commission, but differs from that report in regard to the estimated total cost of construction and the estimated annual expenditure on interest and maintenance. The report before the Royal Commission related to the proposed extension to Park-street, and gave the estimated cost of construction as £600,000, and the estimated annual cost as £26,000. The further extension from Park-street to St. James'-road increases the cost of construction to £650,000, and the annual cost to £27,500. The traffic estimate remains as before—£33,365. The difference in the present scheme between the traffic estimate and the annual cost is £5,865. The estimated revenue, the Commissioners explain, is based upon the existing traffic carried to and from Redfern Station, but it is fully expected that the shortening of the time required for journeying to and from the suburbs, and the reduction in cost by avoiding the daily charges for cabs, trams, and omnibuses, will very soon lead to a great increase in the suburban traffic. This traffic, it is stated in evidence, has increased during the past year by fully 1,000,000 journeys travelled. Additional revenue is looked for also from increased rents for the refreshment-rooms.

DESCRIPTION OF THE ROUTE TO ST. JAMES'-ROAD.

5. The details of this scheme are identical with those put before the Royal Commission, but a description of the route to St. James'-road in the present Report may be serviceable.

Six lines of railway—the two centre lines in the old portion of the Redfern station buildings, a line at No. 8 platform, and those at Nos. 3, 2, and 1—will be extended from the station over Devonshire-street, through a portion of one of the Devonshire-street cemeteries, towards the main building of the Benevolent Asylum, within 100 feet of which they will pass. The area of the cemetery proposed to be taken is 3 roods 10 perches, and that of the Benevolent Asylum grounds 2 roods 14 perches, a portion of one of the out-houses connected with the asylums being interfered with. Near the Benevolent Asylum the six lines, which occupy a space of 100 feet wide in crossing Devonshire-street, will converge, and from the Benevolent Asylum to near Park-street run parallel to each other. From the Benevolent Asylum the lines will be carried through the police grounds in connection with Carter's Barracks, taking up an area of 1 acre 3 roods 1 perch, and interfering with some of the police buildings to such an extent that the barracks will probably have to be removed. Belmore-road will be crossed upon a steel bridge with a headway above the road of 15 ft. 6 in. minimum, and thence the lines will proceed across Belmore Park, and onwards, upon a viaduct with brick arches where streets are not intersected, and steel bridges where streets are intersected. The viaduct will end on the northern side of Goulburn-street. Halfway between Goulburn and Liverpool streets the lines will enter a cutting, which will absorb Nithsdale-street, and, near the Unitarian Church, pass under Liverpool-street into the Park, through which they will proceed towards St. James'-road in a cutting of an average depth of 27 feet. The levels of Liverpool-street will not be altered, as the street will be continued over the cutting upon a bridge. The running road through the Park will absorb a width of 85 feet, about half of the cutting being left open, but neatly railed with iron railings.

LAND RESUMPTIONS.

6. The resumption of private property on the route commences after passing Elizabeth-street, at the north-eastern corner of Belmore Park; the freehold land taken up between Elizabeth-street and Liverpool-street being 2 acres 13 perches, and Nithsdale-street and some lanes 1 rood 39 perches. The estimated cost of the resumptions is £100,000, which, as previously stated, may prove greater than the amount actually required.

THE ST. JAMES'-ROAD STATION.

7. In connection with the new central station, which has been planned, it is stated, upon the very latest and best information, it should be clearly understood that the station platforms will be roofed in, and the remainder of the distance from the
platforms

platforms to Park-street enclosed by a neat wall. These provisions of themselves will exclude the operation of the trains at the station from the observation and, to some extent, the hearing of persons outside; but this exclusion from sight will be further assured by the circumstance that the portion of the Park occupied by the station will be excavated from Elizabeth-street to the central avenue of the Park to a depth varying from the surface level at Elizabeth-street to as much as 19 or 20 feet near the Park avenue. The Park land near St. James'-road rises considerably from Elizabeth-street, but the station on both its street frontages will have a surface approach. Then, as the station will be entered from under Park-street, and up to Park-street from Liverpool-street through a cutting, partly covered, the trains as they pass and re-pass will practically be concealed from view after entering the Park from Liverpool-street.

APPROACHES TO THE STATION.

8. The approaches to the station will be by way of St. James'-road, by King-street and Elizabeth-street, by Market-street (which can be widened by taking a portion of the land owned by the Government on the northern side) and Elizabeth-street (which will be widened 44 feet), and by Park-street. In addition to these, another approach can be provided by means of a new street across the land now occupied by the Public High School and owned by the Government. People arriving at the station by cab, to leave by train, will drive to the main entrance, which will be in St. James'-road, under a covered way. Cabs awaiting the arrival of trains will be stationed in a cab-road entered from Park-street, and will leave by way of Elizabeth-street.

The idea is entertained by some persons that to make the approaches to the station sufficiently convenient King-street will have to be widened. But, it may be pointed out, King-street will be only one of a number of streets by which the station will be approached. Traffic necessarily takes a variety of routes; and from the east the station will be approached by way of St. James'-road, from the north by Macquarie-street, Elizabeth-street, or Castlereagh-street, and from the south by way of Castlereagh-street or Elizabeth-street.

Ample provision will therefore exist for satisfactorily dealing with the traffic wherever in the vicinity of the station it may concentrate.

POINTS CALLING FOR NOTICE.

9. Apart from a somewhat more detailed description than was contained in the evidence before the Royal Commission of the route for the railway extension by the St. James'-road scheme, the extent to which Hyde Park will be affected, and the proposed arrangements with regard to the new terminal station, the principal points which call for notice in this Report are:—

- (I) The amount of traffic with which the St. James'-road station will be capable of dealing;
- (II) The methods which may be adopted to meet traffic requirements of the future, and the facility with which extensions may be made from St. James'-road to the Circular Quay and to the eastern suburbs, and, if necessary, to North Sydney;
- (III) The unsuitableness of the schemes advocated in place of that which will bring the railway through Hyde Park to St. James'-road; and
- (IV) The objections raised to the St. James'-road scheme.

TRAFFIC CAPACITY OF ST. JAMES'-ROAD STATION.

10. So complete in all respects for dealing with a large traffic will St. James'-road station be that it is confidently believed it will not only meet satisfactorily all ordinary daily requirements, but also be capable of dealing with the maximum amount of traffic the six lines of railway will be able to carry.

The

The Committee are assured that it will be equal to four times the traffic now entering Redfern. It will be clear of surplus engines and carriages, spare rolling-stock finding accommodation at Redfern station or Eveleigh. This capacity for satisfactorily meeting the requirements of a largely-increased traffic proves that for many years to come the station will be sufficient for all purposes.

The late Chief Commissioner for Railways stated before the Royal Commission that the station would be sufficient for, at least, twenty years. This, however, is a very moderate estimate of its ability to cope with the increase which naturally will take place in our railway traffic as time goes on. The rate at which the passenger traffic has increased during the last few years would indicate that the station will meet all ordinary requirements for a much longer period. During the last nine years the increase has been about 50 per cent.; and, bearing in mind that the station will be capable of dealing with four times the present traffic, it would, even if the rate of increase should be greater than it has been—which is not unlikely—take forty years before the station will be taxed to its utmost capacity, and by that time population will have so increased in various localities around Sydney that other railway stations, in addition to the extensions which, sooner or later, will be made to the Circular Quay, the eastern suburbs, and North Shore, will probably have relieved, to a great extent, the station at St. James'-road.

Expert evidence from those best competent to judge enables the Committee to state that the St. James'-road station will for all time accommodate the whole of the traffic which should require to be dealt with from the main city centre.

METHODS OF MEETING FUTURE TRAFFIC REQUIREMENTS.

11. With regard to the extensions to the Circular Quay and the eastern suburbs, it was explained, in the course of the inquiry made by the Royal Commission, that these could be brought about by arranging the station foundations at St. James'-road so that two of the lines, or perhaps four if necessary, might be lowered and carried forward to the Quay, or round towards Woolloomooloo. Further investigation has shown that when it shall be found necessary to extend two of the lines in either of the directions mentioned, it can be done without any lowering whatever, the level of the rails being such that these extensions can readily be constructed.

Their exact routes have not been determined in detail, but may be stated approximately. To reach the Circular Quay, the railway would be carried in tunnel under Macquarie-street and the western boundary of the Domain, to a surface station extending from a point nearly opposite Bridge-street and to the north of the entrance to Government House, and having its centre a little to the north of Albert-street. The extension to the eastern suburbs could, without difficulty, be carried out by passing under King and Macquarie streets and the Outer Domain, to a point south of the Art Gallery, and thence by viaduct, tunnel, and surface line, to the different suburbs, eventually joining the existing railway system on the Illawarra line, in the neighbourhood of St. Peter's.

An extension to North Sydney in connection with the St. James'-road scheme, could be made either by tunnel or bridge. A tunnel scheme would carry the railway under the harbour at Fort Macquarie, and, passing near Milson's Point, bring it up again on the other side at the head of Lavender Bay, where it would join the existing North Sydney line.

Though these extensions involve considerable tunnelling, their mention must not be regarded as an approval of the tunnel system; they are merely an admission that underground construction is inevitably connected with railway extension in the directions indicated.

A railway across the harbour by bridge could branch from the St. James'-road railway at a point near Liverpool-street, and, proceeding along the western side of the city, pass by or through Wynyard-square to Dawes' Point, the bridge being erected between Dawes' Point and some high land on the other side near McMahon's Point. On the North Sydney side of the harbour the railway would join the present line there opposite the head of Berry's Bay. This route is indicated on the map published with the Report of the Royal Commission.

UNSUITABLE

UNSUITABLE SCHEMES.

12. A number of schemes were put before the Committee either in evidence or by letter, some not devoid of merit, but, from one cause or another, open to objection, while others had little to recommend them.

The unsuitableness of most of the schemes which have been put forward as preferable to that which will bring the railway through Hyde Park to St. James'-road was explained by the Royal Commission, but as some of these have been pressed upon the attention of the Committee as worthy of adoption it is necessary that something further should be said about them.

One is a scheme in which it is proposed to retain Redfern station as a permanent terminus, and to take four lines into the City, from Redfern, by a route west of George-street, through Wynyard-square, to the locality known as the Rocks, and thence, if required, onward to Dawes' Point, and across by bridge to North Sydney, and also round to the Circular Quay, and on to the eastern suburbs. The present station at Redfern would be enlarged by adding to the station-yard the land occupied by the cutting in which the branch line to Darling Harbour runs, and resuming sufficient property on the south and west of the tunnel, as far back as Eveleigh, to enable the present tunnel to be abolished, and the Darling Harbour branch to run from a point near Eveleigh in another tunnel, west of where the branch line is now, and thence to its destination. By this means there would be, it is contended, ample room for station purposes at Redfern, including sufficient space for twelve lines to run through from Eveleigh.

The extension into the City would branch off the present lines at the Redfern tunnel, following the direction of the new Darling Harbour line as far as George-street, and thence proceeding to a station at Hay-street, reaching Brickfield Hill at about Goodlet and Smith's yard, where it would enter a tunnel and either pass under or close to George-street to the new Markets or to the back of the Town Hall, in which latter case some portion of the tunnelling in the scheme would not be necessary, and thence on, still in tunnel, to Wynyard-square. At Wynyard-square the line would divide into three branches—one proceeding near Princes-street to connect with the North Sydney line; the central branch going down to 30 acres proposed to be resumed on the Rocks; and the third branch passing round the Circular Quay on a viaduct to about the present site of the Water Police Court.

The first objection to this scheme is that it does not bring the whole of the passenger traffic into the city, the long-distance traffic coming no further than Redfern, and it is considered by the Railway Commissioners that long-distance passengers as well as those from the suburbs should be dealt with in any extension that may be carried out. In the opinion of the Commissioners it is very desirable that both these classes of traffic should be brought to a central station for the sake of economy of working, and also because there is a class of long-distance traffic which is of a suburban type and requires to be brought into town as much as the purely suburban traffic does. A second objection to the scheme is its great cost. By taking the route of the railway through blocks of land obliquely the scheme makes it necessary to resume all the frontage of those blocks; and several large and important places of business, two of the principal churches of the city, three other churches, and a similar number of Sabbath schools, together with other properties, are affected. The expenditure that would be entailed by improving the Redfern station in the manner the scheme proposes would probably not fall short of the estimated total cost of the extension which will bring the railway to St. James'-road. For this expenditure there would absolutely be no return. But even if the proposed reconstruction of the Redfern station were not objectionable on the grounds of inadequacy and expense, it would be impossible to carry out the work without so inconveniencing the traffic that it would be far preferable to construct a new station somewhere else.

Another of the schemes put before the Committee, which calls for special mention, proposes that four lines of railway, for suburban passenger traffic, and goods traffic if desired, commencing at the northern end of the present terminus at Redfern, shall pass over Devonshire-street, and across the Benevolent Asylum grounds and

and land occupied by tramway-sheds, and thence, on a viaduct, over Garden-road Belmore Park, Haymarket, Belmore Markets, and Campbell-street, into an open cutting, east of the Natatorium, under Goulburn-street, passing west of the New Masonic Hall, under Liverpool-street, turning in a north-westerly direction under Pitt-street, Union-lane, and Wilmot-lane, and passing west of the Water and Sewerage Board offices; thence under the junction of Bathurst and George streets, passing in front of the Town Hall, and, by a tunnel, from Druitt-street, under York-street, to Wynyard-square. From this point the line would proceed in open cutting under Margaret street and lane, passing the Scots' Church, under Jamieson-street and Church Hill, through the reserve there; then under Charlotte-place, skirting the east side of Harrington-street, and curving under George-street at its intersection with Essex-street, round in a north-easterly direction under Pitt-street and Alfred-street, passing under the crown of the road in front of the Custom-house, and thence under Phillip-street, at its intersection with Albert-street, to the Circular Quay.

In connection with this extension it is proposed that the Redfern station shall be removed to the Benevolent Asylum grounds, where it would be terminal for long-distance traffic and a through station for trains from the suburbs. Extensions to North Sydney and the eastern suburbs are also part of the scheme.

This scheme is open to the same objections as are applicable to the other. It does not deal with long-distance passenger traffic; it proposes to expend a large sum of money in removing the Redfern station to the Benevolent Asylum grounds, for which expenditure there can be no return, and the extension into the city would be very costly, for it would affect important and valuable properties, including the Town Hall. Other objections to it also present themselves. Though the scheme is chiefly one of open cutting it may be regarded as a tunnel scheme, as for thirty chains of the route the line would be underground, and tunnel schemes, at least as far as the main central station, should, if possible, be avoided. The Circular Quay would practically be the terminus, and there the railway would be considerably below high water level, the roadway being excavated for this purpose from Pitt-street to the eastern side of the Quay. There, according to the scheme, on an area quite inadequate, it is proposed the shunting shall take place, an alternative to this being to continue the extension towards the eastern suburbs and find a waiting-place for the trains in that direction. The difficulties that would be experienced in working the traffic would be very great, and, if goods traffic, as suggested by the author of the scheme, were also carried on the extension, they would prove insurmountable. The scheme does not meet requirements, and did not commend itself to the Committee.

A third scheme is to construct a circular railway of two lines from Redfern around the city to deal with the whole of the passenger traffic, one of the lines being used by trains running round in one direction, and the other by trains going in the direction opposite. By this proposal the Darling Harbour Branch Railway would be used as far as Macarthur-street, at which point the circular railway would commence. The route crosses Sussex-street and proceeds to Bathurst and Druitt streets; thence under George, Pitt, and Castlereagh streets to the site occupied by the Public High School near King-street, and under Elizabeth-street, Phillip-street, Macquarie-street, and the Mint, into open cutting at the rear of the District Court; from there it runs under the road leading to the Domain, and, by cutting and viaduct to Phillip and Cook Parks, which would be entered near the junction of St. Mary's-road with Woolloomooloo-street. From Phillip and Cook Parks, a considerable portion of which would be taken for station purposes, the route crosses Boomerang-street, goes under the junction of William and College streets, and takes a portion of the south-eastern section of Hyde Park, in open-top tunnel or cut-and-cover, to Liverpool-street, under which it passes, and then proceeds, by cutting and viaduct, to the north-east corner of Belmore Park, across the Park near its eastern side, and over Devonshire-street to the extreme east side of the Redfern station-yard. Provision is made for stations at Bathurst-street, on the High School site near King-street, and on Phillip Park, the principal one being the last.

To this proposal there are a number of objections which prove its unsuitableness. Using the Darling Harbour branch as part of the proposed circular line would mean working the traffic on an objectionable grade, and as this branch commences a rapid

rapid descent from Redfern yard at about half-way between the present platforms and the tunnel, the trains going to Redfern by way of the Darling Harbour branch would miss the present station—a difficulty which could not be met by stopping at any temporary station near George-street, as the grade would be too steep to permit of such a plan being adopted. It would also be undesirable for trains to start from or arrive at platforms on the extreme east side of the Redfern station, as to work passenger traffic there with any satisfaction it would be necessary to remove the present arrangements for dealing with produce traffic, and that could only be done by taking it to Darling Harbour, which is said to be fully occupied now. On several parts of the route the levels present difficulties which, among other things, would bring about the diversion of Boomerang-street with the cable tramway and traffic at present running along it. Then any attempt to accommodate all the passenger traffic of the railways on two lines, the Committee are assured, would lead to serious difficulties. Even if the two lines were capable of carrying the whole of the traffic, the proposal to run the trains round the circle in opposite directions is, in the opinion of the Railway authorities, undesirable, for the reason that the trains do not arrive at and depart from Redfern station at intervals common to them all. The scheme, it is pointed out, might suit very well as a circular line around which all the trains are to run at a uniform rate of speed and with the same interval of time between them; but under conditions by which some trains pass certain stations without stopping, while others are partly through trains or stop at all stations, it would be impossible to run them around a loop as proposed without causing great confusion. Further difficulties would arise from the absence from the scheme of any stopping-place in the circle where trains could wait the necessary time before taking their departure—an arrangement indispensable in the working of the traffic on the New South Wales railways.

With regard to these and other schemes submitted to the Committee, which entail the resumption of private property and a certain amount of tunnelling, it must be pointed out that, in resuming a city property, the Government, though only requiring a portion, are compelled to take the whole, and that while they have the power to tunnel under private property, it is very doubtful whether they can do this without being compelled to resume the surface over and within a certain distance of the tunnel. These obligations on the part of the Government, it will be seen, are likely to increase the total cost of any scheme for railway extension through the city by any route to the west of Hyde Park far beyond the estimates of its author.

Extensive tunnelling is also objectionable because of its unsuitableness in a climate like that of New South Wales, where steam is the motive power on the railways. With electricity, compressed air, or some other means of smokeless traction, such schemes might be favourably regarded; but the utility of these methods of working the heavy traffic which enters Redfern has not yet been proved sufficiently to warrant their adoption here, and under present circumstances railway extension must be based upon steam as the motive power. Worked by steam, city railways in tunnel have not apparently proved satisfactory in England, and within the last eighteen months the London Metropolitan Railway Company, not satisfied with the tunnels in which their railway runs, have been endeavouring to have extra ventilating-shafts erected. To effect this they have been trying to acquire more land; and at the instance of the London County Council a Committee has been appointed by the President of the Board of Trade to "inquire into the existing system of ventilation of tunnels on the Metropolitan Railway, and to report whether any, and if so what, steps can be taken to add to its efficiency in the interests of the public."

In connection with some of the schemes that have been proposed or suggested it has been urged that a terminal station could be placed on one or other of the following sites:—

- (a) The area occupied by Cook and Phillip Parks and Boomerang-street.
- (b) The block of land now occupied by the Girls' High School between King and Market streets.
- (c) The Government land on the western side of Circular Quay.

(d)

- (d) The block of land south of Hyde Park, bounded by Liverpool, Goulburn, and Macquarie streets.
- (e) The land occupied by the District Court and the Mint.
- (f) Fort Macquarie and the grounds of Government House.

The unsuitableness of any one of these localities as a site for such a station as is required was ascertained by the Royal Commission, but the fact that they still have advocates makes it necessary to explain here what the difficulties connected with them really are.

(a) Cook and Phillip Parks are divided by Boomerang-street, but if used for a site for a central railway station that street would be closed and the area then available would be 9 acres 2 roods 30 perches. In the opinion of the Engineer-in-Chief for Railway Construction, not only is the length insufficient for a central station with suitable approaches, platforms, and necessary buildings, but there is a very great difference of level between the College-street frontage and the eastern side of the land, there being a fall from College-street of nearly 60 feet. The site offered by these two parks is, therefore, deemed unsuitable; and its unevenness is such as to make it exceedingly difficult to construct a satisfactory railway station there.

(b) The idea of having a terminal station on the site occupied by the Girls' High School is disposed of by making a comparison between the dimensions of the area available there and that required for the station. The width of the land between Castlereagh and Elizabeth streets is nearly 150 feet, and that of the station proposed in Hyde Park 380 feet. The length of the land between the Mont de Piété Co.'s premises and Market-street is 365 feet, and from King-street to Market-street—which comprises the whole block—515 feet, while that of the station in Hyde Park will be 1,100 feet.

(c) The Government land on the western side of the Circular Quay is about the required length, but altogether too narrow and too small in area. From the southern end of the Queen's Wharf to the northern end of the offices occupied in the past by the A.U.S.N. Co. there is a length of 1,100 feet, but the width varies from 185 feet to 65 feet, and the total area is a little over 3 acres. Described more in detail, the land suggested to be used in this locality for a railway station site commences at the Queen's Wharf, at the south-western corner of the Circular Quay, and lies between George-street and the dray-road which borders the Quay, and, being necessary for the shipping trade at the wharfs, must be retained. It is intersected by Argyle-street and Bethel-street, which divide it into three small blocks of about equal length. The width of the land varies. At the Queen's Wharf it is 185 feet, at Argyle-street 133 feet, at Bethel-street 92 feet, and at the northern end of the A.U.S.N. Co.'s offices 65 feet. By including the roadway leading to the Quay at this spot, and resuming some private land which extends thence to George-street North, the width of 65 feet might be increased to 195 feet; but while this could be done, the width at the southern end of these offices is only 100 feet. Additional land is available at Dawes' Point, but a terminal station there, even if it were practicable, would be too far away from the city and inadequate. On a portion of the land which would be required for a station upon the western side of the Circular Quay, are the Mariners' Church and the Sailors' Home.

(d) The block to the south of Hyde Park, which some persons regard as suitable for the purposes of a terminal station, has a mean length of 535 feet, and a mean width of 490 feet, with an area of 6 acres. These figures show that it is much too small, but it is unsuitable also because of a great fall in the ground from Liverpool-street southwards, that street being $31\frac{3}{4}$ feet higher than Goulburn-street on a section down the middle of Nithsdale-street. With a length of 1,100 feet the fall in the ground would be very much greater, for a station on this site would then extend to Belmore Park.

(e) A suggested District Court and Mint site in itself is also much too small, not having half the length required, and could only be used for a terminal station by encroaching considerably upon the Domain.

(f)

(f) Government House grounds, or what is called the Inner Domain, together with the land available at Fort Macquarie, would provide an area sufficiently large for a terminal station, but if the station were constructed there it would not be in a central position, and it would mean the erection of a new Government House somewhere else—a work not immediately necessary, and the utilisation of an area equal in extent to, and of greater beauty than, the portion of Hyde Park referred to in the St. James'-road proposal, and likely in the future to be used for park purposes; and it would necessitate an approach to the main central station by tunnel, which is very undesirable.

OBJECTIONS BY THE CITY COUNCIL AND THE EXECUTIVE OF THE SYNAGOGUE.

13. A majority of the members of the Municipal Council of Sydney protest against any portion of Hyde Park being taken for railway purposes, on the ground that the Park has been dedicated for public recreation, and should not be used in any way in connection with railway extension. The Mayor appeared before the Committee on behalf of the Council, and admitted himself to be "a most firm believer in a city railway," but did not, except in a very general way, suggest any scheme to take the place of that under the consideration of the Committee. The park lands which will be available for public recreation after the railway has been constructed are described in the Report of the Royal Commission, and the description need not be repeated here. It is important, however, in connection with the taking of part of Hyde Park, that it should be understood that while a little less than 13 acres will be affected by the railway only 10 acres will be used by the railway exclusively. The portions of the Park that, as stated by the Engineer-in-Chief for Railway Construction, will be required are as follows:—

Hyde Park (openings in south-west section) ...	...	a.	r.	p.
" (station arrangements) ...	...	1	0	20
" (widening Elizabeth-street) ...	...	10	0	23
" (widening of St. James'-road ...	...	1	0	23
" (widening of St. James'-road ...	...	0	2	13
		<hr/>		
Total ...	...	12	3	39

Of this area only the 10a. 0r. 23p. required for the station arrangements between St. James'-road and Park-street will be so occupied by the railway that it will be available only for railway purposes. The remaining 2a. 3r. 16p., though used in connection with the extension, will remain open space, and most of it accessible to the public. Only 1a. 0r. 20p. will be used for the cutting through the south-western portion of Hyde Park, and parts of that cutting will be covered, the surface on the covered portions being restored to the condition it is in now. The remaining 1a. 2r. 36p. it is proposed to take for the purpose of widening a portion of Elizabeth-street and St. James'-road.

The Executive of the Synagogue in Elizabeth-street are apprehensive that, should the proposed extension of the railway to St. James'-road be carried out, the constant running of the trains and the noise attached thereto will so seriously interfere with the services held in the Synagogue as to render the building almost useless for the purpose for which it was erected. But until the secretary of the Synagogue was informed by the Committee of some of the details of the scheme he and the Executive were unaware of the facts that the nearest line of rails passing through the Park will be 175 feet from the building, that the trains will be hidden from sight in the cutting through which they will run slowly, and that their movements opposite the Synagogue will be concealed from view, and, to some extent, excluded from hearing, by the circumstance that the station will be roofed and covered in. Probably about 50 trains will pass and repass during the hours in which the Synagogue is occupied on a Saturday, but the noise arising from this amount of train traffic is likely to be much less than that caused at the present time by the railway trams, 48 of which, out of a total of 252 trams, now pass and repass within 28 feet of the building during service-hours. The trains will, of course, displace the railway trams; so that the Synagogue will be subjected to the subdued noise from 50 trains, the nearest of which will be 175 feet away and concealed from view, as compared with the disturbance from 48 trams within 28 feet of the building and on the open roadway.

MARKET VALUE OF HYDE PARK LAND.

14. Seeing that Hyde Park is Crown land, and taking a portion of it for a railway is but transferring that portion from one public purpose to another, it is not necessary to give the park land taken a money value in order to increase by that amount the estimated cost of the railway; but if the block were subdivided so as to obtain from it the best return, its market value would not be more than £180,000.

The Government Valuer and Mr. Surveyor Perdriau are of opinion that these methods of subdivision show the most advantageous treatment of the land from a commercial point of view, and that by the most judicious handling the block would not realise more than £200,000 in the present state of the property market. From this sum must be deducted the cost of forming the new streets and lane proposed in the subdivisions; and allowing for this the most that could be made out of the transaction would be £180,000.

CONCLUSION ARRIVED AT BY THE COMMITTEE.

15. It will be seen from what has been said that, while a number of schemes have been brought under notice, not one among them is such as, in the opinion of the Committee, could justifiably be recommended as preferable to that referred to them by the Legislative Assembly. Instead of showing that the St. James'-road scheme should not be adopted, the evidence in the inquiry, by failing to disclose any better method of extending the railway into the city, strengthens the recommendation of that scheme. With every desire to avoid interfering with Hyde Park, were it possible, the Committee must adhere to the conclusion arrived at by them at the close of their inquiry as a Royal Commission—that, if the railway be brought into the city, a portion of Hyde Park must be taken. Unless park land be taken the Government must pay for the value of land resumed and the value of the buildings upon it, for the disruption of business, and for forced sale, and also pay the City Council such demands as may be reasonable for streets closed or to any extent interfered with. The Committee are further of opinion that no scheme will meet requirements that does not provide for dealing with the whole of the passenger traffic—long-distance as well as suburban.

A COMPARISON OF THE SCHEMES.

16. A comparison of some of the features of the St. James'-road scheme with those of other schemes which have been before the Committee may be stated as follows:—

OTHER SCHEMES.

- (1.) They are inadequate, as in no instance does any one of them provide satisfactorily for bringing more than a portion of the traffic into the city.
- (2.) In most cases they are inconvenient, in consequence of an excessive amount of tunnelling, or of the station sites and shunting accommodation being too limited in area, or the stations being constructed much below the surface of the ground.
- (3.) They are unduly expensive on account of the extensive resumptions of property that would be necessary, together with the payment of compensation for severance and disturbance of business, and the addition of the usual percentage allowed by the Government to property-owners in matters of this kind.
- (4.) They would entail excessive expenditure on improving or reconstructing the present terminal station either at Redfern or on the grounds of the Benevolent Asylum, for which expenditure there could be no return to provide for the payment of interest.
- (5.) In some instances the schemes are of such a character that they could not be seriously entertained.

ST. JAMES'-ROAD SCHEME.

- (1.) It provides ample facilities for bringing to the chief business centre of the city four times the present passenger traffic.

(2.)

- (2.) At any time the scheme can without difficulty be made to fit in with an extension to the Circular Quay, the eastern suburbs, or North Shore, or with a circular railway round the city.
- (3.) The amount of property resumption necessary in connection with the scheme will be small.
- (4.) The scheme is the least expensive, and the route the most direct.
- (5.) A substantial return will be obtained from the expenditure.

RESOLUTION PASSED BY THE COMMITTEE.

17. The resolution passed by the Committee is shown in the following extract from their Minutes of Proceedings of Wednesday, 25th instant :—

“ Mr. Lee moved—

‘ That, in the opinion of the Committee, it is expedient the proposed extension of the railway system of the Colony from the present Terminus at Redfern into the City, including the creation of a large central station in the north-western division of the Park, fronting St. James’-road, as referred to the Committee by the Legislative Assembly, be carried out.’

“ Mr. Humphery seconded the motion.

“ Mr. Black moved—

“ That the motion be amended by the omission of all the words after the word ‘ expedient ’ with a view to the insertion of the following words :—

“ (a) For the safety of the public and railway officials, that the Redfern station should be altered by removing the railway workshops and carriage-sheds to some more convenient position, by a deviation of the Darling Harbour traffic, by the resumption of land on the western side of the line between Redfern and Eveleigh, or by such other means as may afterwards suggest themselves ;

“ (b) For the convenience of the public, an extension to the city should be made by means of viaduct and tunnels to some site which would permit, when necessary, of a connection with the Milson’s Point line, providing, in this way, an entrance to the city for the northern traffic and a loop line to Redfern.’

“ Mr. O’Connor seconded the amendment.

“ The amendment was negatived on the following division upon the question, ‘ That the words proposed to be omitted stand part of the question ’ :—

Ayes, 11.	Noes, 2.
Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Roberts, Mr. Trickett, Mr. Clarke, Mr. Lee, Mr. Fegan, Mr. Hassall, Mr. Wright, Mr. Farnell.	Mr. O’Connor, Mr. Black.

“ The motion was passed on the following division :—

Ayes, 11.	Noes, 2.
Mr. Ewing, Mr. Humphery, Mr. Hoskins, Mr. Roberts, Mr. Trickett, Mr. Clarke, Mr. Lee, Mr. Fegan, Mr. Hassall, Mr. Wright, Mr. Farnell.	Mr. O’Connor, Mr. Black.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 25th August, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY EXTENSION FROM REDFERN TO ST. JAMES'-ROAD.

TUESDAY, 13 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee proceeded to consider the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park fronting St. James'-road.

Charles Lyne, Secretary, Parliamentary Standing Committee on Public Works, sworn, and examined:—

1. *Chairman.*] What position do you hold? I am Secretary to the Parliamentary Standing Committee on Public Works, and I was secretary to the late Royal Commission on City Railway Extension. C. Lyne.
2. Do you produce a copy of the Report of the Royal Commission, together with the evidence and the appendices to the evidence contained on pages 1 to 146 of the document? I do. 13 July, 1897.

Robert R. P. Hickson, Under Secretary for Public Works, sworn, and examined:—

3. *Chairman.*] You are Under Secretary for Public Works and Commissioner for Roads? Yes. R. R. P. Hickson.
4. You desire to submit a statement? I desire to submit a statement introducing the scheme.
5. You have no desire to express an opinion as to the engineering aspects of the proposal, or as to the profits? No. 13 July, 1897.
6. You will leave those questions to the engineering department and to the Railway Commissioners? Yes.
7. Will you proceed to read the official statement you desire to make? It is as follows:—

As this matter has been so recently gone into by a Royal Commission, composed of the Members of the Parliamentary Standing Committee on Public Works, it is unnecessary to give a very elaborate description of the work.

The following few facts, however, in connection with the early history of the proposal to extend the railway into the city, may be of interest.

The first movement for extension into the city took place, apparently in 1856 or 1857, when Mr. Whitton was appointed Engineer-in-Chief. There is a small plan, dated 1857, on which is a pencil sketch of a street crossing at Elizabeth and Wexford streets, and a map of the city showing in pencil a site for a proposed station in Hyde Park, between Park-street and St. James'-road.

A movement was made in 1861 or 1862 for extension from Redfern into the city. Plans and sections were then prepared for a line to the Circular Quay, through Hyde Park.

Later on a proposal was made and carried out of a horse tramway from Redfern, along Pitt-street, to the Circular Quay—then called Queen's wharf. This tramway ran for about four years, and was taken up about 1860, as it was found to be objectionable in a number of ways.

Between 1866 and 1878 several lines of survey were made, but definite action was brought about by the decision to establish an Exhibition (the Garden Palace), when a tramway was laid down along the present route of the tramways, from Redfern as far as Hunter-street. This was worked by horses—until the steam-motors were provided—for the accommodation of visitors to the Exhibition.

About 1883-84 a proposal was submitted to Parliament, supported by plans and estimates, of an extension of the railway from Redfern through Hyde Park to a principal station between Park-street and St. James'-road; thence a branch was designed along Macquarie-street, in tunnel, nearly all the way to Fort Macquarie. Working plans for this scheme were in process of preparation when a change of Ministry caused a postponement.

Between 1884 and 1889 several schemes were advocated, including more than one traversing the western side of the city along Darling Harbour.

Public agitation on the subject, however, still continued; and, in response to the pressure brought to bear on them, the Government, in 1890, determined to refer the whole question to a Royal Commission.

No definite action, however, was taken after the submission of the Commissioners' report to Parliament, though the question has been brought before successive Governments since that time.

In consequence of a letter, dated 28th April, 1896, from the Railway Commissioners to the Minister for Railways, again urging serious consideration to the subject, the Royal Commission already referred to was appointed; and in the course of the inquiry the question of the extension of the railway to Port Jackson, and eventually to the eastern suburbs, became involved in the discussion.

Several fresh schemes by engineers and others were considered by the Commission, and eventually the plan recommended was for a new terminal station in Hyde Park, at St. James'-road.

According to this proposal, which is now submitted, six lines of rails are extended from Redfern station over Devonshire-street. To get a headway of 16 feet, Devonshire-street is cut down 9 feet; the altered street has a rising grade to Castlereagh-street of 1 in 25, and to George-street of 1 in 60. Through the Cemetery and Benevolent Asylum and police grounds the lines are on bank and in cutting, and after this they are carried on a viaduct as far as Goulburn-street.

R. R. P. Hickson.
13 July, 1897.

Belmore-road, and other roads and streets, including Goulburn-street, are spanned by steel bridges, leaving a headway for the road underneath of 16 feet 6 inches. Halfway between Goulburn and Liverpool streets the lines run into cutting and pass under Liverpool-street, where an overbridge of an average width of 78 feet and 131 feet long is provided. The level of Liverpool-street remains unaltered. From Liverpool-street to Park-street the lines are at an average depth of 27 feet below the surface, and it is proposed that on this section they shall be partly open to the air and partly covered over in alternate lengths, about half of each. Park-street has to be raised about 3 feet 6 inches. Between Park-street and St. James'-road a width of ground is taken up for the terminus, extending from Elizabeth-street on one side to near the centre walk of Hyde Park on the other, the average depth of the excavation being 12 feet. The station building fronting St. James'-road is 380 feet wide x 60 feet deep, with basement, ground-floor, two upper storeys and attic, and central tower 200 feet high. The main portion of the building on the ground-floor contains a central hall, 65 x 36 feet; booking-hall, 96 feet x 55 feet; refreshment-room, 96 feet x 38 feet; general waiting and ladies' waiting rooms, with lavatories, &c. On the upper floors are placed the offices of the Railway Commissioners and staff, and various traffic offices. Three lifts are provided. On the St. James'-road front is a colonnade for foot passengers, and a covered way 25 feet wide for cabs, extending for the width of the building. There are four double platforms 30 feet wide, one single one 30 feet, and two single ones, 21 feet 9 inches wide each, and they are mostly 700 feet long, and are covered over with steel roof 363 feet wide, rising in the centre to a height of 75 feet above the platforms. On the Elizabeth-street frontage the buildings are two stories high, and extend for a length of 700 feet. The ground-floor on this frontage is divided up into cloak-room, offices for inspectors, porters, &c.; and the upper floor is arranged as offices for the traffic branch. A telegraph office and information bureau are provided on the platform at the end. Opposite Market-street and carried through the building over the platform are two steel foot-bridges, one 15 feet wide, to enable the general public to cross into the Park, the other 20 feet wide, with stairs for access to the various platforms. A parcels office, 210 feet x 40 feet, is placed at the corner of Elizabeth and Park streets and possesses two floors, one on the street-level and the other on the level of the platforms below.

From this office Aspinall's patent overhead luggage carriers can be laid out so as to communicate with the various platforms. There is a cab road 25 feet wide through the building between the platforms, with an entrance at Park-street and exit in Elizabeth-street.

Horse and carriage docks, approached by a ramp 20 feet wide, are placed at the south-eastern corner. The terminal station faces St. James'-road, and a clear width between kerbs of 60 feet is left opposite the end of the Registrar-General's Office. That office, the Supreme Court, and St. James' Church are left intact, and it is to be observed that, the end of the railway being shut off by a massive building and the lines and platforms being roofed over, no fear of disturbing noises to interrupt the work of the courts or the services of the church need be anticipated.

Elizabeth-street is widened 30 feet from Park-street to St. James'-road. The length of the railway is 1 mile 10 chains measured from front of building, St. James'-road, to front of existing main building, Redfern. From the end of the rails in the new station to the end of the existing ones at Redfern is about 1 mile 7 chains.

The Railway Commissioners' Report on this scheme is as follows:—

Proposed Extension of the Railway into the City, 1 mile 10 chains.

In accordance with the provisions of the "Public Works Act of 1888," section 13, we beg to report as under:—

<i>Cost of construction—</i>	
The Engineer-in-Chief for Construction estimates the cost of construction, inclusive of land and compensation, at	£650,000
<i>Annual cost—</i>	
Capital expenditure, at 3 per cent.	£19,500
Estimated cost of maintaining permanent-way, and for traffic, locomotive, and other expenses.....	8,000
Total annual cost	£27,500
<i>Traffic estimate—</i>	
By adding 1d. for each ordinary passenger journey, and 1s. 6d. and 1s. per month for first and second-class season ticket-holders, with a percentage reduction per month for tickets taken out for three, six, and twelve months; and 3d. per week for workmen's tickets, a revenue on existing traffic would be realised of	£32,000
Saving in rents for offices for the administrative staff	1,365
Total annual revenue	£33,365

The estimated revenue from the extension is based upon the existing traffic carried to and from Redfern station; but we fully expect that the shortening of the time required for journeying to and from the suburbs, and the reduction in cost by avoiding the daily charges for cabs, trams, and omnibuses will very soon lead to a great increase in the suburban traffic. Increased rents would also be obtained for the refreshment-rooms.

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FEHON,
Commissioner.

8. *Mr. Hoskins.*] Is anything said about a tramway running in front of the station towards Woolloomooloo? No; it is not intended to have one. If the station had been located at Park-street there was a tramway to be run in that street. I hand in a detail plan which Mr. Deane prepared showing the station arrangements.

9. *Mr. Humphery.*] Was the report of the Railway Commissioners which you read to the Committee made subsequent to the finding of the Royal Commission on City Railway Extension? Yes; it was signed by Mr. Eddy a few days before his death. I believe it was one of the last official papers which he dealt with.

Henry Deane, Engineer-in Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

H. Deane.
13 July, 1897.

10. *Chairman.*] You are the Engineer-in-Chief for Railway Construction in the Department of Public Works? Yes.

11. Have you a statement to make to the Committee? I have a statement, but I expect that it has been embodied in the Under Secretary's statement.

12. Do you desire in any way to modify or refer to the evidence which you gave before the late Royal Commission? I have an important piece of information to add to my evidence.

H. Deane.
13 July, 1897

13. You do not desire to alter your evidence? I do not wish to alter my evidence, except to say that in working out the estimate the details will be slightly differently arranged, but the total will remain the same, a few pounds more in one item, and a few pounds less in another. The total cost of the extension to St. James'-road is £550,000.

14. Will you state the cost of constructing the running-road and the buildings? I will furnish the information in a day or two.

15. What is the information you desire to add to your evidence before the Royal Commission? I should like to add to my evidence the following: That if it is required at any time to extend two of the lines to Circular Quay or to the eastern suburbs, it can be done without any lowering whatever. The two lines on the eastern side of the station will just be brought together and carried through the end of the building. The level of the top of King-street would be sufficiently high to enable this to be done without interfering with the surface.

16. You regard that as very important—the ease with which the eastern suburbs and Circular Quay can be approached from the station without any alteration of the level of the station? I think it is a very important point. I did not notice it before.

17. The amount of cover being sufficient from the natural surface of the ground? Yes. I can explain the reason.

18. Your attitude is this: Although you were aware of it, the significance of the question has been brought more closely home to you lately—the ease with which it can be done? Not exactly. I did not consider that point. When the Park-street station proposal was laid before the Committee I pointed out that by lowering two lines they could be carried either to Circular Quay or to the eastern suburbs, and when I recommended the extension to St. James'-road, I was asked by the Commission whether it would be equally possible to carry these lines on, and I said it would. But, as a matter of fact, it is very much easier. I did not go into the question at that time, but I noticed, after the Commission had finished their inquiry, that those lines could be carried through without lowering and without alteration of the road.

19. Are the Committee justified in believing that the proposed station at St. James'-road is in a particularly favourable position for an extension to the eastern suburbs and to Circular Quay? Yes.

20. *Mr. Trickett.*] If you will refer to page 130 of the Royal Commission's report you will see that Mr. Eddy gave the following evidence:—

2628. If you have a surface station at St. James'-road for the long-distance trains, would it be possible to extend the line northward? The foundations could be so arranged for the station that two of the lines, or perhaps four if necessary, could be lowered, so as to go forward to the eastern suburbs or to the Quay at any future time.

2629. Then the Hyde Park scheme, as far as St. James'-road, would admit of the extension of the line northward, or to include the eastern suburbs? That is so.

2630. Your opinion is that it should be so carried out? Yes. Mr. Deane has promised to arrange the foundations so that that could be done.

Will you kindly say whether the present intention agrees with that, or in what way it differs? I had already arranged, when it was proposed to have the terminal station facing Park-street, that the foundation should be arranged with an opening, so that in the event of two lines being lowered they could be lowered there without disturbing the building or the surface of the street; and later on, I explained, I think, that the same thing could be done, or at least that the St. James'-road extension would not make that any more difficult. I state now, as a matter of fact, that it makes it very much easier—that there is no necessity to lower the line at all; and the reason of it is this: Park-street, with a terminal station facing it, is nearly on a level; the terminal station platform is as nearly as possible on a level with Park-street, and it would be impossible to get under Park-street without lowering some of the lines; but in the other case, St. James'-road, instead of being a level road, has a very great drop. From the Queen's Statue down to Elizabeth-street, where St. James'-road abuts, there is a difference of 19 feet. At the eastern end of the station, the ground on the road itself will be quite high enough to allow the lines to pass underneath. The arrangement of the levels will be made so that the roadway in front of the station will be fairly level for the traffic; but outside, of course, the slope of the street will have to be maintained. On the map here the Committee will see a double line, which indicates a retaining wall. There is a little difference of level between the roadway in front of the station and the roadway at the upper end of St. James'-road.

21. *Chairman.*] Then an extension from the northern corner of the Park site would be by tunnel to Circular Quay? Yes, it could be carried anywhere from there along Macquarie-street, or diverged to the right if that be preferred.

22. And terminating somewhere to the north of the Treasury? Yes.

23. So that this extension to St. James'-road is a great link in the connection of the railway system of the Colony with Circular Quay? Yes.

24. Have you got the approximate cost of the extension to Circular Quay? The amount is not worked out in detail, but it is about £94,000.

25. Will you describe how your line branches away from the north-eastern corner of the station towards the eastern suburbs? The extension to the eastern suburbs would branch from the two lines I described after leaving the station, pass in tunnel under the Outer Domain and come out to the south of the Art Gallery.

26. You made such surveys as were necessary, and you found that to be a perfectly practicable approach to the eastern suburbs? Yes.

27. Are the Committee justified in believing that this is the first link to connect the railway system of the Colony with the eastern suburbs? Yes.

28. And if the people of the eastern suburbs desire to come into the city they must have the railway station in Hyde Park, or in some similar place adjacent to it? I think they must come that way. I do not see how else they could be provided for.

29. It has been suggested that the terminal station should be placed in Cook Park and Phillip Park, closing up Boomerang-road, and using that area as a railway station;—have you considered that question? I have.

30. What is the length of the two parks along College-street? Six hundred feet.

31. How long do you require a platform to be to give you ample room for such trains as will use a terminal station? We propose to make the platforms 700 feet in each case.

32. Therefore, Cook Park and Phillip Park are 100 feet shorter than a platform? Yes; it is altogether inadequate.

33. To locate a railway station in these parks, one end would be under the Australian Museum and the other under St. Mary's Cathedral? I suppose that is what it would amount to.

34.

- H. Deane.
13 July, 1897.
34. Cook Park and Phillip Park are 100 feet shorter than a platform that would stand in the station, and to talk of putting platforms, refreshment-rooms, ticket-boxes, and all the ordinary apparatus of the railway station in these parks is an absurdity? Yes; it is altogether out of the question.
35. What height is College-street over (say) the eastern portion of Cook Park and Phillip Park? The level of the intersection of College-street and Park-street is 79 feet, and the level of the intersection of William-street and Boomerang-street is 42 feet.
36. Therefore, on the southern side of the two parks one side is 37 feet above the other? Yes.
37. On the northern side, what is the difference? On the northern side the intersection of Boomerang-street and College-street is 83 feet, and the intersection at the lower end is 15 feet.
38. Therefore, not only is this site too small, but one side of it is 68 feet higher than the other? Yes.
39. From an engineering standpoint, it does not recommend itself to you as a suitable site for a railway station? No.
40. Because it is too small, and because it is on a slope? Yes.
41. Speaking as an engineer, without taking into consideration the suitability of the site for commercial purposes, is the suggestion perfectly absurd? Yes. I may state that the length is 800 feet between College-street and Riley-street. On the side facing William-street it is nearly 500 feet.
42. There is not room enough in a northerly and southerly direction (which would be the way the railways would require to approach it) for a platform? No.
43. What is the distance from St. James'-road to Park-street? The length from the front of the colonnade in St. James'-road to Park-street is 1,150 feet.
44. Are Cook Park and Phillip Park as satisfactory a position from which to approach the eastern suburbs as the proposed Hyde Park site? For that purpose that site could be utilised as well as the other, I think. The facility of getting away to the eastern suburbs would not be affected.
45. Does it furnish as good an approach to Circular Quay from Cook Park and Phillip Park as the other does;—I presume you could not approach the Quay? Yes; you could tunnel there just as well, I expect. The great point is that it is perfectly impracticable to make a railway station there. If you approached under William-street, I think you would interfere seriously with the levels of that street.
46. *Mr. Humphery.*] Will you explain how it will be necessary to approach the terminal station, assuming it to be placed at Cook Park and Phillip Park? I do not know how you would arrange the approach. If the face of the station were against Woolloomooloo-street, you would have to approach it from the Australian Museum, or underneath it.
47. *Chairman.*] Do you say that it would be an awkward place to approach? Yes.
48. And that the whole scheme is impracticable? Yes. It is the wrong shape altogether.
49. It has been suggested also that between Macquarie-street and Elizabeth-street on the east and west, and Goulburn-street and Liverpool-street on the south and north, a railway station could be made just south of the Park;—does your contour map show you the level between Liverpool-street and Goulburn-street? We have the levels of those streets on a section. I should like to point out here that one object to be gained with a terminal station is to bring it up as near as possible to the level of the street facing it, and therefore if it were brought up to the level of Liverpool-street you would get a very great drop from there southwards, but the distance between Goulburn-street and Liverpool-street is not sufficient.
50. What is the difference in the height of the streets? On the centre line of the railway at Liverpool-street the level is 85 feet, and Goulburn-street is about 55 feet.
51. What is the length between Goulburn-street and Liverpool-street? It is only about 500 feet.
52. Not room there for a platform? No.
53. Therefore, there is not length enough to put a platform in the blocks, and it has the serious objection of one end being 30 feet above the other? Yes.
54. The thing is impracticable? To get enough length you would have to go back as far as Campbell-street.
55. What fall have you got to that street? You have there a difference of 48 feet.
56. One side of the station would either have to be cut down 48 feet, or the other be up in the air 48 feet—the thing is perfectly impracticable, is it not? It is impracticable. I looked into that matter some time ago at the request of the late Chief Commissioner, who was desirous of knowing how the levels would suit. I found that it was impracticable, and he quite agreed, of course, that it was.
57. No railway to be extended to North Shore could be of service, with regard to any traffic, passenger or otherwise, on the Sydney side? No; it would either be a long way above it or a long way below it.
58. A bridge must be about how high approximately? 180 feet.
59. If the railway be going to the northern suburbs across the harbour it must be 180 feet above the foreshores approximately? Nearly.
60. And if you should be going to North Shore by tunnel it must be 60 feet under the foreshore? Yes.
61. And the tunnel would require to commence a considerable distance back from the foreshore? Yes.
62. Therefore, no railway to be extended to North Sydney could be part and parcel of any scheme to carry passengers or traffic between the foreshores of the harbour? No.
63. I think the railway-station building you proposed was to cost a large sum;—how much was that sum? £133,000.
64. Is that the cost of the building we see on the plan here? Yes.
65. *Mr. Lee.*] That building was estimated to cost £200,000? By getting rid of the superfluous offices, it brought the cost down to £200,000, including the roof over the platforms.
66. *Chairman.*] Will that estimate of £133,000 enable the Commissioners to have their offices at the railway station? Yes. The original proposal was to have three storeys and the roof; but the present proposal is to have two storeys above the ground-floor.
67. Does your present proposal give ample accommodation to the Railway Commissioners? It gives ample accommodation to the Railway Commissioners, and to the whole of their staff.
68. The design you show us gives all the accommodation that is required, and the Railway Commissioners will be able to save office rent by being located at that place? Yes.
69. *Mr. Clarke.*] Do you know the difference in cost between the old design and the present design? No; but I suppose to add another storey would make a difference of £20,000.
70. *Chairman.*] Did the taking out of a storey save £20,000? Yes.
71. What are the Commissioners now paying for office rent? On page 3 of the Report of the Royal Commission, the Commissioners say that they would save rents to the extent of quite £1,500 a year.

72. Will the station be roofed in right to Park-street? No; only about 600 or 700 feet back. The roof, made of glass and iron, will extend nearly the length of the platforms. H. Deane.
73. Will you explain the construction of the main roof? It is a segmental roof of iron and glass, supported by steel columns. 13 July, 1897.
74. *Mr. Trickett.*] What kind of appearance will the exterior roof present? A very nice appearance; it will be in one arch.
75. *Mr. Lee.*] Like the roof of the Exhibition building in Prince Alfred Park? Yes. It is all in one, so that you will be able to see from one end of the building to the other without interruption, except by standing trains. Anyone crossing on the footbridge in the middle over the platforms will have a very good view of the station. I think it will have a very presentable appearance.
76. *Mr. Black.*] Do you intend to have an engine-shed in connection with this proposed station? No; the engines will have to go up to Redfern and Eveleigh.
77. *Mr. Humphery.*] Have you amongst the designs the Elizabeth-street elevation? It is shown best by the perspective drawing. The buildings in Elizabeth-street have only two storeys, and they run to about the end of the platforms. I have included the cost of that right to the end, although it is possible that a few bays might be cut out.
78. *Chairman.*] In your opinion, will the buildings be an ornament to the city? They will.

WEDNESDAY, 14 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FIGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

79. *Chairman.*] Will you describe in detail how you propose to extend the railway system of the Colony from Redfern station to Hyde Park? Six lines of railway, as shown on this plan, are extended over Devonshire-street. H. Deane.
14 July, 1897.
80. *Mr. Lee.*] Will you identify the six lines? The two centre lines in the old building, the line at No. 8 platform, and the lines at platforms Nos. 3, 2, and 1.
81. *Mr. Wright.*] What length of Devonshire-street will you cover over with these six lines? The most westerly line will take about 18 feet, the central pair of lines will take about 28 feet, and the next three lines will take about 46 feet.
82. Not more than 100 feet of Devonshire-street will be covered? That is the length approximately. After crossing Devonshire-street the lines converge to a point along the boundary of the Benevolent Asylum grounds.
83. *Chairman.*] Will you state the area of land taken in the Cemetery and the Benevolent Asylum grounds? The area of the Cemetery taken is 3 roods 10 perches, and the area of the Benevolent Asylum grounds taken is 2 roods 14 perches.
84. With regard to the Benevolent Asylum, do you interfere with the buildings there? Not with the main buildings; only with a portion of, one of the outhouses.
85. How far to the east do you pass from the main building of the Benevolent Asylum? About 100 feet. From that point to near Park-street the lines are approximately parallel to one another. The extension next passes through the police grounds, and the area taken up is 1 acre 3 roods 1 perch. Some of those buildings will be interfered with.
86. Are the buildings of any importance? I think the barracks will have to be moved.
87. *Mr. Humphery.*] In what way do you pass over Belmore-road? With a steel bridge.
88. *Mr. Lee.*] Will it be necessary to lower Belmore-road? No; we do not interfere with any streets until we get to Park-street.
89. *Mr. Wright.*] Will you mention here the headway of the bridge above the road? There will be a minimum of 15 feet 6 inches.
90. *Chairman.*] The viaduct commences on the eastern side of Belmore-road? It commences really on the southern side of Belmore-road, because the bridges over the roads form part of the viaduct. After leaving the police grounds, till it passes over Goulburn-street, the line is in viaduct with brick arches where streets are not intersected, and steel bridges where the streets are intersected.
91. The viaduct ceases at Goulburn-street? It ceases just on the northern side of Goulburn-street.
92. After you pass Elizabeth-street, which bounds Belmore Park on the east, your land resumption commences? Yes.
93. The resumption being necessary either with a viaduct or for a tunnel? Yes.
94. In both instances you propose to resume land? Yes.
95. Will you describe the route from passing over Elizabeth-street at Belmore Park? Elizabeth-street will be crossed by means of a steel bridge; it will be on the skew.
96. *Mr. Lee.*] It appears to be a series of arches? You are looking at the elevation facing the line, and you see the projection of the sides. The arches are designed to save brickwork.
97. The crossing of Devonshire-street and Belmore-road will have one span, whereas the crossing of Elizabeth-street will comprise a number of openings? Not necessarily. It is shown on the plan from one side to the other. The reason why you see that work shaded dark is that in looking through the bridge, and it being on the skew, you see the face of the abutment. In order to save such a tremendous lot

- H. Deane. lot of brickwork that there otherwise would be, I have shown it broken through. That is how it is that these arches are shown on the plan. The other streets are for the most part practically square, with the exception, I think, of Wexford-street.
- 14 July, 1897.
98. It has two openings? No; Wexford-street is intended to be exactly the same.
99. *Mr. Wright.*] Are the brick piers arched themselves to save brickwork? Yes, where possible. I do not intend those to be the actually-adopted design. They are merely sketches to show what might be done.
100. *Mr. Hoskins.*] You do not propose to take any portion of Elizabeth-street after you have crossed here? No; it will be entirely bridged over.
101. And in regard to Nithsdale-street, what do you propose to do? We have to take Nithsdale-street.
102. *Chairman.*] Will you now describe your land resumptions in full? The area of Belmore Gardens, which is taken up by the piers, is 1 rood 18 perches; the freehold land taken up between Elizabeth-street and Liverpool-street is 2 acres 13 perches; and Nithsdale-street and the lanes which are taken up make 1 rood 39 perches.
103. *Mr. Wright.*] Can you tell us the number of buildings to be demolished between Elizabeth-street and Liverpool-street? No.
104. *Chairman.*] The resumptions approximate to £100,000? Yes. The reference book will show the number of properties the railway would go through.
105. *Mr. Hoskins.*] Do you come out near the Unitarian Chapel? Yes; we have to absorb Nithsdale-street. From about halfway between Goulburn-street and Liverpool-street we enter into a cutting, and the lines pass under Liverpool-street. Liverpool-street will be covered over by a bridge, but the levels of the street will be unaffected.
106. *Mr. Roberts.*] How far east of Elizabeth-street does the proposed line cross Goulburn-street? About 195 feet.
107. Would that be the corner of Nithsdale-street and Liverpool-street;—about what point would it enter Hyde Park? Nithsdale-street runs down about the centre of the location of the railway; the railway enters into a cutting about halfway along Nithsdale-street.
108. *Chairman.*] You then pass into the Park under Liverpool-street, which remains unaltered, and you proceed through the Park parallel pretty well to Elizabeth-street at a depth of—how much approximately? At an average depth of 27 feet.
109. How much is left open? About half; and the area is 1 acre 20 perches.
110. How wide is the space occupied by the running-road through the Park? I think it is 85 feet.
111. What is the length of the opening you leave in the Park? The area of the openings is 1 acre 20 perches, and the area closed is about the same. That is to say, 1 acre 20 perches will be restored as surface of the Park, and 1 acre 20 perches will be left open.
112. Do you apprehend any difficulty in preserving the paths in the Park for pedestrian traffic as at present? No; I do not think there will be much difficulty.
113. As an air-space, is this land taken from the Park, or does it still remain as an air-space? I do not think I quite understand the term, because you would be able to see across the space if it is guarded with iron railings. The store of atmosphere is there for the use of the public. We do not take it up.
114. *Mr. Black.*] You temper it with smoke? I daresay.
115. *Chairman.*] What is the length of your first opening? I would rather not give these lengths, because they are subject to variation. I pointed that out to the Commission. I do not wish it to be understood that these have been definitely fixed.
116. You desire to have an open area of 1 acre 20 perches to adjust it, so that you can do it with the least injury to the Park? Yes.
117. Will that area be increased? I do not think so; I do not see how it should.
118. There is no reason why it should be increased? No.
119. *Mr. Lee.*] Will these openings be placed in such a position as to interfere least with the traffic? I desire to leave the position open for that very purpose.
120. How will they be protected from the public? I propose to close them round with iron railings. This matter was discussed before the Commission, and I gave evidence to show that they could be railed round instead of walled round, as at first proposed, so that the view across the Park would not be interrupted.
121. *Mr. Humphery.*] Does that mean that the total area to be taken for the use of the railway will be 1 acre 20 perches, and the 10 acres for the terminal station? Yes; that is in addition to the 10 acres for the terminal station.
122. *Chairman.*] Do you propose to make any alteration in the level of Park-street? Yes; it will be necessary under this proposal to raise Park-street.
123. Will it materially interfere with the grade of the street? No.
124. How much will it interfere with the street? About 3 feet 6 inches.
125. It will not be detrimental to the street? No; it will not hurt it.
126. *Mr. Wright.*] I suppose you will restore Park-street to its original level? I suppose that will be about it. I shall endeavour to make it as small as possible.
127. *Chairman.*] Immediately north from Park-street the lines begin to spread? Yes.
128. Do you desire to add anything given to the description of the station as given by the Under Secretary? No.
129. It is explained in this statement that you propose to extend the width of Elizabeth-street? Yes.
130. *Mr. Hoskins.*] Would it not be a good thing to explain how you propose to get at the central station by approach roads? St. James'-road will not be interfered with. I do not interfere with any of the existing roads.
131. You propose to make an approach road through the school-yard? Yes.
132. I think it would be a good thing to take in a house or two at the corner of Market and Elizabeth streets, and come round in a half-circle;—your roads which skew round will cause a very considerable turn? I do not think so.
133. *Chairman.*] Will you be good enough to explain your views on this point? The cab road shown on the plan will have its entrance in Park-street. The cabs will wait for the arrival of trains, and they will have to pass out into Elizabeth-street, which street is widened under this arrangement by 40 feet. As soon as the cabs get outside they can diverge along Elizabeth-street, south or north, or pass across the tramway

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tramway into Market-street, or pass away along St. James'-road, or cross the tramway and go into the new street I recommend opposite the front of the building.

134. The cabs to which you referred are only those cabs which deal with the long-distance traffic, and which are the only ones likely to run between the long-distance platforms, and the main approach to the station will be at St. James'-road? It is only the cabs meeting the arrival trains which have to be dealt with. People who are reaching the station by cabs to leave by the trains will have to go up to the main entrance, and they will go under the covered way in front of the station. They can approach from that direction, or they can get down St. James'-road, or come up across from Castlereagh-street, as I suggest, by means of this new street to be opened out across where the High School stands. I think it will be found that every facility is given to the traffic.

135. What is your view of that as a commercial transaction, the Government being the owners of the land between the Mont de Piété and Market-street? If I were the owner of the land it is just the thing I should do, because I would get more frontage, and would recoup myself by the sale of the balance. I think the Government have a very good property there. If this station is made that land will become very valuable, and the proceeds of sale or lease of the new frontage as well as the old will be increased by the new street. It would more than recoup them for any expense they would be under in making the road, or building a new High School.

136. In your opinion, would it be a wise thing to widen Market-street between Castlereagh-street and Elizabeth-street? I do not think there is any necessity for it.

137. *Mr. Hoskins.*] Do you not think that you could make a better approach to the station than by that sharp turn through the school-ground? No. I think the proposed road through the High School ground is the best, because you can drive direct on to the front of the station, which you want to get at.

138. *Mr. Wright.*] Do all the passengers enter from that front? All passengers arriving in cabs.

139. Including passengers going to catch mail-trains? Those going by mail-trains will all go to the front of the station.

140. *Chairman.*] Cabs to meet people arriving by long-distance trains will go up Market-street and along the cab-road, and, therefore, will not go to the front of the station? No.

141. What is the width of the land between Castlereagh-street and Elizabeth-street? It is nearly 150 feet.

142. What is the width of your station, as designed in Hyde Park? 380 feet.

143. That is two and a half times as wide as the distance between Castlereagh-street and Elizabeth-street? Yes.

144. Therefore that width between Castlereagh-street and Elizabeth-street is one and a half times too narrow for the terminal station? Yes.

145. It would require to be two and a half times as wide as it is to accommodate a terminal station? Yes.

146. What is the length of the land from the Mont de Piété Company's northern boundary to Market-street, being the land owned by the Government? The length from the Mont de Piété boundary to Market-street is about 365 feet, and from King-street to Market-street 515 feet.

147. What is the length of your station in Hyde Park, which we presume is a suitable length, including buildings and platforms? About 1,150 feet.

148. It has been suggested by some persons that the block of land bounded by Market, Castlereagh, King, and Elizabeth streets should be utilised for a railway-station site. Is this your statement: That the width of the block is 153 feet, whereas you require a width of 380 feet; that the length of Government ground in the block is 365 feet; that the total length from King-street to Market-street is 515 feet; that since a length of 1,150 feet is required, it is clear that it is only half as long as it ought to have been, and the width stated proves that it is one and a half times too narrow, and therefore that it is simply ridiculous to locate a station there? Yes.

149. Will you explain how, with the additional importance of the eastern suburbs traffic and the traffic to Circular Quay, you propose by these two lines—one to the eastern suburbs and one to Circular Quay—to relieve Hyde Park station;—you propose to take some of your suburban trains before very long down to Circular Quay? The lines are capable of extension to Circular Quay and to the eastern suburbs.

150. *Mr. Black.*] How will it relieve Hyde Park station? By doing the shunting at Circular Quay, and in other ways.

151. *Mr. Lee.*] Will an extension to the eastern suburbs or to Circular Quay necessitate taking any further portion of the Park? No.

152. *Mr. Wright.*] Will an extension to Circular Quay or to the eastern suburbs relieve the Hyde Park station? Yes; an extension to Circular Quay would, because you could do some shunting down there.

153. Suppose the present traffic increased fourfold, would the proposed station at Hyde Park, with an extension to Circular Quay, be sufficient to cope with that traffic without taking any more land? Is that not rather a traffic matter?

154. It strikes me that it is also an engineering matter? This station is capable of accommodating a very large amount of traffic—very much larger than we have at present.

155. You would rather leave that matter to the Traffic Branch? I think it might be left to the future. I think it has been stated before the Commission that this station would be good enough for the next twenty years.

156. If the traffic should increase fourfold, do you think the proposed station would be large enough? I think that four times the amount of traffic we have at present on the railways could be brought into this station at Hyde Park.

157. *Mr. Black.*] Where are you going to find room for shunting at Circular Quay? Not on Circular Quay itself, but in Government House grounds.

158. *Chairman.*] A little below the Treasury, where the row of fig-trees runs down towards the Tarpeian Way? Yes; you will remember that I submitted a plan which I was asked to prepare, and the Chief Commissioner for Railways quite agreed with the feasibility of that scheme if it were necessary to do it.

159. It has been suggested by some people that it might be possible to have the terminal station along the western side of Sydney Cove, towards the A.U.S.N. Co.'s property;—have you ever thought of that? Yes.

160. Are you aware of any area of land which the Government own there? Yes; they have the Commissariat Stores.

- H. Deane. 161. What area have they got? I have not the particulars here, but I will get the information for the Committee if desired.
- 14 July, 1897. 162. Have you considered at any time the possibility of putting the terminal station between Circular Quay and Dawes Point? Not such a terminal station as is provided here.
163. You do not know what area of ground the Government have got;—could it be done without expensive land resumptions? It depends on what you want to do. You could not put a terminal station like this down there without expensive resumptions.
164. Why? The site would not be suitable. It would be too far down through the city.
165. And it must be approached by tunnel? No doubt it would.
166. *Mr. Wright.*] You could not put a terminal station there without utilising a portion of George-street? No; there would not be enough width.
167. *Chairman.*] What is the width between the eastern side of George-street at the intersection of Argyle-street and high-water mark in Sydney Cove? By the scale it is 230 feet.
168. That embraces the approaches to the wharfs and the wharfs themselves? Yes.
169. If you built a terminal station you would still want some way to approach the wharfs? Yes.
170. If you take off 50 feet, it gives you 180 feet between the eastern side of George-street, and a fair approach to the wharfs, and if you want 350 feet for a terminal station, and there is only a width of 180 feet in there, it is clear that it is not more than half as wide as it requires to be? The width of the block only scales 160 feet.
171. It is not much more than half the width you require, and it would obstruct the approach to the cove? It is only about the same width as the land between Castlereagh-street and Elizabeth-street.
172. You regard it as impracticable to have a big station there? It is quite impossible to have a general terminal station there.
173. Do you regard it as an impracticable thing? To have a terminal station there for general purposes, certainly. Some years ago it was proposed to bring a line round there, and to terminate there, but that scheme, which was marked L before the Commission, did not embrace bringing the whole of the traffic into the city. It was made a good many years ago, and since then the traffic has largely increased.
174. Could the site you have been referring to recently be approached otherwise than by tunnel? No; I think a tunnel would form part of the approach.
175. Unless you incurred a very large expenditure in land resumptions? Yes, in any case.
176. Then the scheme itself would be costly, and as a terminal station it would be defective—in fact, impracticable? Yes.
177. The size of the land renders it impracticable? Yes; it is in the wrong place for a terminal station.
178. What area of Government land is there along there? I could not say at the present moment.
179. What is the length of the A.U.S.N. Company's land in a northerly and southerly direction? It is about 680 feet measured along George-street.
180. What is the fair width? The average width would be about 320 feet.
181. Even if you were prepared to discard everything else, and you could get there, the area of land is not sufficient if you take the whole of the A.U.S.N. Company's land? No.
182. Have you considered Dawes Battery as a possible site for a terminal station? I would not consider any of those sites for a terminal station for the whole of the traffic, because it is too far through the city.
183. The adoption of any of those sites means either a tunnel or heavy land resumptions, and carries with it the subdivision of the traffic, the long-distance traffic still remaining outside the city at Redfern? Yes.
184. Your objection to the Government House site is that a railway station in that position means directly the erection of a new Government House, that it destroys a better park than Hyde Park, that the approach is by tunnel, and that it is not a central position for a railway station? Those are objections I have already given.
185. It is suggested also that the station site should be located south from the Sydney Hospital between that building and the top of St. James'-road, that is occupying the Mint and the District Court;—will you give the length of that block? From the front of the old Government Architect's building to the division of the Mint and the Sydney Hospital the distance is 420 feet.
186. To put a railway station in that position is ridiculous, the site not having half the length you want? Yes. If it were allowable to go anywhere near there, the only place which would be at all suitable would be the Domain grounds.
187. Is your view that it would be rather too close to the Hospital building, that it would interfere with the Domain, which is almost as important as Hyde Park, and that you would locate your station out of the way rather than close to the traffic? Yes, I have given evidence on this before the Royal Commission.
188. *Mr. Clarke.*] As you intend to widen Elizabeth-street by 40 feet, is there any necessity to have a road from Castlereagh-street to Elizabeth-street near the Mont de Piété property;—I understood you to say there was no necessity to take any portion of that block for a road? I think I have always recommended that an approach should be made from Castlereagh-street.
189. I suppose for the purpose of accommodating the passenger traffic and cabs? Yes; then they would be able to get access to the station without running alongside the tram-line between King-street and St. James'-road.
190. You think it would be absolutely necessary to have that road made? I should strongly recommend it.
191. *Mr. Fegan.*] You must ultimately require, as the traffic increases, all that space where the buildings are erected on Government land between Elizabeth-street and Castlereagh-street? I do not think it will be wanted for traffic purposes. I do not see why it should be wanted.
192. As an open space for the convenience of the public? I do not see that there is any necessity for it. It would be too large a space to leave entirely open. If it were cleared, it would have to be partly enclosed and part left for roadways.
193. I suppose that space would not be large enough for building the offices? There would be no object in doing that. It could be much better utilised in another way.
194. Nothing would be gained by building on that space? Nothing whatever—in fact, it would be a loss, because if you have the ground in Hyde Park the most economical way to utilise it is to build the offices over the station and use the other ground for something else.
195. *Chairman.*] You stated before the Royal Commission that you believed it is desirable that the approach to the main central station should be in open air as far as possible, not in tunnel? I did.
196. Do you desire to amend that statement in any way? No.
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197. You still maintain that position? I still maintain that position. I am only sorry to have to recommend that any portion of the Park should be covered in. It would be very much better to leave it open as far as the railway traffic is concerned.
198. You feel that you must keep it as intact as possible? Yes.
199. Have you had an opportunity to see the estimate of the cost of resuming an approach from Hyde Park as far as Circular Quay through the city of Sydney? No.
200. Have you not considered the cost of the land resumptions? No; I have only heard what Mr. Perdriau said. I have not had time to look into the matter.
201. I presume any extension which necessitated a resumption of property between Circular Quay and Redfern would be tolerably expensive? Yes, no doubt.
202. Have you any reason to doubt Mr. Siever's and Mr. Perdriau's estimates? I have no reason to doubt their estimates. I have not looked into them.
203. *Mr. Roberts.*] In the event of the railway being extended from St. James'-road, what route would you adopt for an extension to the eastern suburbs? The map which is attached to the report of the Royal Commission was made at its request, in order to show what lines were possible. It is not to be understood that I recommend that all these lines shall be carried out; nor should I, if I had to consider any one particular line, necessarily follow the location of these lines put down there to a few feet, or even to a chain or two. With regard to an extension to the eastern suburbs, the line which is shown there roughly indicates the way the extension would curve off to the right. It is very likely that it would be shortened, and might have a location further south; but there is no difficulty about getting away under the District Court, or the Hospital, or the Houses of Parliament, or wherever we may like to go. You only have to continue the lines on the eastern side of the station without altering their levels, and you get under King and Macquarie streets with plenty of depth.
204. *Chairman.*] It will turn off a little to the north of the station in tunnel and pass over Woolloomooloo, and then how will it proceed? I think the dotted line on the map shows the line which was examined some years ago. It passes over Woolloomooloo with a viaduct, then enters a tunnel, and goes under William-street, and emerges somewhere near the Public School in Liverpool-street, then goes for some distance roughly parallel to Glenmore-road, then close to Hargrave-street, and under Edgecliffe-road, and so on.
205. Eventually it will join the Illawarra line about St. Peters? Yes.
206. *Mr. Lee.*] Is it intended to continue the tram-line along Devonshire-street, or will any alteration be made? I propose to keep the tramway along Devonshire-street. I have not provided for any diversion of the tramway in this scheme.
207. Will the scheme necessitate an alteration in the route of the tramway? No; the tramway will be lowered with the road.
208. It will still run down Devonshire-street? Yes.
209. Is there to be a level entrance to the terminal station from St. James'-road and down Elizabeth-street? You will get in at the platform-level at St. James'-road and at the cab entrance or exit opposite Market-street. Otherwise the whole of the railway will be below the surface of the ground. The platform-level approaches the level of the street at the corner of St. James'-road. The main building will be at the level of the street. The ground from the end of St. James'-road up to Park-street, rises 10 feet and the lines have a falling grade, so that there is an increasing divergence between the levels of the railway and the road and the railway and Elizabeth-street. On the Park side of the line the ground is very much higher; it is, roughly, about 20 feet higher than Elizabeth-street is, opposite the end of St. James'-road, so that there the station will be sunk below the surface of the ground about 20 feet.
210. As a matter of fact, on the Park side, when you have excavated to the required depth, and your railway is on the boundary-line, the train-work will go on there and the public will not see it? Yes.
211. Practically, it will be out of sight? The greater part of it will be enclosed by the big roof.
212. And it will be out of sight? Beyond there, there will be a neat wall up as far as Park-street, which will shut in the rest of the station.
213. As far as the levels are concerned, the points of exit and entrance are on the platform-level? Yes.
214. *Mr. Roberts.*] Have you provided for a station between St. James'-road and Redfern? No, not in this arrangement.
215. *Chairman.*] One could be arranged at Liverpool-street? It could easily be arranged if required.
216. *Mr. Fegan.*] That would involve additional cost? Yes; but I do not think it would be very much.
217. *Chairman.*] It is only a passing station? That is all.
218. *Mr. Humphery.*] Have you included in your estimate of cost the expense which will be involved in the alteration of Redfern terminus so as to work in with your proposed extension? Yes; I have £20,000 down for alterations at Redfern and additional accommodation.
219. Do you regard the estimate you have given the Committee as ample to cover the whole cost of the terminal station, the extension from Redfern, and compensation, together with the resumption of land? As regards the construction, I think the estimate is ample. As regards the resumption of land, I have really had very little to do with it. The land valuer furnished the estimate some time ago, since which the value of properties has fallen. Against that again, we are proposing to take a little more land, but I believe that that item in the estimate for land resumption is about sufficient.
220. Will there be any difficulty in providing a level station at or near Liverpool-street? No; it could be arranged. You would only want platforms for two of the lines.
221. Can that provision be made without additional cost for resumption of land? I think an extra width would be required if the station were placed between Goulburn-street and Liverpool-street. You would have to widen out, so as to permit of the platforms coming in.
222. What additional width of land would be required? I suppose you could arrange that by putting in two 15-foot platforms.
223. You would require a strip of land from 30 to 35 feet wide between those two streets? Yes; but I think it is very possible that after all there would not be as much land as that to resume in addition, because, in taking the land for the lines we have laid out, some additional amount would have to be purchased on account of the interference with property.
224. Are you prepared to say it is probable that the resumptions which will be necessary for the railway extension will provide you with sufficient space for a passenger station near Liverpool-street? Yes; I think it is probable, except at the frontage of Liverpool-street and Goulburn-street.

- H. Deane. 225. You propose to raise Park-street about 3 feet;—what is the present gradient of the street, and what will be the gradient of the street when it has been raised as you propose? I would rather give you these figures after careful consideration of the levels, but I think it will be roughly this: That, instead of having a grade, as we appear to have on taking the measurements in this map, of about 1 in 40, we should have a grade of about 1 in 28.
- 14 July, 1897. 226. That is for a short distance between Elizabeth-street and College-street? Yes. For Sydney, at any rate, it is a very easy grade.
227. Is that the only street which will be materially affected by the extension after passing Devonshire-street? Yes; the others are retained at their present levels.
228. *Mr. Lee.*] How do you think you would dispose of the spoil from the excavations in the tunnels? It would have to be carted through the city. I have considered the matter of the spoil. It might be utilised in the case of any further reclamation, say round Glebe Island. Some might be used for filling in the resumed area in Pyrmont Bay. If it came to the worst, and there was no place to put it, it might be run down and put into lighters, and taken outside the Heads.
229. Would it all be carted away from the respective sites? Yes. I would prefer to run it away by rail, if I could get it away conveniently.
230. I suppose a portion of the spoil might be taken away in that way if necessary? It might be done at night by running it away on the tramway, but it would have to be done after the traffic ceased.
231. *Mr. Fegan.*] You said you could not say approximately what the resumptions would cost? The amount in the estimate is £100,000, which I think is a fair one.
232. You allow £100,000 for resumption, and £550,000 for construction? Yes.
233. It would mean an extra amount of rolling-stock as well? I think so.
234. It is estimated to cost £650,000 apart from the proposal of the Commissioners to resume the Cemetery at a cost of £100,000, and to make a park there in exchange for a portion of Hyde Park? Yes.
235. So that the total cost is estimated at £750,000? Yes.
236. Would the formation of the new street you recommend from Castlereagh-street to Elizabeth-street mean the destruction of the High School? Yes. The rest of the ground, which is not wanted for the street, could be utilised for buildings. The land could be let or sold for building purposes. It would be very valuable land.
237. In that way the Government would recoup themselves for the destruction of the High School? Yes, it would more than do that.
238. Have you altered the original plan of the central station which you exhibited before the Commission? If you are referring to the perspective sketch of the building, yes. I have cut out a storey.
239. And the difference in cost will be what? The difference is already provided for in the recommendation of the Royal Commission. The original idea of the building giving an extra storey would have made it about £25,000 more.
240. The estimate of £650,000 does not cover that? It does not cover the extra storey. It covers two storeys above the ground-floor and the roof.

THURSDAY, 15 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present Terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Parry, Outdoor Traffic Superintendent of Southern Lines, Department of Railways, sworn, and examined:—

J. Parry. 241. *Chairman.*] What position do you hold in the Railway service? I am Outdoor Traffic Superintendent of Southern lines.

15 July, 1897. 242. The Redfern station is under your control? Yes.

243. Have you a statement which you desire to make? I have prepared a short statement to emphasise the evidence I gave before the Royal Commission on the 23rd February last. In my evidence I gave a very full description of Redfern station. In order to emphasise the necessity for increased accommodation, I think I could not do better than read a few extracts from a report I made to the Railway Commissioners in connection with the holiday traffic on Eight-hour Day in 1896. The traffic on that day was particularly heavy. There were some delays to trains in the evening, and the Commissioners asked me to report as to the cause of the delays, and from that report I will now read some extracts:—

The whole of the trains in and out of Sydney worked well during the day until about 7.30 p.m., after which time the return trains from the South Coast line suffered delays between Harstville and Sydney, in consequence of Sydney yard becoming congested through not being able to stow away empty trains, after being discharged, quickly enough; and due to marshalling of mail-trains and to the principal platforms being occupied by mail-trains, &c., loading up passengers for departure.

The whole of the vehicles of the Northern, Southern, and Western mail-trains had been in use for excursion traffic during the day, and these had to be remarshalled after arrival in the evening into proper order to go out at night, two divisions of which had to be run for South, and one West, and a special South Coast at 7.30 p.m.; a louvered van had to be shunted on to the Western mail, one louvered van and two horse-boxes on to the Southern mail, and these had to be shunted from the horse-dock sidings, across the whole of the lines, to No. 5 platform. This shunting and marshalling appears simple in itself, but the work occupied the lines a considerable time, and caused delay to incoming trains.

J. Parry,

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It is only possible to run trains into Nos. 1, 2, and 3 platforms from the up slow line inside the yard, and as Nos. 1 and 3 are used for down Homebush, Belmore, and Illawarra suburban trains, it will be readily seen that the accommodation for the large number of additional excursion trains is very limited. To cross the trains from the slow to the fast lines at the tunnel and Illawarra Junction involves blocking back trains on the up and down fast lines; and after arriving in Sydney the trains have to be shunted right across the whole of the lines again to store the carriages either in Redfern carriage-sidings or goods-yard, or run to Eveleigh shunting-yard, for it must be remembered we have no extensive sidings on the up side where trains can be run into direct and stored on a busy day, such as this was.

The platform accommodation on the fast-line side of the station is also very limited. No. 5 platform was occupied by the Southern and Western mails to load up, and No. 6 with Parramatta trains arriving and standing ready to depart again, for it must be understood that they cannot be shunted away and brought back again at such a busy time as this was. Nos. 8 and 11 were used for trains arriving from the fast line; but having to shunt the empty carriages across the whole of the yard to the carriage-sidings, or to go to Eveleigh, involved delays to other trains; but Nos. 4, 7, 9, and 10 platforms are useless for trains to arrive at, they being too short.

Eleven up Roschill trains were run into the goods-yard to the temporary platform to discharge passengers.

At the goods-yard loading-stage these trains had to be diverted on to the goods line at Illawarra Junction; and to pass through the goods-yard sidings, and over points which are not provided with signalling or interlocking appliances to ensure safe working, and this is very undesirable, but which was absolutely unavoidable under the present conditions.

I have prepared a statement showing late arrivals into Sydney between 7 p.m. and 9.30 p.m. of trains from the Illawarra line.

I am quite satisfied that the staff did their best to get through the exceptionally heavy traffic with the least possible delay, and in my opinion did very good work with the facilities available; but the platform accommodation at Redfern is totally inadequate for dealing with the ordinary daily business, and it is therefore a matter of surprise to find the largely-increased number of trains above any previous day on record having worked so smoothly as they did. I would, however, respectfully urge that the question of largely-increased accommodation be taken seriously into consideration, for, under existing circumstances, the shunting and directing staff are under the greatest tension in dealing with the trains; in fact, I am strongly convinced that the factor of safe working is largely exceeded, and unless relief is afforded, I am unable to see how the growing business can be satisfactorily dealt with. I recognise the largely-increased facilities which have been given by the Commissioners since 1888, and their readiness to suggest and provide additional relief, but the requirements cannot be met by altering and adding to the existing station and I feel it my duty to report in no uncertain language what I strongly feel in regard to the risk to safe working we are incurring by continuing in the present contracted space.

In this report I have not dealt with the inconvenience to the general travelling public through want of accommodation, as that was fully reported on by me on the 27th April last, but simply in reference to the difficulty of dealing with trains and the safe working of same.

I attached to my report a statement showing the delays which had been occasioned to the Illawarra trains. For the information of the Committee, I will state a few of the delays. The trains kept fairly good time until the whole of the people began to return from excursion places into Sydney after 6.35 p.m. The report shows that the Illawarra trains were greatly delayed, and, in analysing the delays, it was found that they were directly traceable to the impossibility of dealing with a number of trains, as they arrived in Sydney yard, and by the shunting which is going on, and not having sufficient platform accommodation to receive them, they had simply to stand out. A train at Redfern tunnel would, of course, block another train at Eveleigh; the train at Eveleigh would block a train at the Illawarra Junction; the train at the Illawarra Junction would block a train at the preceding station, and so on right through up to Hurstville. I have here a list of the trains which were delayed. The time for each train to run from Hurstville to Sydney should not have exceeded thirty-two or thirty-three minutes—and sometimes less—but it actually took for the journey from Hurstville to Sydney as follows:—58 minutes, 73 minutes, 66 minutes, 61 minutes, 53 minutes, 55 minutes, 59 minutes, 55 minutes, 64 minutes, 76 minutes, and 80 minutes. Or, to put it a little more concisely, the time taken in excess of the time allowed by the time-table, was as follows:—27 minutes, 17 minutes, 32 minutes, 29 minutes, 20 minutes, 23 minutes, 21 minutes, 24 minutes, 27 minutes, 23 minutes, 31 minutes, 55 minutes, and 48 minutes.

244. *Mr. Wright.*] Can you give the average delay? The delays would average, roughly, about twenty-five minutes. I was in the yard myself the whole of the evening, and, therefore, I am quite satisfied that the staff in the yard could not have worked harder, or dealt with the traffic with greater energy or discretion than they did. We had the Southern, Western, and Illawarra down through trains—which had to stand at the platforms to load up with passengers, parcels, and luggage—occupying the principal platforms for a certain time, and we had not sufficient platform room to receive the large excursionist traffic coming in. The Commissioners authorised the construction of another platform, which has been completed, and that has assisted very much, but still it is only a very small matter compared to what is required to provide for the safe working of the traffic.

245. *Mr. Lee.*] Are you aware of the details of the proposal to bring the railway system to St. James'-road? I have seen here the plans of the proposed terminus at Park-street.

246. You know how it is proposed to work the traffic from that central station? Yes.

247. Are you prepared to tell the Committee that if the railway system is extended to St. James'-road in the manner proposed, there will be no possibility of blocks occurring similar to what occur at Redfern station? If a central station had been provided according to the plans I saw before the Royal Commission, these delays would not have occurred, because the platform accommodation would have been such as to have enabled them to deal with the trains as they came in, and to despatch them away quickly.

248. Do you believe that the extension of the line in the manner proposed will be the means of preventing these blocks from occurring in the future? Yes. I do not say that on a very busy day, such as that was, no blocks would occur, because other factors may come in. But I do say that the delays as shown on this return—I might say almost the whole of them—would have been avoided.

249. But you have shown a most serious difficulty in the working of the railways that necessitated the blocking of your trains as far back as possibly Newtown on the one side, and Hurstville on the other? Yes.

250. In other words, trains were stuck up at other stations because the incoming trains could not be dealt with sufficiently expeditiously at Redfern yard? Exactly.

251. If we grant an extension of the system to Sydney, will we overcome that difficulty? Yes; because you will provide at the new central station such platform accommodation as will allow the through trains to be standing at their platforms loading up passengers—and they have to stand there from fifteen to twenty minutes at least—while, at the same time, you will have ample accommodation to receive your excursion traffic.

252. Will you also be in a position on crowded days like Eight-hour Day to marshal your trains for suburban traffic, and to get in and out of the station without creating a block? Yes.

253. Where would you marshal your trains? Chiefly at Redfern station. The present station at Redfern has, of course, to be then given up to the storage of trains, carriages, and in these sidings the marshalling of trains would be effected.

- J. Parry. 254. In other words, the passage of the trains from Redfern yard to another destination would enable you to make such arrangements at Redfern yard as would put your carriages in the position of being placed in the central station without difficulty? Yes.
- 15 July, 1897. 255. That is what you anticipate will occur? Yes.
256. *Mr. Hoskins.*] The less liability of accidents in the new station at St. James'-road would arise from the platforms being much longer than the platforms at Redfern station? To a great extent. The platforms in the new station would be of sufficient length to accommodate the longest trains without fouling the other roads to other platforms.
257. And the spare carriages not in use would be kept up at Redfern station? Yes.
258. The spare carriages required to form trains being kept at Redfern station would be brought in on arrival lines at the new station, and consequently there would be no crossing of lines as there is at Redfern station in the forming of trains? Not in the marshalling of trains. I would like it to be understood by the Committee that it will not dispense with the whole of the crossing, if you wish to attach a carriage; but the great proportion of the marshalling will, of course, be avoided at that station.
259. Some of the departing trains from Redfern station have to take a very serpentine course to get on to the main line? Yes.
260. Is there not some danger in that process, seeing that suburban trains have to come on those lines into the station, and the engine-driver of an outgoing train having to take a serpentine course may not see an incoming train, and an accident may thus occur? That risk exists now at Redfern. At Redfern you have no refuge-sidings in which to store away your surplus engines, and, therefore, to get your engines to some road which will clear the incoming passenger trains, you have to shunt from road to road, frequently twice, and sometimes three or more times. The shunting of these engines from road to road, of course, necessitates what we call hand-signalling; you cannot provide a fixed signal for each operation, and therefore it has to be done under the direction of the shunter, and with, of course, a risk of the shunting engine, perhaps, being taken into a road through which another passenger train may be passing.
261. And the risk of danger has increased a good deal of late years through your increasing the number of your platforms out towards the Institute, so that trains leaving the outside platforms have greater difficulty in getting round on to the main line? Yes.
262. That risk keeps increasing by your increasing the number of platforms in a circumscribed space? Yes; without proper facilities for dealing with the engines being provided between the main lines.
263. In the proposed new station at St. James'-road the platforms will be 700 feet long, and the trains will have a straight run in and out;—the trains will not require to take such a serpentine course as they have to do at Redfern station? That is so.
264. *Mr. Lee.*] In the new station the engine which brings in a suburban train can be shunted by means of a central line to the front of that train and take it out again? Yes; you will not need another engine to pull it out; if a suburban train is not going out at once, it is a great waste to keep an engine locked in at the platform by the train. In the new station you can liberate that engine, and employ it in some other way. If a train is timed to depart within five minutes of its arrival, it may pay to keep another engine on the station to pick up that train and take it away. At Redfern yard we have no place to put the engines. They have to be shunted about from one place to another on the main running lines.
265. *Mr. Hoskins.*] If the railway system is extended to St. James's-road, and Redfern station becomes only a wayside station, and a dépôt for empty carriages, and so forth, I suppose, in the interest of good management, it will be necessary almost to remodel the roads in that yard? It would, because you would have a great surplus of points and crossings, facing points, and of interlocking gear, which would be taken out. You would save a very large number of points and crossings, which would not then be required.
266. And you can have better and more readily accessible sidings for shunting carriages on to without at the same time having so many points and crossings as you have now? Yes.
267. *Mr. Humphery.*] Are you prepared to say that by the proposed extension, and with the terminal arrangements at St. James'-road, as shown on the plan, all the complications at present existing in the working of the traffic would be removed? Yes, if the arrangement of road is similar to the Park-street plan.
268. Will there be ample provision for a great increase in the traffic? Yes.
269. Approximately, what increase could be provided for? I estimate that the accommodation proposed at that station would enable us to deal with the maximum traffic which we could bring in on those lines. Our ordinary traffic could be dealt with easily fourfold. Of course, on a day such as Record Reign Day or Eight-hour Day, we could have facilities at the present Redfern station. The present platforms, which would not be utilised for other purposes could be used on such a day as Eight-hour Day or for Rosehill or particular excursion trains.
270. *Mr. Hoskins.*] From your evidence I gather that it is your opinion that if the terminal station is constructed as shown on the plan, and the roads of access are similar, a largely increased traffic could be successfully dealt with? Yes.
271. Does not that necessarily presuppose that all spare carriages and horse-boxes are all taken into Redfern yard and kept there? Yes, except a few for strengthening trains.
272. You would keep no dead stock at St. James'-road station? No. At the present time we have not sufficient siding accommodation to receive our existing rolling-stock at Redfern, and therefore the space we have at Redfern station will, as the traffic increases, be absolutely required, not for station accommodation, but for the storage of rolling-stock.
273. *Mr. Humphery.*] With any alterations that would be possible at Redfern could you provide sufficient accommodation to cope with the increased traffic that could be provided for by the terminal arrangements and extension to St. James'-road? Not on the present site.
274. *Chairman.*] In your evidence before the Royal Commission you said that the Redfern yard was altogether unsuitable, because of the shortness of the platforms, the shortness in the approach, the want of a third line between the running-roads into the platforms, the want of shunting appliances, and the necessity to shunt your trains right across the various approaches? Yes.
275. You informed the Commission that Redfern station was very inconvenient to the travelling public, because of the inferior platform accommodation; that it was almost impossible to avoid accident; that with trains entering Redfern at any place the passengers in them were continually menaced with danger;—do you still maintain that position—that Redfern is not only inconvenient, but is dangerous? Yes. A railway officer never likes to talk about absolute danger. While we run great risk, we always like to avoid using the word "danger."

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276. Redfern station is undesirable in that it is inconvenient and there is a very considerable risk? Yes. What I desire to point out is that the shunting staff are working under such extreme tension during the busy hours of the morning and evening that, supposing any accident did occur, it would be very difficult indeed to blame the man who made the mistake.

277. The station is so situated, or so circumstanced at present, that it is a little too much to expect of any staff of men, however competent they may be, to avoid accidents sometimes? Yes. The risk is in the enormous amount of shunting of engines from road to road after they have brought in their trains and have been placing them on other trains within fixed signals, and for which hand-signalling has to be resorted to.

278. *Mr. Hoskins.*] And of necessity they have to cross other roads that trains are coming in on? Yes, in shunting.

279. *Chairman.*] You think that the new station at St. James'-road will be capable of doing fourfold the traffic which is now done at Redfern station? Yes, of the ordinary business.

280. The eastern roads can be extended to Circular Quay, where there may be a platform and shunting appliances provided? Yes.

281. This platform at Circular Quay and the shunting appliances provided there will relieve the Hyde Park station, in that it would enable shunting operations to be carried on at Circular Quay which otherwise would be carried on at Hyde Park—in other words, by the extension of the line from the central station to Circular Quay, a certain proportion of your trains will simply pass through the central station as a wayside station and go down to Circular Quay, and there be marshalled and pass away on the opposite journey through the central station as a by-station? Yes.

282. If there is an extension round to the eastern suburbs Hyde Park will be a passing station for them? I feel that I am now asked to speak theoretically. I have no plan of the proposal before me, and therefore I am not prepared to offer any opinion to the Committee.

283. Will you give the Committee your views with regard to a possible extension of the Hyde Park railway-station grounds, having in view the portion of the city it is likely to serve, and what, from your experience of the railway systems of the world, you think is likely to be done when Sydney grows so much in population as to render necessary an extension of these yards if all traffic for the metropolitan area were done from that centre? I think, as far as can be foreseen at the present time of the extension of Sydney, that the new station will accommodate all the business which will require to be brought to it. If, in the course of twenty or thirty years, Sydney has expanded to very much larger proportions than, perhaps, anyone could foresee, then I say the whole of the people would not require to go into this particular spot, because the city itself would have expanded, and it would be necessary to have new centres from which the traffic for certain portions would require to start. Take your provincial towns at Home—take Liverpool, Glasgow, and the other stations which the late Chief Commissioner mentioned in his evidence. You would not think of centralising the whole of the traffic of these various lines into one big station, because they serve different districts. While it may be possible to bring in an enormous increase of population, at the same time the chances are that the traffic will develop in certain directions, which you could hardly foresee at the present time, and necessitate a different sort of station altogether being provided. Suppose, for instance, North Shore develops to an enormous extent. The bulk of the passengers coming from North Shore will be suburban passengers. They will require to come into the city in the morning to do their business, and to go out again at night. The through traffic, compared to the suburban traffic, will be infinitesimal even then. Therefore, you might well have a separate terminal station for your traffic coming from North Shore; in all probability it would accommodate people better on the western side of the city.

284. The same thing might apply to Balmain? Yes.

285. The same thing might apply to the other side of Woolloomooloo? Yes. If Sydney is going to increase to such an enormous extent certainly the people will not be able to get down about King-street. The business will be distributed in a larger area. What is convenient to-day may not be convenient at all at that time.

286. Then you regard this station at Hyde Park as the terminus for the railways of the Colony for the present? Yes.

287. You regard the area taken as ample to do all the trade which legitimately should be done from that centre? Yes, if it is to be the same as the station I saw before the Royal Commission.

288. And the commercial development would not be an expansion of that station, the absorption of more of the Park, but the choosing of new centres from which to deal with populous areas? Yes.

289. Is it your opinion that no more of Hyde Park will ever be required to be taken? It is. Six lines of rails will, of course, accommodate a very large traffic, provided you have a suitable terminal to receive your trains from those lines.

290. Which this is? Yes.

291. *Mr. Hoskins.*] Provided that you keep your empty carriages and engines away from the station? Yes. These six lines would be ample for the maximum traffic which can be brought in on those lines to the station. The question of remodelling Redfern station disposes of itself in this way: That you will require absolutely the room which you have there for the storage of your rolling-stock—for storage purposes only. Therefore, to attempt to extend the existing station, and take up more of the room from that accommodation, you would simply be spending money and taking up room which is required for other purposes.

292. *Chairman.*] It is suggested that a portion of Prince Alfred Park could be taken for the extension of the railway platforms in that direction;—is it practicable in your opinion? In my opinion it is out of consideration.

293. It is not worth considering? No.

294. You believe no practical man would suggest it? I would not suggest it.

295. *Mr. Lee.*] Is it not a fact that not only on record days, but in the busy part of every day, in consequence of the limited accommodation at Redfern station, the short narrow platforms, and only one means of approaching the platforms, the passengers incoming and outgoing are always meeting, with the result that at times it is almost impossible to catch your train if you are in a great hurry? That is so.

296. Take the case of a busy man, with limited time at his disposal;—if he wanted to catch his suburban train by a minute or two, on a busy occasion he would have to take the previous tram? That is very pronounced. In fact, I frequently have had to miss my train through not being able to get through the crowd. Of course, it was in busy times.

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297. In addition to the great difficulties of dealing with the trains and engines, when you get those trains to the platforms great difficulty occurs in handling the passengers on the end platform? Yes.

298. And at times is it not almost impossible to get through the crowd either going to or coming from the platform? It is.

299. On the days preceding great holidays—say, at Easter-time and Christmas-time—when the luggage-rooms, remote from some of the long-distance trains, are so largely availed of, is it not a fact that passengers frequently have to wait from twenty to twenty-five minutes to get their luggage before they can go to catch their trains? I am afraid that last year that was felt to a very serious extent, and on one or two occasions the passengers missed their trains. A gentleman who was going to the Mountains—I think to Leura—in consequence of not being able to get through the crowd to get his luggage out of the cloak-room, missed his train, and to prevent him from being so seriously inconvenienced we arranged to stop the mail-train afterwards to set him down.

300. *Mr. Black.*] Would that not happen under any circumstances if there was a great deal of traffic at any station, unless a luggage-room was provided for each platform? Take the new station here. You would have such facilities that you would be able to get your luggage overhead. It would be brought into one large receiving-depôt, and from that cloak-room it is arranged to be lifted up overhead, so that it goes free from the passengers. It does not mix with the passengers. It is sent to the train direct.

301. Does not delay occur through a man who has a ticket for his luggage not being able to get a place at the counter, or to communicate with the man in charge of the room? Nothing to the extent of the disability we suffer under at Redfern, where you have people waiting six deep.

302. They cannot get to the counter? We have neither sufficient room to store the luggage nor counter-space to accommodate the people to receive their luggage.

303. Could it not be enlarged? Since Easter it has been enlarged to its full extent, but it is not anything like sufficient to cope with such traffic as we have.

304. Is there anything to prevent further enlargement in the cloak-room? There is no space, as you will observe from this plan, to enlarge the cloak-room.

305. *Mr. Lee.*] The difficulty which has been mentioned by Mr. Black could be overcome if sufficient accommodation were provided for the luggage, and for access to it by the people? Yes.

306. But it is impossible for you, under existing circumstances, to give that accommodation at Redfern station? Yes. The main entrance to this cloak-room is from No. 6 platform, which is only about 17 feet wide. The whole of the crowd requiring to go to the cloak-room for their luggage have to pass in on to this narrow platform, and the whole of the people, after getting their luggage, have to pass through the incoming people in order to get out again. In going out and coming in they meet each other with this large amount of luggage. I think I informed the Royal Commission that at Easter-time I myself had to go and suspend all operations in regard to collecting excess luggage, or even labelling it, because the traffic was becoming so congested that the people themselves could not get through it.

307. *Mr. Fegan.*] I had to wait there for twenty-five minutes? I think I saw you there that night.

308. *Mr. Black.*] If the entrance were made from the end of the building facing Devonshire-street, would not that do away with some of the difficulty? That portion is already used for an inquiry office, and for lost property.

309. The inquiry office could be dispensed with? It is the most important office we have.

310. Could you not find a place for it at the end of No. 1 and No. 2 platforms, which is about the quietest part of the station? It is not only an inquiry office, but also the lost property office. The man who is in charge of the inquiry office also deals with lost property, and there would not be room at the other end for the lost property.

311. It seems to me that there is a good deal of vacant space at the far end of the platform where the train runs out to the National Park? It may appear so to you, unless you see it in a great crush, and then you will find that that end of the platform becomes simply black with people.

312. *Mr. Lee.*] The fact remains that all the outgoing passenger traffic and the incoming passenger traffic have to be marshalled on that space between the front of the station and the kerb, no matter whether it comes by tram, by bus, or afoot? Yes; and the whole of the parcels from the parcels office, tons of butter, tons of meat, and tons of all sorts of produce have to be wheeled in barrows round that narrow end to get to any platform to reach the mail-trains, and this has to be dealt with at the very time when the great crowd of passengers are coming to take their trains.

313. The accommodation at the station is altogether insufficient to properly deal with the present traffic? Yes.

314. If that is the position of affairs now, and it is reasonable to suppose that the traffic will increase by at least 50 per cent. within the next fifteen years, do you see any possibility of dealing with that traffic at that station? No, not satisfactorily.

315. Something very much more extensive than the present accommodation will have to be given? Yes.

316. That is a necessity against which no argument can be used? Yes.

317. *Mr. Trickett.*] Do you remember being examined on 23rd, 24th, and 25th February last before the Royal Commission on City Railway Extension? Yes.

318. With the exception that the proposed extension of the railway system is to St. James'-road instead of, as then proposed, to Park-street, do you wish to alter the evidence you gave on those occasions? No; I understand that the station which I saw then on the plan here is simply moved along from Park-street to St. James'-road.

319. Therefore, your evidence applies with that one alteration? Yes; it does not affect my evidence if the station which I described to the Royal Commission is placed at St. James'-road.

320. *Chairman.*] Do you desire to add anything at all to your evidence? I think not.

321. *Mr. Fegan.*] How many accidents have you had at Redfern station this year? We had one rather serious accident in February.

322. A large number of your own men have been knocked down there very often? I do not think so.

323. Is it not a fact that a large number of accidents take place in Redfern yard through the traffic being so congested there? No; in Redfern yard, due, I am bound to say, to the carefulness of the men, accidents are very rare.

324. Can you furnish the Committee with a return showing the number of accidents which have been caused there during the past twelve months? Yes.

325. *Chairman.*] That is, accidents to individuals, not accidents to trains? Yes. I do not believe there is a passenger shunting-yard anywhere where the men undergo such risks as they do in Redfern yard. It speaks volumes for the carefulness of the men that they do not get hurt, because they are simply standing in amongst the lines, dodging one train coming in and moving out of the way as it goes out—even the men directing the traffic.

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Stephen Edward Perdriau, Surveyor, Department of Lands, sworn, and examined:—

326. *Chairman.*] You are a surveyor in connection with the Department of Lands? Yes.

327. Have you prepared a statement as to the removal of the remains from the Cemetery on the site on which the Town Hall was built, and as to one or two other matters which were brought under your notice by the Secretary? Yes.

S. E.
Perdriau.
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328. Will you read the statement? It is as follows:—

RECITAL of the circumstances and proceedings in connection with the closing of the old Burial-ground or Cathedral Close, City of Sydney, and appropriation for municipal purposes of the site whereon the Town Hall is built.

The site of the Sydney Town Hall area, 2 acres 30 perches, was the old burial-ground or Cathedral Close. The burial-ground appears to have been unenclosed in 1802. About the year 1804 it appears to have been enclosed with a fence, because the "pigs rooted up the graves." Afterwards it was surrounded by a brick wall.

In the year 1819 the cemetery was closed, and the Devonshire-street Cemetery opened.

The latest date which appeared on any tombstone in the "old cemetery" is said to have been 1818.

Persons of all creeds and conditions lay in the old cemetery, and no person nor church appears to have had any power to exercise authority, consequently the place became dilapidated and the tombstones disappeared; the place became a resort for undesirable people and a public nuisance.

In 1866 the land was proclaimed a recreation reserve, and trustees appointed, but, as no funds were provided, the trustees were unable to effect the necessary improvements, and it was not used for that purpose.

By an Act of Parliament, dated 1869, the old burial-ground was resumed, and a portion thereof, comprising 2 acres 30 perches, was authorised to be appropriated for municipal and other purposes, and the following conditions were imposed upon the Municipal Council of Sydney, viz.:—

A sum of £25,000 to be expended in building on the land a Town Hall, to be completed and fit for use on or before the 1st day of January, 1872. Half an acre to be set apart for the erection of the Town Hall, and the residue as a place of recreation, to be enclosed with a dwarf wall and iron palisading, gates and entrances, and shall, on or before the 1st day of January, 1870, embellish the portion not set apart for a Town Hall with such walks, ornamental trees, and shrubberies as the Director of the Botanic Gardens for the time being shall recommend. The Act states the penalty recoverable if the abovementioned conditions are not carried out.

A *verbatim* copy of clause No. 8 of the said Act is as follows:—"The Municipal Council shall, within three months after the passing of this Act, cause the remains of all persons buried in the ground authorised to be granted (so far as they can by reasonable search be discovered), together with all slabs or tombstones in relation thereto having any legible inscription thereon, to be collected with due care and removed to the Necropolis, and shall there cause such remains to be reverently interred in such a manner as the Minister for Lands shall direct. And if the same be not done within the time limited as aforesaid, the said municipality shall be liable to a penalty of £200 monthly until such be done, and any colonist may through any competent Court sue for and shall be entitled to the said penalty or penalties."

On the 30th April, 1869, the Under Secretary for Lands informed the Town Clerk that the Secretary to the Necropolis, Rookwood, had been instructed to set apart the land required for the purpose. This was accordingly done, by providing an area 36 feet x 16 feet in the Church of England portion, and the records show that twenty-two interments were made therein of bodies which were removed from the old cemetery.

An effort was made by the Secretary to the Necropolis to obtain the usual charge for interments, but without success.

A handsome stone monument is erected over the remains. It is 8 feet square at the base, and about 15 feet in height, surmounted by an urn. A marble panel on the dic bears the following inscription:—

"Erected by the Municipal Council of the City of Sydney over the remains removed from St. Andrew's Cathedral Close, George and Druitt streets, Sydney, used as a cemetery prior to the year 1822.

"WALTER RENNY, Mayor."

The monument is kept in repair by the City Council, and has recently been renovated and painted.

From what I could learn at the Town Hall, no complaints were made about the manner in which the municipal authorities removed the human remains.

329. There seems to have been no difficulty in carrying out this operation? No.

330. The Municipal Council of Sydney desiring the site for the purpose of erecting a Town Hall, obtained power to remove the bodies, and those persons who were interested in the remains in the cemetery were apparently satisfied? As far as I can find out they were. The Assistant Town Clerk told me that he was not aware of any complaint which had ever been made.

331. That confirms the opinion you expressed before the Royal Commission, namely, that the same operation could be carried out at the Devonshire-street Cemetery were it necessary to convert that Cemetery into a park? Yes; but it would be a very much larger operation there.

332. Have you any idea of the cost of removing the remains? No; this would be no indication, because while there were only twenty-two in George-street, there will be some hundreds in Devonshire-street.

333. *Mr. Lee.*] When was Devonshire-street Cemetery closed? I understand that it was closed about ten years ago, but there have since been one or two interments in the Cemetery in vaults. For instance, the widow of Dr. Lang was buried there.

334. I presume the respective denominational portions of the Cemetery have been dedicated and vested in trustees? Grants have been made to some of them.

335. The issue of a grant is the conveyance of a freehold? Yes, but in this case it would be for the specific purpose of a cemetery, and for no other.

336. In that case, even if the remains were removed, some compensation would have to be given to the trustees? No doubt they would expect some compensation. I do not know that they would ask for the actual value of the land.

337. No other compensation beyond the land, I presume? I do not think so. I think all the relatives would be satisfied if the bodies of their friends were carefully removed and re-buried reverently elsewhere.

338. You understand that a denomination which may have received a grant for its portion looks upon it as a church asset? Yes.

339. And consequently, if it were taken away, it would require compensation? Yes, but in this case it would be for the specific purpose of a cemetery, and no other.

340. What course do you consider necessary to be taken to enable the Government to obtain possession of this land? It would depend upon whether a grant has been issued. In my evidence before the Royal Commission, I mentioned some of the denominations which got grants. I do not think there would be anything

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anything further required than a careful removal of the remains from the Cemetery. No doubt the trustees will make a claim for compensation if you deprive them of the freehold of the land.

341. *Mr. Hoskins.*] Not if they were given freehold land where the remains are interred? I do not think the right to inter a body in a cemetery carries with it the freehold of the land. They do not get a deed for the land.

342. Can you furnish any information as to the probable cost of removing the tablets and monuments? No. I consulted the Chief Surveyor as to the removal of the remains. I think he had some experience of the kind before, and he said that all that need be done would be for the Government to carefully remove the remains.

343. Will you ask the Chief Surveyor to look into the matter? I will make further inquiry.

344. *Mr. Lee.*] Do you remember the old Cathedral Close in George-street? No.

345. You know the present site of the Town Hall? Yes.

346. Do you think it is any offence to the public that the Town Hall is erected on the site of the old cemetery? No; I think it is a thing of beauty and a joy for ever while it lasts.

347. If it were possible in the heart of the city to convert a cemetery into such a valuable site, and there to erect a valuable building as a town hall for the City of Sydney, is it not equally possible to convert the Devonshire-street Cemetery into a beautiful park for the recreation of the people? Certainly.

348. Without having any features objectionable to the people? Certainly. The records show that the area fronting the Town Hall was set apart for recreation purposes in those days.

349. Are you of opinion that if one of the old burial-grounds was good enough to erect a Town Hall upon for the City of Sydney, the Devonshire-street Cemetery is a good enough site to be converted into a recreation ground for the people? It is a very suitable place for a recreation ground. It is very suitable land.

350. *Chairman.*] Will you state the width between the western side of Sydney Cove and George-street? It will be necessary to retain the present road to the wharfs under any circumstances. You cannot utilise the immediate approach to the wharfs for railway purposes.

351. What is the width of the Government land lying east of George-street towards Sydney Cove at its southern end? From the point to the Circular Quay roadway it is 185 feet, and from Argyle-street to the Circular Quay roadway it is 155 feet. The length from the Queen's Wharf to Argyle-street is 380 feet.

352. That is, approximately, about the same as the area of the Government land lying between the Mont de Piété Company's property and Market-street? I daresay it is.

353. That clearly is not large enough for a railway station? It is not long enough.

354. Then north of it, how does the Government land run? There is some private land on the northern side of Argyle-street, then you come to the Sailors' Home and the Mariners' Church.

355. How wide is it from the roads running along the foreshore of Sydney Cove to George-street, taking it across by the Sailors' Home? 105 feet.

356. What is the width of land the Government have in the old A.U.S.N. Company's property? The old A.U.S.N. Company's offices extend from George-street to the Quay, and at the other southern end it is 95 to 100 feet wide.

357. How far is it from George-street to high-water mark? From George-street to the present high-water mark along the southern boundary of the A.U.S.N. Company's stores it is 220 feet.

358. To utilise this property it is necessary to have a road along the foreshore? It could not be done without. With these large foreign-going steamers they have an enormous amount of cargo to go into the city, and they want at least 50 feet room for the drays.

359. If it were intended to locate a railway station there it would be 160 feet in width? I do not know that there would be that much room available, because the width of 220 feet which I gave you includes the plank wharf, and it is behind the plank wharf that they want a roadway of 50 feet for the drays. I should not say that there would be more than 100 feet available.

360. It is clear that along the western side of Sydney Cove there is no position without interfering with George-street and making extensive resumptions to place a railway station in which great traffic could be done or approaching in magnitude a great terminal station? No. From the length and distances I have given it cannot be.

361. I presume these properties are used already for other purposes? The old Commissariat Stores are not used fully. They are almost useless; they want a lot of repairing before they could be used.

362. There might be a width of from 100 to 150 feet if you had the whole of the land with the buildings cleared off? Yes.

363. If you closed up Argyle-street could you give the length? You would have about 690 feet to the northern side of the Sailors' Home land at Bethel-street.

364. Would that require to be approached by tunnel? Unless you resumed a good deal of the surface to form an approach.

365. To get that position your own estimate was that with proper running roads you would require a length of 130 chains, and it would cost £2,000,000? Yes, 100 feet wide, and wholly through private property and an open cut to the west of George-street.

366. With regard to a site near Dawes Battery, if you go back 3 chains along George-street North, you then have a width of what? Nearly 400 feet to the foreshores of Port Jackson.

367. From that point down to the termination of the Dawes Battery land—that is, near to the A.U.S.N. Co.'s property—what is the length? It is about 540 feet to the end of Dawes Battery reserve.

368. Have you a description of the site lying south of Hyde Park which has been suggested for the principal station for the city railway? Yes.

369. Will you read the description? It is as follows:—

The site is bounded by Liverpool, Elizabeth, Goulburn, and Macquarie streets, Sydney.

The total of the municipal assessments for that block of the city indicated above for the municipal year 1897-8 is £9,840.

Capitalising £9,840 at twenty years' purchase	£196,800
If twenty-five years' purchase be adopted the amount would be	246,000
Add for the Lutheran Church (approximate estimate)	£2,000
Unitarian Church (this building not being rated)	13,000
Public School	9,000
	<hr/>
	24,000

The mean length of the above block is 535 feet, and the mean width is 490 feet, and the area is 6 acres. At this place Liverpool-street is 3½ feet higher than Goulburn-street, on a section down the middle of Nithsdale-street.

370. Will you now furnish a description of Cook Park and Phillip Park? The area of the two parks, if Boomerang-street is closed, is 9 acres 2 roods 30 perches, and the length is 635 feet in a north and south direction, and 700 feet in the middle in an east and west direction. It is a trapezoid in shape.
371. These are fairly well the full lengths? Yes. The fall from College-street—that is, from the old corner of the park before Boomerang-street was taken out to the north-east corner of Phillip Park—is 59½ feet.
372. You gave evidence before the Royal Commission on the City Railway Extension? Yes.
373. Do you desire in any way to alter or to add to your evidence before the Commission? No.
374. You believe that your evidence before the Commission is correct? Yes.*

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TUESDAY, 20 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Norman Selfe, M.I.C.E., M.I.M.E., sworn, and examined:—

375. *Chairman.*] You are a civil engineer? Yes. I am also a Member of the Institution of Mechanical Engineers, England, as well as of the Institution of Civil Engineers.
376. Have you a statement to make to the Committee? I have.
377. You gave evidence before on the 27th March, 1897, before the Royal Commission on City Railway Extension? I did.
378. That evidence is correct to the best of your belief—you revised your evidence? Yes; but it is not the evidence I should give. A great deal of that evidence was given in answer to questions. I had not an opportunity to make a statement, and therefore what I had to say did not go before the Royal Commission. I can conceive that there are many points in connection with the city railway extension which have not yet come out.
379. *Mr. Hoskins.*] Were you not asked by the Commission to make a statement? I do not think so. I did before the former Royal Commission; but I came very hurriedly before the recent Royal Commission in this room.

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380. *Chairman.*] You have a statement which you wish to read? Yes. It is as follows:—

HAVING been much interested in the city railway extension for over twelve years, having been honored by the late far-seeing statesman, Sir Henry Parkes, with the task of formulating his views on the question for presentation to a Royal Commission, and having spent several hundreds of pounds of my own money in an endeavour to have the question of route and stations settled in the true interests of the majority of the people of New South Wales on a broad and fair commercial basis, I respectfully ask the attention of this honorable Committee to a few notes on several points connected with the subject which do not appear to have hitherto been adequately brought before it. When appearing before the recent Royal Commission I stated that I had made no personal estimate of the cost of the scheme formulated by myself, but took Mr. Foxlee's estimates. I now propose to submit some estimates based on Mr. Perdriau's valuations as laid before, and adopted by that body. I do not intend to make any reference to the sentimental value of Hyde Park in connection with the proposal to divert it from the purpose to which it was sacredly dedicated so many years ago.

The large plan, exhibited on a scale of 2 chains to the inch, shows clearly, among other things, the terrible, black trail that an extension of the railway from Redfern to St. James'-road would make through the city if carried out by way of Hyde Park, and also makes it clear what a magnificent investment and improvement might result if the same strip of land were opened out as a wide thoroughfare to improve and relieve the traffic through the City of Sydney, opening up new frontages just as the Northumberland and Shaftesbury Avenues, costing millions of money, have done for London.

Mr. Perdriau's general estimate for city land amounts to about £70,000 per acre, and the land proposed to be taken between Devonshire-street and Elizabeth-street would certainly be worth this amount for the purpose of forming a wide and grand business avenue. If we take it at only half this amount, however, and allow the other half for the severance of this fine city centre, the value of the 4½ acres required would be (say) £279,500.

There is no doubt this whole site could be sold for a million, but taking the strip only, a fair charge would be (say)	£279,500
Thirteen acres of Hyde Park, if laid out in avenues, would give a much greater area and much longer frontage than the block bounded by Elizabeth, Park, Pitt, and Liverpool streets (25 per cent. more at least), and is therefore worth in prospect, <i>pro rata</i>	1,153,500†

Or a total of

£1,433,000

Quite apart from the cost of the private land, the official estimates for which amount to £100,000, between Elizabeth-street and Liverpool-street.

If it is argued that these figures are absurd, as the property has no valuable buildings on it and is mostly in the hands of the Crown, then it must be equally absurd to charge any western scheme on a similar scale with the value of sites like Wynyard-square, the Church Hill reserve, and so on, which has been done in recent comparisons officially made.

In comparing an extension to Wynyard-square with one to St. James'-road it must be remembered that the former is 25 chains further to the north, and thus 25 chains more towards a complete city railway; it also gives three wayside stations,

* NOTE (*in revision*):—Since giving the above evidence—

- (a) I have had a sight of four of the grants of land for cemeteries at Devonshire-street, viz., those for the Church of England, Presbyterian, Congregational, and Wesleyan denominations, and in these grants it is stated that the land is granted to be used for a cemetery, "and for no other purpose whatsoever."
- (b) I was asked by Mr. Hassall to ascertain what amendments, if any, had been made in the "Cathedral Close Act," under which the Town Hall site was granted to the Sydney Municipal Council: I learn by an amending Act that an additional quarter of an acre was granted for the Town Hall site, adjoining and to the west of the half-acre mentioned above. Also that the Act of Parliament dated 1879 under which the City Corporation is now working, repeals to some extent the obligations laid upon the City Council by the "Cathedral Close Act," but to what extent could only be ascertained by complete investigation into the meaning and intention of the various Acts.

† NOTE.—This is much less than one-half the price, *pro rata*, which the Government charged the City Council for the old Police Court site.

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stations, or two stations and a terminus, if the extension is to terminate there temporarily, and these all in the centre of dense business localities, instead of one terminus out of the business part of the town altogether, as under the Hyde Park proposal.

The late Mr. Eddy stated that four lines would be required for a western city extension, and Mr. Deane has given evidence (Q. 154) that these can be got in a chain wide, the lines at most not taking more than 48 feet. Mr. Perdriau has stated (Q. 1534) that the property at the head of Darling Harbour is much cheaper than that nearer Hyde Park, and it is evident that its average value is not one-half, and probably not one-quarter as high. If we take it at one-half, or as £35,000 an acre (it will then be a higher rate than is set down for the Nithsdale-street land), and we apply it to my original scheme, the cost comes out as under:—

From Redfern station to Bathurst-street, 50 chains — 5 acres, at £35,000	£175,000
George-street covered way .. .. .	.....
Market site	250,000
Markets to York-street, 8 chains—no frontage, back property	28,000
York-street covered way .. .. .	.....
Wynyard-square, 2 acres at £70,000	140,000
	£593,000

or actually a great deal less than one-half, as the cost of land required for getting north to Margaret-street, that it required to extend to St. James'-road by the rival route.

It must be noted that no deduction has been made in this latter estimate for the thirteen street-crossings which intervene, the amount of which would more than provide ground for the platforms, 600 feet long, on the cheap land near Engine-street.

If the basement of the Market building cannot now be converted into a station, and the block to the west of it, bounded by Market, Kent, Druitt, and Clarence streets, is taken for a station, as shown on the plan and as an alternative to the original proposal, then the 12-chain tunnel from Goodlet's yard to Market-square is done away with, and an open line substituted at the rear of the Town Hall. The cost of this line to Wynyard-square on Mr. Perdriau's figures works out as follows:—

Redfern station to Druitt-street station	6.2 acres.
Druitt-street station	2.0 „
Market-street to York-street	1.2 „
	9.4 acres.
Say, 9½ acres at £35,000	£332,500
Wynyard-square, as before (at £70,000)	140,000
	Cost of land
	£472,500
Or, if ground for Druitt-street station is taken at £70,000 per acre, instead of £35,000, then add	70,000
	Cost of land
	£542,500

That is, only a little more than one-third of the cost of the Hyde Park resumptions, if valued on the same basis.

If an extension to the Circular Quay is to be estimated for, and a large station on the "Rocks" is to be considered, then business principles should again be applied; and if the railways are not to be debited with the value of land at Hyde Park, then the route through the triangular site of old St. Phillip's Church will cost nothing, and Wynyard-square nothing.

Coming now to the 30 acres of the "Rocks," which at present cry aloud for a Baron Hausman or a Metropolitan Board of Works to convert them from slums into a site which might be a pride and boast of the city, it will be found that the present frontage of Cumberland, Gloucester, Cambridge, and Harrington streets, and Argyle-lane, amounts to, approximately, 194 chains—say, 200 chains 13,200 feet. Thus, at Mr. Perdriau's estimate of £30 per foot, equals £396,000. (Incidentally, it may be mentioned that St. Patrick's Church is improved by additional ground being given to it on the western side, instead of being destroyed, as understood by Mr. Perdriau.)

Now this whole "Rocks" site, as shown remodelled on the plan, provides, after giving 10 acres for railway purposes, and laying out wide and level streets, the following frontages:—

To new George-street	40 chains.
„ New Gloucester-street	56 „
„ New Harrington-street	6 „

Total 102 chains

or, say, 100 chains = 6,600 feet, at £60 per foot, £396,000—the same as the cost—and, in fact, makes the 10 acres site for a station a gift to the Railways as the result of the city and Colony having their interests looked into on the broad and statesman-like basis approved by the late Premier of the Colony before referred to.

It will thus be seen that it is not instituting a comparison at all. When a "western" route to the Circular Quay is charged with half as much greater a width of land as was stated by Mr. Eddy to be necessary, and charged with 130 chains in length, including all the area taken from public reserves, the route under streets, &c. (all of which reduce the actual length of resumption down to 84 chains at the most, instead of 130 chains), and that it cannot fairly be brought into competition with a Hyde Park route, which is not charged with public land at all, and which extends to only a fraction of the distance up the city, and which does not admit of future extension to the Circular Quay and the North Shore without lengthy and expensive tunnels.

Before leaving this portion of the subject it is well to append the following particulars as to lengths of tunnels. In the western scheme, proposed by author, to the first Royal Commission, there were the following tunnels:—

Under the York-street scheme—	
Goodlet's yard to Market site, with plenty of ventilation	12 chains.
Market station to Wynyard-square, do	21 „
North from Wynyard-square	7 „

Tunnel total 40 chains.

Under the resumption scheme, with open cut from Market-street to back of Savings Bank, total tunnel	22 chains.
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The modified scheme, now shown, to avoid the Market site and run at the back of the Town Hall—

King-street to Wynyard-square	11 chains.
North from Wynyard-square	7 „

To Circular Quay, total tunnel 18 chains.

Under the Hyde Park scheme, as recommended by the recent Royal Commission, the extension to Circular Quay involves a tunnel of (say)	60 chains.
From Hyde Park to North Shore a tunnel (say)	180 chains.

Thus showing that while a western route to the Circular Quay is far the cheapest, it also has far less length of its line in tunnel.

So much has been said as to the utter unsuitability of Redfern terminus for the work now carried on there, and the difficulties that arise from the "bottle-neck" at the Redfern tunnel, that the bottom portion of the plan exhibited has been drawn to show a way out of these difficulties—First, by doing away with the "tunnel" altogether; secondly, by making room for, at least, twelve lines of rails right in from Eveleigh; and, thirdly, by providing a magnificent site for a new terminal station of the same size as that approved of by the Commissioners for Hyde Park, on about one-third of the whole Redfern site. These improvements are accompanied, incidentally, with such a widening of the open space in front of the new building as to make a far finer centre than would be established at Hyde Park, unless St. James' Church and the Supreme Court are to be removed and King-street widened.

According

According to this plan, a portion of Regent-street is modified to bring it into line with Eveleigh-street, Redfern, and in such a way as to give the railways a strip of land a clear 3 chains, or 200 feet wide, north-westerly from the present retaining-wall of St. Paul's Church property, while an ordinary bridge over the whole 200 feet of width, instead of a tunnel, would enable twelve lines to be run through, and as this bridge need only be 1 chain wide, it would probably not cost as much as the late alterations to the tunnel did, while the approach from the low ground of West Cleveland-street would be improved by the retaining-walls shown.

As the Darling Harbour line is now on a steep grade, it can be eased back towards Eveleigh to advantage, so as to be low enough to be covered over where it passes through the yard, and then all the present waste ground abutting on Terminus-street can be utilised. At some future time, perhaps, the whole northern side of Regent-street could be absorbed into the station; but even without this resumption it will be clearly seen that the grand terminus, which has been approved of by the Railway Commissioners for Hyde Park, can be commenced on the south-western side of this site, and be gradually extended up to the present station until it is completed, and that it will then leave the enormous area which is shown for future extensions. It is of course assumed—the author not being a railway expert, and being only guided by the opinions of the Commissioners and their officers—that if the Hyde Park terminus can be worked with six lines of approach there will be at least equal facilities at Redfern when twelve lines can be put in from Eveleigh. It is universally acknowledged that Redfern is near enough to the city for a permanent terminus, but some doubt has been expressed as to the room available there. The Railway authorities having stated that the Hyde Park terminus would be large enough for the next twenty years, and that no further resumptions there would ever be wanted, it must be satisfactory to see the Redfern yard can be made to give three times that area at a moderate cost. The estimate, from the best sources available to me, places the resumptions at Regent and Cleveland streets at £56,000. That the present Redfern yard is dangerous, is the evidence of the authorities, and if the land costs £100,000, it would be cheap to make twelve lines at that price for the land, in order to restore the public confidence that has been so rudely shaken lately by the official evidence of Railway officials.

If your Committee should decide that after all the recommendations of the recent Royal Commission are to be endorsed—that a terminus should be made at St. James'-road, and, further, that that road should be continued into Castlereagh-street, and Elizabeth-street be widened—it will no doubt be further recommended that under a special Act of Parliament the betterment principle should be applied to the surrounding properties, as was done at Martin-place. In such a case the actual cost to the country of the property taken up by the extension thence from Redfern might be most materially reduced by the set-off, because the increased value of many surrounding properties would be immense. Whether the Hyde Park scheme would then be the cheapest I am of course unable to say; but in the absence of knowledge as to probable credits from such betterment of the neighbouring properties, I respectfully submit that I have clearly shown, from the figures set out in the Report of the recent Royal Commission, that a western scheme is a cheaper one than the Hyde Park proposal; that it would tend to the improvement instead of to the disfigurement of the city; that it would be of much greater value to the great bulk of suburban passengers who contribute so largely to the returns; that it would provide at the same time for an extension to the North Shore by a bridge, goes without saying, as such is already admitted by the Railway authorities. It can also be worked in with a complete circular railway at any future day, embracing the eastern suburbs.

In conclusion, gentlemen, I have to state that I am not now advocating any particular route, but rather the following broad principles:—

1. The chief terminus of the New South Wales railways should still be at Redfern.
2. Any extension should be part of a circular railway with wayside stations at short intervals in the centres of business.
3. That an extension to North Sydney should be an integral part of any scheme commenced, even if not carried out for another ten years.
4. That all lands taken should be debited to the Railways on the basis of an ordinary commercial valuation, and the same principles should be applied to all the routes considered.
5. That if properties injured by railway extensions have a right to compensation, then all properties improved by such works should contribute, on the betterment principle, towards their construction.

381. *Mr. Hoskins.*] You have admitted, I think, that you do not consider yourself an authority on the values of the properties which might be resumed? No. That is why I take Mr. Perdriau's estimate. I have given no opinion as to values. I am merely dealing with certain evidence which was given before a public body lately. That evidence, which was given by experts, has been applied to certain routes. I contend that what is sauce for the goose should be sauce for the gander.

382. You state that the western route would be a cheaper route;—you make an estimate of the values of the properties along your own route? I beg your pardon; I take Mr. Perdriau's valuations.

383. *Mr. Wright.*] You have halved Mr. Perdriau's valuations? I take the whole of his estimate for this part, but I only take half of his estimate for the block between Belmore Gardens and Devonshire-street. If this part is laid out by the Government it will become the heart of the City of Sydney; no one can deny that. If you make a square of 500 feet, and make Devonshire-street 100 or 120 feet wide, and run a broad avenue down through the block, there is no doubt that it will make a great city centre. Take the Commissioners' new station and put it at Redfern as shown on the plan; it sets back so far that it gives a 3-chain road in front across to the corner of the Benevolent Asylum. I refer to the large open space which will be given there, and which will be nearly equal to what will be gained by throwing in St. James' Church, the Registrar-General's Office, and the Supreme Court.

384. *Chairman.*] Did you draw that plan? It was drawn in my office.

385. Under your supervision? It was drawn in my office some years ago; it is from an official plan.

386. How much traffic do you intend to bring down to Circular Quay station—only the suburban traffic, or do you intend to bring down all the country trains? I intend to bring down all the traffic which Mr. Eddy in his evidence said required to be brought down.

387. All the passenger traffic which Mr. Eddy wanted to bring to Hyde Park you are prepared to bring down to Circular Quay? Mr. Eddy said the original proposal for the Circular Quay railway was to have only two lines.

388. Do you intend to bring down to Circular Quay as much of the traffic as the Railway Commissioners intended to bring down to St. James'-road? Certainly not—the whole of the public do not want to go to Circular Quay. Only a portion of them want to go there.

389. Will you bring as many people past Redfern as the Commissioners intend to bring to Hyde Park? Certainly not.

390. What proportion of the traffic will you retain at Redfern? I would take certain trains which would stop here. All the long-distance trains I would retain at Redfern.

391. Is it only for the suburban passengers? The principal object of the extension to Wynyard-square is no doubt for suburban passengers.

392. Therefore your scheme for bringing the railway into the city is really a scheme to bring the suburban traffic into the city? It is a scheme to adopt the principles which are found to meet the requirements of other large cities.

393. Is it a scheme to bring the suburban traffic into the city, or to bring the terminus of the whole railway system of the Colony into the city? It will bring in all those passengers who desire to go down there.

394. Suppose a train comes from Melbourne, Goulburn, or Bourke, and it stops at Redfern;—it is clear, that the passengers cannot go on in that train? I beg your pardon. The train which comes from Melbourne, Goulburn, or Bourke stops at Strathfield to collect tickets, and the passengers, as they do now, and as they do all over the world, would change into a suburban train.

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395. You say that long-distance trains are not to come into the city from Redfern, but that passengers must make other arrangements if they desire to pass beyond Redfern? I say if the passengers want to get from the main line on to the local line they must change from one train to the other.
396. Therefore it is not intended to be any convenience to the long-distance traffic? Certainly not.
397. You stated that the scale of your map is 2 chains to an inch;—will you state the width of the red line on your map? The route is for Mr. Deane or other officials to point out. That line is only a centre line to show that the railway can be brought in a certain direction.
398. You have shown a black line of the full width? I have shown what I understand is the width to be taken. From what I have seen in the Press, I understand that it is proposed to take a strip 100 feet wide, for, I believe, six lines. I have drawn that width on this map.
399. Do you know what proportion of the traffic is suburban? No; but I know it is the suburban passengers who require to get to their places of business in Sydney.
400. You do not know the amount of the traffic? I know it intimately, as I am there every day.
401. You cannot tell the Committee what proportion is long-distance traffic and what portion is suburban traffic, and therefore you cannot tell us how many trains you intend shall stop at Redfern, and how many you intend shall come down to Circular Quay? It would be of no use to tell you that, because it is given in evidence by Railway officers.
402. You do not know that? I know it from the evidence of the Railway officials, but I do not know it of my own knowledge.
403. I wish to get at what will be the width of your line to Circular Quay? It would go easily in a chain.
404. Will you show us how wide a chain will be on your map? If this red line is drawn for two lines it will be double the width of that line.
405. In making the comparison between the two railway lines, your statement is that one would be how wide? The western resumption would be 1 chain wide instead of 100 feet, and 84 chains long instead of 130 chains.
406. Instead of showing it for comparative purposes as 66 feet wide, you have shown it as about 30 feet wide? I have only shown a centre line. When this map was drawn there were only two lines of railway proposed on the western side of the city.
407. You recognise that if you require the map for comparative purposes you have not drawn it perfectly fairly? I tell you this map was drawn three years ago.
408. Has it been shown anywhere else except to this Committee lately? It has never been shown anywhere to any public body.
409. Your line, you contend, will be 66 feet wide, and you have shown it not half the width; therefore your map, as far as the public are concerned, for comparative purposes is valueless? It is not exhibited to the public. I do not think you are dealing fairly with me. I told you clearly that it shows the route only.
410. *Mr. Trickett.*] It is a most unfair comparison? It is the simplest thing in the world to make that red line wider. Where it comes out into two stations you can see the double line there.
411. *Chairman.*] The map you bring before the Committee shows the running-road of one scheme to be wider than the area required for station purposes on the other? It does not. The western side route, being only a prospective one, was shown by red lines. The Hyde Park route, as recommended by the Royal Commission, was shown in black, and the width taken from the plans of the Railway Department.
412. Will you look at the map? This black route shows the width which I understand is proposed to be taken for six lines of railway to Hyde Park.
413. Seventy feet is all the width that is required to be taken? Then this black route is too wide. I understood from both the Press and official report that 100 feet was proposed to be taken as the route for six lines of railway, and this black line is drawn 100 feet wide.
414. The width of the six running lines, which the Commissioners say is necessary, is 70 feet; but when you are passing through private property, and have to carry out works of various kinds along the line, it seems that 100 feet certainly will be taken in order to have a full width for your roads—that is, leaving 15 feet on either side;—you could not have houses built right to the end of your embankment or cutting? Four lines would require 44 feet, and if you deduct 44 feet from 66 feet it would give you 6 feet on each side.
415. Mr. Deane, the Engineer-in-Chief, is of opinion that, approximately, 70 feet is wanted; and the Royal Commission were of opinion that, since you could not build quite to the end of the running-road, or right to the end of the embankment or cutting, a strip 15 feet on either side would certainly require to be taken up somehow or other? I think that is only a question of degree. I do not think it modifies the thing. I will quickly convert that black line into any width which the Committee may think desirable.
416. As your plan shows, the running-road in one instance is wider than the whole of the area required for your station appliances in the other? My station is shown 2 chains wide.
417. What is the red patch? That is Wynyard-square station.
418. What is the area of that station? Four lines and three platforms—the same as the Strathfield station.
419. Is that red patch wider or narrower than the black patch, being the running-road in either instance? This has ten roads in it.
420. I am not talking of that; I say that on this plan you have shown in red your station of a lesser width than the running-road required in the other? Certainly, this station does not require to be so wide. This southern portion of Hyde Park is the approach to what is to be the terminus of the New South Wales Railways. But this Wynyard-square station is merely a wayside line, just the same as Strathfield, with four lines and three platforms. You want no more room at this wayside station than you have at any other station on the suburban lines with three platforms and four lines.
421. You will grant that your map shows that your station arrangements require less width than the running-road required by the Commissioners' scheme? I do not say it.
422. Will you put your scale on the red patch on your map? This black patch is merely a piece of paper stuck on the plan. I had to get it out very hurriedly. I said to one of my assistants, "Put a strip representing a width of 100 feet on the plan."* But if the width is to be only 70 feet, I will alter the plan. I have no sentimental objections to the resumption of Hyde Park. I am only arguing on a pure business basis, and, therefore, I shall be the very first to cut this out. This red line is not to show, and was never intended to show, the width to be taken. It is simply what we call a centre line.
423. If you desire to convey accurately the effect of the construction of one line, as you do in black there, you want to show also, to be perfectly fair about the matter, the exact width in the other instance;—are you aware that four-fifths of the passenger traffic coming into Redfern is suburban? Yes, in the morning and evening.

424.

* NOTE (on revision):—The official plan of the Park-street terminus from which the data was obtained showed 132 feet reserved right back to Goulburn-street.

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424. Will you show the Committee where you intend to shunt this passenger traffic if you take it down to Circular Quay? There are three platforms there with six lines, and by having such a large area, from eight to ten acres, at this Rocks station, besides the triple lines between the platforms, there is ample provision for shunting ground right back to Charlotte-place being available for the purpose.

425. What are the green marks you show near the Rocks? Those are all new streets.

426. Will you show the width of the area on which you intend to shunt this traffic? The whole station; it is between 16 chains and 18 chains long. There is practically an area of 10 acres there for railway purposes.

427. What is the width, as your plan shows it, where you intend to shunt your traffic? The whole of that is available for shunting.

428. Show us the end of your station? The northern end of the station-building itself is at Argyle-street.

429. Do the trains go up into that space? Yes; but from the northern to the southern end of the station yard is more than 1,000 feet long.

430. How wide is the place they go up into as shown on the map? That is about double the width of the present Redfern station building.

431. How many feet wide is it? It is about 3 chains wide, but the station-building is 140 feet wide by 500 feet.

432. How much have you scaled between the two green streets? It is about an inch and a quarter.

433. Is the station in red an inch and a quarter? The scale of the plan is 2 chains to 1 inch, so that an inch and a quarter would be 148 feet 6 inches for the station, at the narrow end abutting on Argyle-street; but you can make it as wide as you like, because I have devoted very great space to the westward of it. I have kept that new westward street 2 chains wide for cab-stands, so that you can easily make the station another chain wider if you want to do so, by lessening the open space.

434. Do you say that the road on your map between the two buildings is an inch and a quarter wide? It is an inch and an eighth wide. The building can easily be made an inch and a quarter wide without altering the street from the present arrangements. The length of the railway property is 17 chains.

435. But what have you shown on the map in red—is it an inch and an eighth wide, or what width is it? I have shown the building itself an inch and an eighth wide at the northern end.

436. How many feet is it? 148 feet in average width.

437. The whole of the suburban passenger traffic, which comprises four-fifths of the passenger traffic coming into Redfern station, has to come into an area 148 feet wide as shown by your plan? Certainly not; not one-tenth of the trains will be occupied by the time they get there. The people get out at Brickfield Hill, the Town Hall, and Wynyard-square.

438. Will you explain where you are going to shunt them;—I think you told me a moment ago that the trains were to go to that little red patch between Essex-street, Argyle-street, Princes-street, and Harrington-street? Any trains the Commissioners desire to send there they will send there. If they send four trains in at once they can get the four engines out at once, and put them on the front end and make them go off with the trains immediately. The red patch measures 8 acres.

439. But if all the passenger traffic of the Colony has to pass Redfern, it has to go somewhere? A great deal of it will go to Paddington, Waverley, and Woollahra. I am assuming that the Commissioners are going to continue the sensible arrangement they have adopted in the past, and will only run trains down there in proportion to the traffic which they have to accommodate. If they want to make a station there for more shunting, they have a great deal more room to do it in at that site than at other sites approved by them. I assume that one line of trains will come from North Shore.

440. When you commence to talk of trains coming from North Shore, and trains going to the eastern suburb, you have got a little distance into the future—we want to deal with the traffic as we have it to-day?—the suburban passengers at the present time are not delivered close enough to the city; therefore the trains pass Redfern, and having passed Redfern with four-fifths of the passenger traffic, what do you do with the passengers—where do you shunt the trains, and how do you get them back? I take the trains into the station and back again on the principle which the late Chief Commissioner approved when he gave his sanction to a station at the rear of the Custom House, comprising an acre and a half in extent. If he could do the work of shunting there—and I take Mr. Eddy as an authority—then I contend that his successor can do it on 10 acres. That is the basis I adopt. I am not putting myself up as an expert on the running of trains. I do not want to usurp the functions of any officer. Although I am an engineer, I come here as a citizen, and look on this from a citizen's point of view. If we had the authority of the Chief Commissioner that the proposal which received the sanction of a former Royal Commission—that a station at the back of the Custom House was sufficient for a terminal station—then I say that 10 acres to the westward of the Circular Quay, is as good as an area of 1½ acre at the rear of the Custom-house.

441. It was never intended as a terminus station, but as a station for the convenience and comfort of Circular Quay passengers? Whatever that was intended for could be done here in a much better way.

442. However, you intend to bring the passenger traffic into a width of 148 feet, but you would shunt the trains a little to the south of that place? I do not think you are right in putting words into my mouth. I have simply provided an area of 10 acres, on which I have shown, by way of illustration, a station of that width.

443. Will you show us where your 10 acres are? The portion coloured deep red—100 square chains is equal to 10 acres.

444. Does it not appear to you, as shown on this plan, that this area of 10 acres is separated by a couple of roads at least? No. Essex-street would probably go under it.

445. Do you desire the Committee to understand that you have fairly shown the 10 acres on the Rocks by a red patch? Yes; the red patch comes right up to Essex-street and Charlotte-place.

446. Does not the black patch by which you show Hyde Park seem to be a larger area than the red patch you show? Yes, it does look so, because it is square and compact.

447. Have you any doubt at all? I have no doubt at all that you can have 10 acres there when it is cleared.

448. I refer to your plan;—have you any doubt in your mind that the areas are wrongly shown comparatively? I do not think they are wrongly shown comparatively. They are shown illustratively. I have said that this block is about 10 acres, but it might be 9½ acres.*

449.

* NOTE (on revision):—On actual measurement it was found that there were over 11 acres shown for railway purposes, and coloured red, the strip taken for the extension to North Shore making it look smaller. This portion of the plan was over 10 feet from the floor at the time of my giving evidence, and hence it was not very clear to the Committee, perhaps, what a large area of ground was shown as set apart for the railway yard and station buildings on this Rocks site.

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449. You cannot look at that plan and tell the Committee that the red patches you show near the station are as big as that black patch? I keep on explaining that the ground comes down to Charlotte-place.

450. *Mr. Black.*] What do the green areas represent on your map? They are new streets. The point which the Chairman is making so much of is one on which I do not wish to be very definite, because that is a matter, I take it, for the Engineer-in-Chief. If the scheme is worth consideration, it is worth being worked out by the proper authorities. If I were to draw these things in detail—that is, the sidings and station arrangements for shunting and regulating the traffic—I should be usurping somebody else's functions. But I have a right, as a citizen, to say that the new George-street shown on the plan straight and level, instead of the present crooked street going down to the Queen's Wharf, would be an improvement to the city, besides which it would be almost double the width of the present street.

451. *Mr. Hoskins.*] How much land at the Rocks will the Government have to sell? I suppose 18 or 20 acres, less the streets.

452. Less the streets? In that paper which you read there are so many chains put in. There would be about half the frontage there is now under the new arrangement I propose.

453. *Chairman.*] You will not misunderstand the position. When a professional man brings a plan here for any purpose, it is supposed to carry to the lay mind a correct interpretation of the case as it stands. In that the area proposed to be taken as a running-road, in one instance, is shown four times as wide as the running-road in the other; and since the railway-station yard in one instance is shown to be, I dare say, a third larger than it is in the other, it is perfectly clear that it does not carry to the eye of the layman a correct interpretation of the case. One would not suggest that you had that intention? There is no intention of that kind at all. I am acting entirely in good faith. I reckon that if I were to spend as much money on the plans I bring before the Committee as was spent on the beautiful plans I see here, I should want to be as rich as Croesus.

454. How long would it take you to make the red running-road as wide as you grant it should be? I will quickly get that red centre line made the full width of the roads, and the other made narrower if it is now too wide. The Committee must clearly understand that I have no personal object whatever to serve in this case, for I do not own a pennyworth of city property.

455. On your plan you show an extension from North Shore;—that extension will not pass through the main station you show on your plan? It will not pass through the local terminus. It would not be a terminus if the lines passed through it; but the North Shore line does pass through the main station and junction at Wynyard-square.

456. Where do you propose to start to rise in going to North Shore? I find a number of large bridges are being built now for ships that are 150 feet high. I have maintained from the beginning that 150 feet is sufficient head-room to provide in a bridge, and I can get that height from Wynyard Square on a grade of one in fifty.

Isaac Ellis Ives, Mayor of Sydney, sworn, and examined:—

I. E. Ives. 457. *Chairman.*] You are the Mayor of Sydney? Yes.

458. Do you desire to present a statement showing the views of a majority of the City Council on the proposal before this Committee? I wish to read an extract from the minutes of a meeting of the City Council on the 17th June last:—

Moved by Alderman Burdekin, seconded by Alderman Booth:—"That this Council approves of the proposal to set apart a portion of Hyde Park for the purpose of the extension of the railway into the city."

Moved as an amendment by Alderman Taylor, seconded by Alderman Buckle:—"That this Council protests against the proposal to take any portion of Hyde Park for railway purposes, and empowers the Mayor to express the same before the Public Works Committee."

Division on above amendment:—

<i>For</i> (13).		<i>Against</i> (5).
Alderman Beare,	Alderman Sir W. P. Manning,	Alderman Booth,
Buckle,	Penny,	Burdekin,
M. Chapman,	Rainford,	H. Chapman,
M. Harris,	Smail,	Jessep.
J. Harris,	Taylor,	Kippax.
Landers,	Waite.	
Lees,		

459. How many constitute a full Council? Twenty-four. There were nineteen, including myself, present on that occasion. Some of the aldermen were in England, and others in other places.

460. Has the City Council any control over the parks? No. The City Council has no control over Hyde Park; but some of the aldermen are on the Trust of Hyde Park.

461. That virtually has no connection with the City Council? None whatever.

462. You do not maintain the Park in any way? No.

463. What, then, is the ground on which you oppose the utilisation of the north-western corner of Hyde Park for railway-station purposes? The stand which the City Council takes is that the Park has been dedicated for recreation purposes.

464. Having been dedicated for that specific purpose, you, as a City Council, believe that it should be used for no other? The majority of the Council believe that.

465. The deed of grant controls the case, in your opinion? Yes; and further than that, in all cities under municipal government the great object has been to give more park room. In various cities the corporation has spent large sums in securing these breathing-places instead of contracting them.

466. The strong position you take, from your standpoint, is that the deed of grant having set forth that the land be set aside for a specific purpose, the Crown should use it for no other purpose? I am clearly of that opinion.

467. That is a view which the Council would take in similar circumstances? I think so.

468. I wish to direct your attention to an area of land around the present Town Hall site;—have you any knowledge of the area which was originally given round the present Town Hall site to the Municipal Council of Sydney? I cannot speak positively as to what it was, but I know that it was originally more than we did possess a little while ago.

469. An area of 2 acres and about a rood (part of the old Cathedral Close and the old burial-ground) was given to the City Council on these terms:—

That of that area half an acre only should be used as a site for a Town Hall, and that the Municipal Council should embellish the portion of the same not set apart as hereinbefore provided for a Town Hall, with such walks, ornamental trees, and shrubberies as the Director of the Botanic Gardens for the time being shall recommend, and the said Municipal Council shall preserve, maintain, and keep in a cleanly and orderly state and condition the said land and the said walls, palisading, gates, entrances, walks, trees, and shrubberies thereto belonging.

That

That is to say that out of the 2 acres $1\frac{1}{2}$ acre shall be used for park purposes adjacent to the Town Hall;—is that park in existence? There is no park in existence at the present time. I do not know the date of the document you are quoting from. I. E. Ives.
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470. It is the Act 32 Victoria No. 4, passed in 1869;—I presume, in your opinion, adjacent to the Town Hall would be a very good place for an open space? There is a considerable open space there now. Out of the land we purchased from the Government two or three years ago we have widened the street very considerably.

471. At the time that grant was made authorising the Council, on certain terms, to receive these 2 acres the Mayor of Sydney stated that it was so nice and close to the Town Hall that, being under the eye of the aldermen, the park would be kept in good order? I am not aware.

472. This one park which the City Council had charge of apparently is not in existence now? If they had charge of it—if ever it was a park—they have made use of it for the benefit of the city by widening the roadways.

473. An area of 2 acres was given to the City Council under a definite arrangement with the Government that $1\frac{1}{2}$ acre should be used for one purpose, and apparently it has not been used for that purpose, for if it had been it would be in existence? That matter I was not aware of until you mentioned it.

474. Taking that as an instance, the City Council cannot fall very strongly back on a deed of grant even with regard to parks, in respect of which they disregard their obligations? I do not think so. I think they have every reason to do so. I am negotiating, and have been for more than six months, with the Government to take over all the parks in the city. I was not aware that there was a grant made on the condition that there should be a park in the middle of George-street. I recollect years ago, when the burial-ground extended nearly to the opposite side of the road, and a temporary cathedral stood in the middle of what is George-street, but I am not aware that it was dedicated as a park.

475. If a deed of grant absolutely controls the case as regards the Crown, it should also control the case as regards the City Council;—however, that park has disappeared? If that park has disappeared, that is one very strong reason why another park should not disappear under similar circumstances. It cuts both ways; it teaches the Municipal Council a lesson. I have learned something to-day.

476. There is an area of 1 acre 1 rood 39 perches dedicated as a site for a ferry and a public landing-place a short distance from the Gasworks? Quite right.

477. Is the Council using it for that purpose? Is it practicable for it to do so.

478. Is it using it for that purpose? Is it practicable to do so.

479. You might tell me that it is not being used for that purpose? Certainly not; it is impracticable. That is another matter I have under consideration with the Minister for Lands.

480. That would make a very excellent park? A beautiful park it would make. It is straight up and down like the Hassan Walls outside Bathurst.

481. It is adjacent to a very crowded part of the city, and has a water-frontage. However, it is not being used for the purpose for which it was dedicated because it is impossible to do so? It was given to the Council for a purpose for which it has no value.

482. Where the Hotel Métropole now stands was given as a Town Hall site originally to the City Council? I have heard of it.

483. Do you know what the Council did with that land? They sold it, I believe.

484. There is a property known as the Market Wharf also, which was granted under a definite arrangement between the Crown and the City Council that it should be kept for all time for the convenience of people sending market goods to Sydney;—I presume you are aware it was vested in the Municipal Council for that purpose? Yes, and I am also aware that the Pyrmont Bridge occupies one-half the place; it severed the property.

485. The bridge was eventually placed across the harbour; but some of that land remains? Yes.

486. Are the Council using it for the purpose for which it was granted? It seems to me that this catechising must have emanated from the Department of Lands. All these details for the last nine months I have been endeavouring to clear up with the Government. All the questions you are asking me are questions of detail which are before me on my office table at the Town Hall, and I am only waiting for an interview with the Minister for Lands to clear them up. I have already taken the necessary steps to put all these matters into proper order in accordance with a promise from the Minister.

487. The Market Wharf was given to the City Council for a certain purpose;—the Council leases a portion of the Market Wharf for about £1,000 a year, and the residue of the area brings in a very considerable sum? That is so.

488. Is not this the fact of the case: That the Municipal Council, having received certain areas of land from the Crown for the benefit of the city as a whole, have not kept them for the purposes for which they were granted, but have utilised them in the best interests of the country to the best of their belief? Undoubtedly.

489. Paying no attention whatever to the deeds of grant? The Corporation has progressed with the city, and has endeavoured to benefit the city in every possible way. There are other pieces in the same way. From an inquiry which was made into the deeds of title of all the water-frontages round the city it was found that the City Council, among other sinners, have used land for other purposes than those for which it was granted; but still in the best interests of the city.

490. If there be any point in your first contention, that land granted for one purpose should not be used for another, then the City Council are serious delinquents? There are other sinners besides the City Council.

491. These lands are used for these other purposes because the City Council believed that they were better so used? Undoubtedly. We do not want a wharf for landing at. We could not use Kent-street land for a landing-place. You could build a landing-place there, but no one would go there.

492. Have the Council made any attempt to extend the area of park land? Yes; we have taken over Wynyard Park.

493. But not to extend the area of park land? No, not at present.

494. Some of these areas down there which are thickly settled—the population is very thick down about Sussex-street—would do nicely for an open place? I do not think you will find very many people living down that way in comparison to what were there a few years ago.

495. Do you know the extent of open land of which Hyde Park forms part? I am not aware of the exact acreage of it.

- I. E. Ivos.
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496. Taking a line from the southern end of Woolloomooloo Bay, and coming down to Liverpool-street, the total area in that block is, I think, 800 acres, including streets and parks;—do you know that area to be correct? I could not say.
497. Are you aware that a third of that area is open space, not counting streets? I do not know the acreage of the place you mention.
498. In your opinion, is the area of open space on the eastern side of the city proper extensive? I do not consider that it is any too large—it is none too large; and in the course of twenty years you will find that it will not answer the requirements of the people.
499. The portion which is wanted for railway-station purposes is a twentieth or a twenty-fifth of that area, and you say you cannot spare that much? I say it would be wrong to touch the Park.
500. Because it would reduce the park area of open space? Yes.
501. Are you aware of the number of the population living round Hyde Park? No.
502. It is 15,000;—do you know the population living within half a mile of Carter's Barracks? No.
503. It is 32,000? When you speak of 15,000 persons living within half a mile of Hyde Park, what do you allow for the thousands of people who come into the city to do their business, and who turn out of the shops and warehouses between 1 and 2 o'clock to go into Hyde Park for a breath of fresh air. Have you ever counted the population of Hyde Park during the dinner-hour.
504. We will come to that in a minute, because it may be these are the people really we will specially convenience. Taking the same area in each instance, there is a population of 32,000 people within half a mile of Carter's Barracks, and a population of 15,000 within half a mile of Hyde Park. The area of park land adjacent to Hyde Park is, roughly speaking, 200 acres, and the area of park land around Carter's Barracks is 28 acres. Where, in your opinion, is the greater need for a park—at Redfern or at Hyde Park? Belmore Park is, I should think, 100 feet lower than the level of Hyde Park, and the people who go there certainly would go up to the higher place.
505. You believe that a park should have a certain elevation, and that the higher park is the better park? Yes. I say that if any person wants to breathe fresh air, instead of going round to Paddy's Market or into Belmore Park, he would go on to Hyde Park if he had the time.
506. Because it is more elevated there? I have already said that people would not go down into the hollow where the smell and everything of that kind is to be found.
507. Are you aware that the Cemetery and beyond Carter's Barracks, where the park is proposed to be made, is higher than any part of Hyde Park which is proposed to be taken? There may be one notch which may be a little higher.
508. From Carter's Barracks across to Elizabeth-street is higher than the Park? It is; but that would not be of use. It would be altered. You would send your sand-shifters to level it down, and bring it down to the level of the Park.
509. Do you know the levels of Redfern station and Hyde Park? No, I have not gone into that question.
510. You believe a park is more required near St. James'-road than it is at Redfern? You have already Prince Alfred Park at Redfern.
511. Prince Alfred Park has an area of 18 acres; Belmore Park has an area of 10 acres; and around that total area of 28 acres is a population of 32,000 persons, while around Hyde Park is a population of 15,000 persons, with an area of perhaps 200 acres of park land;—where, in your opinion, is the greater need for a park, one having a larger population and a lesser area of park than the other, if it is wanted for the poor, as I suppose it is? The necessity for the park is shown by the number of people who visit it. The persons who visit Hyde Park are 10 to 1 more than those who visit Belmore Park or Prince Alfred Park. The appreciation of a park is shown by the persons who resort to it.
512. Have you any figures showing the number of people who visit the various parks? No.
513. It is from personal inspection you believe it to be so? Yes.
514. The area proposed to be taken from Hyde Park is about 100 yards wide;—would it be a serious inconvenience to a person desiring to enter the Park that he should have to walk 100 yards further than he has to do at present? Yes, if he had to do it often.
515. They do not all come from the western side of the city on to the Park? From the western side, and from the eastern side they cross the Park.
516. Would it be an advantage to the poor of the city to have such an area as is embraced in Carter's Barracks and the Benevolent Asylum thrown into a park? You have already the Prince Alfred Park on one side, and Belmore Park on the other.
517. It appears to me a remarkable thing that an area of 28 acres should be abundant for a population of 32,000 persons, and that an area of 200 acres is not abundant for a population of 15,000 persons? Suppose that the area of park land adjacent to Hyde Park consists of 200 acres, as you state it does, I say that it is one of the beauty spots of the city to our visitors, and to our country friends. It is required not for the 15,000 persons who immediately surround the Park, but for the 150,000 or 450,000 persons who like to go there.
518. We are talking of those persons primarily interested in the Park, and the persons really most interested in the open space are the poor people who cannot get away to the country;—would you regard it as an important adjunct to the lungs of the city if the area I described adjacent to Belmore Park were laid out as a park? Undoubtedly it would be a very good thing, but I would not exchange any portion of Hyde Park for it.
519. Although you are prepared to grant that the residential population, or the poor population, is twice as great in the vicinity of Carter's Barracks as it is in the vicinity of Hyde Park? I have already stated that on one side of Carter's Barracks we have Belmore Park, and on the other side Prince Alfred Park.
520. Do you believe that there should be a city railway? I am a most firm believer that there should be a city railway, and have been so for the last quarter of a century.
521. Can you suggest a route for the city railway;—can you suggest something which would be likely to solve this question? I am not an engineer, and therefore I am not prepared to suggest any route. If a city railway were mooted on some definite plan whereby the whole of the suburbs would be served, even if we only did a certain portion in one year, and a certain portion the next year, and one portion of the scheme should be an ultimate connection with North Sydney, I would devote my untiring zeal to see it accomplished.
522. You have no route to suggest? I have an idea in my mind, but I am not an engineer.

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523. We would like to hear your idea? I think if we want to serve the city, instead of bringing the whole of the work to Redfern, a line should start off about Stanmore, at the bottom of the Annandale Estate, and go through that estate, following the watercourse along through Forest Lodge, coming down to Darling Harbour, going round Darling Harbour into the city (at some place or other giving convenient stations), and going out to serve the eastern suburbs and back. All the trouble at Redfern is caused by that narrow outlet in the yard. It may be a work of the future; but still, if a scheme of that sort were worked out, we should not only be providing for present wants, but in twenty years the people would say that we had shown some little foresight. That is my opinion of what should be done.

524. You will allow me to suggest, on the spur of the moment, one difficulty in regard to a scheme of that kind, viz., that no line turning off at Stanmore could be of any value to the suburban passengers who come along the Illawarra line and the Burwood-road line? I did not for a moment suppose that Redfern station would be done away with.

525. The Railway Commissioners bring on to Redfern station a considerable number—thousands of passengers—every day: they are at present concentrated there;—do you believe it is well to extend the railway from Redfern to the city? I think, unless you are going in for some general scheme by which the whole of the suburbs and water-frontage are going to be accommodated, it should be a temporary scheme at present at Redfern. You should make sufficient room there—you should take the Cemetery and the Asylum grounds, and make a loop in order to do away with the shunting in Redfern yard. There is plenty of room there.

526. That does not solve the question of the city railway? No; but I say for a temporary measure it would answer. The yards at Redfern are so cramped.

527. Does it seem probable to you that since these suburban passengers are concentrated at Redfern it might be well to look for an extension to the city from that point? If it were possible to do so.

528. Suppose Hyde Park were an open space, not used for any purpose; suppose it were not a park, then would you extend the railway from Redfern? Not unless I could see my way to continue it to the suburbs, and to the waters of the harbour.

529. That is to Circular Quay and to the eastern suburbs? Yes.

530. Are you aware that the Engineer-in-Chief for Railways regards it, and that the late Chief Commissioner for Railways regarded it, as one of the salient advantages of this St. James'-road scheme that it could be readily extended to Circular Quay and to the eastern suburbs? No; I was not aware that it was intended to extend it to Circular Quay from Hyde Park.

531. Were you aware that it was possible that it could be extended? There is nothing impossible in engineering at the present time.

532. It was designed exactly with that end in view;—does that remove from your mind the objection you had with regard to the ultimate possibilities of the line—I am not now talking of the Park at all? I do not think it is a suitable place, and as you are laying a line of electric tramway up George-street from Circular Quay to carry the 6,000,000 passengers who travel from North Shore in the year, there is no necessity to bring the railway down there.

533. On the 10th April, 1896, you gave evidence with regard to the construction of that electric tramway? Yes.

534. And you pointed out very clearly that no tramway could do the work of the city, and that one of your principal reasons against the construction of that tramway was that it would delay the extension of the city railway? Yes. That is what I say now, that one is cutting the throat of the other. We should never have both.

535. On that occasion you gave the following evidence:—

1829. According to the evidence of scientific men electric tramways are better than any other system that has yet been discovered;—do you not think that Sydney should be as well off as other cities in regard to modes of transit? I quite agree with that view, and I think that we are a long way behind now; but if you want to bring Sydney ahead you must extend the railway from Redfern to Circular Quay. It costs me as much to travel from Redfern to my office as it does to travel 14 miles on the railways.

? Yes.

536. Since an electric tramway is to be built from Circular Quay to Redfern, is there any need, in your opinion, to extend the railway from Redfern to Circular Quay? I think we should certainly have a goods line to the waters of the harbour.

537. But for passengers? I would point out that, as you are going to run an electric tramway from Circular Quay to Redfern station and to Harris-street, it would be a suicidal policy to bring a railway merely for the passenger traffic down to Circular Quay.

538. In your opinion, is an extension of the railway from Redfern to Circular Quay justifiable for passenger traffic, in view of the construction of the electric tramway? If you are going to run an electric tramway along George-street to carry the 6,000,000 passengers who travel by the North Shore ferry, and you make a point of saying that your railway should come to Circular Quay to carry the same number of people, one or the other of them will certainly not be of very much use.

539. Speaking as Mayor of Sydney, with a full knowledge of the trade and the business and the traffic of the city, in view of the fact that almost immediately an electric tramway will be constructed up George-street from Circular Quay to Redfern, is it justifiable, in your opinion, to extend the railway system of the Colony to Circular Quay? Personally, I would prefer to see a railway to Circular Quay, and not an electric tramway.

540. But since the electric tramway is to be constructed, in your opinion should the railway be extended? I would not give way to anybody in saying that the railway should not be extended. I say it should be extended.

541. With an electric tramway in existence, you maintain that there should be an extension of the railway from Redfern to Circular Quay? It is quite probable that in a short space of time there will be work for them to do.

542. We understand that that influences you in giving your reply, and that you maintain your old position? Exactly.

543. Will you tell us the route by which you would propose to go from Redfern to Circular Quay? No. I am not an engineer, and I will not pretend to enter into the question of the route.

544. Can you give us an idea of the value of what the resumptions would be, in one instance with bare land,

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land, and in the other instance with buildings on the land, taking any area you see fit in the city—for instance, taking the area along Elizabeth-street between Market-street and Park-street, how much of the value is made up of buildings, and how much is made up of land;—the Government proposal is to take bare land or park land with no buildings on it; but in the case of any other city railway you must for a site for the station take land with buildings on it? I could not give you that information at the present moment, but I could get very near to an approximate value later on by making inquiry.

545. Can you give us an idea of the price for which an area of 10 acres required for the central station could be obtained? I have not gone into the matter.

546. Would £1,000,000 be too much to pay for it? I could not give you any idea. Values, as everyone knows, are very different from what they were a few years ago.

547. An area of 10 acres will approximately be required for a central station similar to the station shown on the plan here;—do you believe that £1,000,000 would be a cheap amount to pay for such an area? It all depends on the situation of the land. If you tell me the area you have in your mind's eye I might give you an idea of its value.

548. I imagined that you might have had an area and a site which you have thought would be a suitable one, in order to make a comparison from the standpoint of cost. Are you aware, also, that in choosing any site except the Park there is a difficulty to get the length and the width required to make a suitable station;—for shunting purposes and for platforms a certain area is wanted, and it is difficult to get that area? Yes.

549. Adjacent to Hyde Park there is an area where the High School stands, and people suggest that there should be a station there, but it is neither wide enough nor long enough; you would overlap your streets. A city railway has to be a good piece of work to do properly the work of the Colony, and therefore you have not only the question of compensation, but also the question of closing the streets to consider;—suppose the Government were to take from the Municipal Council streets which have been wood-blocked, and on which you have spent large sums, for the purpose of absorbing the area into the city railway-station site, would you require compensation for that? Undoubtedly, unless you gave us other streets in the same order in return.

550. You want compensation in one form or other? Yes.

551. It amounts to this: That unless park land is taken, the Government will have to pay for the value of the land, for the disruption of business, for forced sale, and also pay the City Council such demands as may be assessed as reasonable for the streets that are closed, and, of course, the value of the buildings? That is so; but in purchasing the land there is always a residue which the Government has. The Government is in no worse position than private enterprise in other parts of the world, where they buy up, and pull down, and make streets, and pay themselves handsomely for it.

552. That may be correct with regard to the approach to the station—that is, the running-road—but I am speaking now of the station site, where you absorb all the area taken into the station grounds;—there would be no residue there to sell? No; any block between Castlereagh-street and Elizabeth-street, I take it, would not be wide enough for a railway station.

553. It is not only a question of resuming property, but also a question of resuming streets, and it becomes a serious thing to go across a street like Castlereagh-street? Yes.

554. Do you believe the extension of the city railway should be for the whole country—that the whole of the trade should come in? I believe the city railway should be constructed in such a manner that a man who loads his goods at the most remote part of the railway from the city should not have them disturbed until they are alongside, or as nearly as possible alongside, the warehouse or ship they are consigned to. I also believe that a man who imports goods should be able to have the trucks taken alongside the vessel, and to send the goods to Dubbo or Bourke straightaway from the ship's slings.

555. We, as a Royal Commission, looked into that aspect of the case rather fully. We found that Sydney being a distributing depôt, the goods were brought in very many instances into various warehouses and bonds, and there bulk was broken and the goods distributed. As far as we could gather from men competent to judge in regard to the trade, such as Mr. Powell, the late Collector of Customs, they were of opinion that a very small percentage—5 per cent.—of goods imported into Sydney go direct to the country? I think those gentlemen who gave you that evidence are a long way out in their estimate. I do not think anyone has had more experience in that line than myself. I have been nearly a lifetime at the business, and I could give you a return showing you the amount of stuff which I have sent up to Darling Harbour direct since the first of this month.

556. With regard to the export trade, the Commissioners believe that, being in touch with Darling Harbour and with Darling Island, as they will be presently, and being brought into touch with Woolloomooloo Bay, they have ample accommodation to do for a considerable time;—however, you believe a railway is necessary, and that the State should resume and pay for the land, buildings, business, and all that sort of thing? I believe in any other course except taking Hyde Park. It is not absolutely necessary to go to that particular portion of the city, because the traffic will be served equally as well if it is taken a great deal further westward.

557. But almost everything west of Hyde Park is covered with a pile of splendid buildings. Suppose you raze the buildings off the land, and it costs the people £1,000,000. Well, at 3 per cent., there is £30,000 a year, which someone has to pay;—your Worship, I think, sees the seriousness of the position? I think we pay a great deal too much. I think we are trying to do too much in the present generation, and leaving too little for the following one to do.

558. Does your Worship see that every pound spent in resumption of land, as far as railway purposes are concerned, is so much waste? No; because if you wanted to take my place, I should have to build another. If you did not give me sufficient for the place I occupy, I should have to find money somewhere else to spend to keep my business on.

559. You do not want the store, you want the land under the store under which to put your railway or running-road;—if you pull the store down, that much is waste, and it is that much more costly than if you have bare ground? But is it absolutely necessary that the railway should go over where these buildings stand, instead of under them?

560. Would you suggest a tunnel to carry the great population of Sydney? We should never have such underground railways here as they have in London. We have only a narrow neck of land, in any case, in Sydney.

561. Would you regard the question of tunnels as somewhat seriously affecting the convenience and comfort of the travelling public? I do not think there would be any inconvenience to the travelling public for the short tunnel which would be necessary.

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562. It would not be a short tunnel once you got down under Sydney; the trouble is to get a suitable station site and a running-road by which to approach that station;—do you know the value of Hyde Park? No; and I do not think anyone else does.

563. You do not know what it would fetch if it were put up for sale? No; I should not like to put a value on Hyde Park without some consideration.

WEDNESDAY, 21 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

William Greenwood, A.M.I.C.E., sworn, and examined:—

564. *Chairman.*] You are an Associate of the Institute of Civil Engineers? I am, and have been for about twenty years.

565. Are you engaged in the practice of your profession in the metropolis? No, I am contracting. I have not been engineering for some years.

566. On the 2nd April last, before the Royal Commission on City Railway Extension, you gave certain evidence;—do you regard that evidence to be substantially correct? Yes. I only wish to add to my evidence.

567. As regards the land resumption on your scheme, you estimated for an area of $2\frac{1}{2}$ acres, and the amount at £103,000 per acre? Two and a half acres for a double line, and $3\frac{3}{4}$ acres for four lines.

568. On that occasion you said "On the double line there would be 45 chains 36 feet in width; on the four lines, three would be the same length, 54 feet in width"? Yes.

569. Your length of resumption is about 45 chains? The length of resumption is 45 chains by a width of 54 feet. Where my line passes through freehold property, it is 45 chains long, no matter whether it passes over it, under it, or through it.

570. How far is it from Redfern to Circular Quay? 150 chains.

571. Of that length you make provision for resuming 45 chains? That passes through freehold property, and the remainder is either in Government land or streets, or something which is not freehold.

572. Will you describe where the length of 45 chains is situated? Between Campbell-street and Bathurst-street is 20 chains; from the northern portion of Wynyard-square to Pitt-street is 25 chains. These are the only two pieces of the line which are freehold.

573. From Campbell-street, let us take your resumptions? To the junction of George-street and Bathurst-street it goes at the back of the swimming-baths, at the western end of the new Masonic Hall, across Liverpool-street curves round across Pitt-street near to St. Andrew's school, crosses Pitt-street between that point and Union-lane, goes to the back of the Water and Sewerage Board's office, and winds up to the corner of Bathurst-street and George-street.

574. Have you an estimate of the cost of resuming those 20 chains? Roughly speaking, £100,000 an acre.

575. How have you defined your area? Fifty-four feet wide by a length of 20 chains.

576. Are you aware what powers the owner of an allotment has if the Government put a railway through any portion of it? Yes.

577. What are those powers? I believe here you are compelled to take the whole, but it is also possible in passing a Bill for the construction of this railway to pass a Bill which gives you power not to do that.

578. Will you explain how you make up your estimate of £100,000 an acre? I have put down £70,000 as the market value of the land, 10 per cent. for compulsory purchase, 10 per cent. for lessee's compensation, and 20 per cent. for severance. That is ample, as there is very little lessee's compensation in this Colony. Ten per cent. is what Mr. Perdriau puts down for compulsory purchase, but I have also put down 10 per cent. for lessee's compensation. In Sydney there are very few lessees; they are mostly yearly tenancies or weekly ones.

579. You state that, to the best of your belief, if the State take a portion of an allotment the owner can compel the State to take the whole of it? Just so.

580. Therefore the initial cost of the resumptions may not be limited by the area absolutely required for railway purposes? Certainly not.

581. Did you make these valuations yourself? I made them, without knowing it, in precisely the same way as your valuer did. I did more than Mr. Perdriau did. He took the city assessments at twenty years' purchase, whereas I took the city assessments, and added one-ninth to them for the simple reason that they are one-ninth less than the rental value.

582. From the point you mentioned, at the corner of George-street and Bathurst-street, how then does your line proceed? I cross under George-street at an angle in front of the Town Hall, and by the side of the markets. That takes me to York-street.

583. Are you under streets still? Yes.

584. *Mr. Roberts.*] Will you describe the situation of the station? The station is really at Hepworth's tailor shop. It extends back from there towards the Water and Sewerage Board's building. The building would

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would be nothing more than a big office, and a flight of stairs to the railway station. It would be a metropolitan station, and no waiting-rooms.

585. *Chairman.*] From there you pass under George-street by tunnel until you get into York-street? York-street is in tunnel; George-street is not in tunnel.

586. What is it? It is in what you people term "cut and cover."

587. You would still have the surface of the street over you? Yes; but George-street at that point is 90 feet wide. I propose to divide the two lines of traffic, and take a portion for a ventilating-shaft.

588. You are sure that that is a feasible idea? It is quite feasible.

589. Your first ventilating-shaft is in the middle of George-street, which you think will not interfere with the traffic? Yes.

590. Will you proceed under York-street by tunnel to Wynyard-square? Yes, 30 chains.

591. Where would your next ventilating-shaft be? That is a matter of detail.

592. Will there be a ventilating-shaft somewhere? Yes.

593. The tunnel is under the street, and therefore the ventilating-shaft must be somewhere in the street? Probably, but not necessarily.

594. Are you prepared to say where the next ventilating-shaft would be in York-street? There is room for a ventilating-shaft at Market-street and York-street. York-street is not a parallel street. Market-street end is not parallel to Walter Friend's stores.

595. *Mr. Humphery.*] How do you avoid the buildings between George-street and York-street? There are no buildings at all—only one leg of the porch of the Town Hall.

596. Do you curve your line there? It is nearly straight across the street. There is a slight curve between the Markets and the Town Hall.

597. *Chairman.*] You think it may be possible to put a ventilating-shaft somewhere out of the street—in York-street? Yes.

598. Are you aware that engineers and authorities in all parts of the world are pretty well unanimously against tunnels if they can possibly be avoided? Yes.

599. Why do you believe tunnels are undesirable? Because I prefer daylight, most assuredly.

600. Do you think the smoke will cause any difficulty? No.

601. Are there satisfactory ventilating-shafts used in other parts of the world? Yes.

602. Are you aware that the Board of Trade has refused to have any more underground railways worked by steam in Great Britain? I am aware that the Railway Commissioners in this Colony have no Board of Trade to control them; they can do just as they please.

603. I ask you whether, in those countries where they have had most experience of underground railways and the working of them, you are aware what the attitude of the authorities is? I do not know; but Mr. Thow in his evidence before the Royal Commission has told you that there is no difficulty in ventilating a tunnel 30 chains long.

604. We have got by tunnel as far as Wynyard-street;—from there what happens, in your scheme? A daylight station at Wynyard-square. The resumption begins at the northern side of Margaret-street.

605. Where does the open-air line terminate? Wherever the line terminates—at Macquarie-street.

606. Where you commence to descend towards Circular Quay, what do you propose to do there;—do you follow the contour of the country right down, or is the line, abreast of the Quay, above or below the level of the street in front of the Custom House? The highest point of the line is at Wynyard-square station, so that in the future if a bridge be built to North Shore the junction will be at Wynyard-square station. From there I start to fall, and I fall down to Circular Quay. At the Quay I am 13 feet below the roadway at the Custom House. The object of that is to go by tunnel to North Shore in future, or by horse-ferry or by a sub-aqueous tunnel.

607. Do you know how much space you require to have between a running-road and a bridge to enable ordinary engines to pass under it? About 4 ft. 3 in. or 4 ft. 4 in. from the running-road.

608. What height will the bridge require to be? I think Mr. Deane's height is 15 feet. In England every railway company has to work to Board of Trade rules. At home 14 feet is the standard height, but here there is no Board of Trade, and it has been a case of go-as-you-please.

609. Will the top of the funnels of the engines be above the level of the surface at Circular Quay? Yes. I do not think the funnel is the tallest point.

610. *Mr. Wright.*] Is not 13 ft. 6 in. the recognised high gauge for all railway bridges here? No. The Metropolitan Railway constructed their lines with a headway of 13 ft. 6 in. I have built them with a headway of 13 ft. 9 in. and passed the Board of Trade myself.

611. But here it is 13 ft. 6 in.? It is more than that.

612. *Chairman.*] Taking the standard here at 14 ft. 6 in., what height is your road below the surface of the roadway in front of the Custom House at Circular Quay? Thirteen feet roughly.

613. You have to lift the road 18 inches? No; I am in open cutting from Wynyard-street to Macquarie-street.

614. There is a considerable amount of traffic to the Custom House and on Circular Quay? Yes.

615. If trains requiring a headway of 14 ft. 6 in. are to run through there, and your open cut is only 13 feet deep, a height of 18 inches is rendered necessary to enable the traffic to be carried on? That section shows that Loftus-street and Elizabeth-street are coupled together and taken over the top of the railway.

616. Are you going to lift the road in front of the Custom House? Yes; the two cross roads, Loftus-street and Elizabeth-street, will be carried across the railway.

617. Where it is necessary, in front of the Custom House, and between the Custom House and North Shore Ferry, and other places where your road is running, you are going to raise the roadway 18 inches? Yes, for the width of the road itself. If it is a 66-foot road, I will raise a width of 66 feet.

618. For such widths as are necessary you are going to raise the road 18 inches? Yes.

619. How wide will your railway works be in front of the Custom House? Forty-eight feet. In England I have built them 46 ft.

620. Over a portion of that 48 ft. there will have to be a crest in the road, or an alteration made? There is the bridge raised 2 ft. above the roadway.

621. Do you regard that as any obstruction to the traffic? Not the slightest. The level of the road, in a line with the Custom House, either at Loftus-street or Elizabeth-street, is as high as the road will be over the crown of the railway.

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622. What will be the grade of the line from Wynyard-square to Circular Quay? It is 1 in 60. According to that section it can be improved to 1 in 66.

623. Your first cost is £259,000? Yes; but the land per acre is valued at £103,600.

624. How much do you add on to that? Fifty per cent.

625. That brings it up to £370,000;—is it reasonable to infer that if the width of the line is increased to 100 ft. it will increase the cost to £740,000? You are starting on the assumption that there is 100 ft. of land.

626. Mr. Sievers states that he does not think a strip of land 100 ft. wide from Redfern to Circular Quay can be obtained for £1,800,000 on the western side of the city? Mr. Perdriau and Mr. Sievers value their land at market value—at a lower price than I value the land per acre.

627. I want to know what will be the cost of the line if it goes through private land all the way, and is 100 ft. wide? It will be £2,466,000.

628. In a letter to the Secretary to the Royal Commission on City Railway Extension, Mr. Sievers, Government Land Valuer, says:—

I do not think a strip of land 100 feet in width extending from Redfern to the Quay, comprising an area of 20 acres could be obtained for an expenditure of £1,800,000 on the western side of the city.

What comment do you make on that statement? It confirms what Mr. Perdriau said.

629. That is correct? It is not correct to say that you cannot get the land for that sum. I say you can.

630. You quite agree with Mr. Sievers and clearly with Mr. Perdriau in regard to that statement? For 20 acres, that is £90,000 an acre; but I have reckoned at £103,600 an acre.

631. You say a strip of land, being 100 feet wide, extending from Redfern to Circular Quay and embracing an area of 20 acres could be obtained for an expenditure of how much on the western side of the city? £2,072,000.

632. That is your estimate if it be necessary to take a strip of land 100 feet wide from Circular Quay to Redfern? Yes, if it is on private land.

633. By the route you suggest you say you can get from Redfern to Circular Quay by taking a length of only 45 chains of privately-owned land? Yes, and that will cost £370,000.

634. *Mr. Wright.*] If the width of the strip is doubled, what will it cost? It will be in proportion; but the width is ample for the work to be done.

635. *Chairman.*] Having got down to Circular Quay you are down 13 feet under the level of the road; and how do you propose to get your traffic back to Redfern? I do not propose to stop there; I propose to go round to the eastern suburbs. My line is a circular one; there is no terminal station, except at the Benevolent Asylum station.

636. Do you bring the long-distance traffic on from Redfern? No; I stop it at Redfern.

637. You bring along only the suburban traffic? Yes, and it is 91 per cent. of the whole of the traffic.

638. Having got to Circular Quay you explain that your scheme is not complete, and that it requires to be extended to the eastern suburbs? Yes.

639. Have you any idea of the cost of that extension? Roughly speaking about £50,000 a mile for the remainder of the distance.

640. What is the length from Circular Quay to the eastern suburbs? It depends on how small or large a circle you have, but approximately it is 12 miles.

641. You only have the cost of construction, not the cost of resumption? No. Approximately, from Circular Quay round to Woolloomooloo, Darlinghurst, Paddington, Waverley, Woollahra, and Randwick, joining the main line at St. Peters or Erskineville, the distance will be 12 miles.

642. Suppose the State is not prepared to build more than a city railway at present, how does your scheme stand then? You can only, for the time being, get as far as the Quay; but it is an incomplete scheme then.

643. Will you explain to the Committee the temporary shunting arrangements until the eastern suburbs railway is constructed? The station reaches from Pitt-street to the "Paragon Hotel," and the ground from the Paragon Hotel to Phillip-street will be sufficient for shunting the trains.

644. What length is that ground? Eight or 9 chains.

645. And the width? If you make a temporary shunting-ground, you can make it any width you like.

646. You are going to shunt all your suburban passenger traffic, which is 91 per cent. of the whole of the trains, on a certain area which you describe? I merely say that that is a portion of a circular line, and it is an incomplete line. If you say that you are going to be a year or two before you complete that line, you must make some temporary arrangements. If I were Engineer-in-Chief for the Railway Commissioners, I should have no difficulty in making those arrangements.

647. It is perfectly clear, without defining it by one year or two, that your scheme is not complete until the eastern line is built;—and since the State may not, for a number of years, be prepared to extend the railway to the eastern suburbs, you have to make shunting arrangements in order to deal with 91 per cent. of the passenger traffic at Circular Quay? I could make temporary shunting arrangements in the 8 or 9 chains I spoke of. If I had not sufficient room there, I could go further under the Domain, making a portion of my eastern suburbs extension, and utilising that ground, for the time being, for shunting purposes.

648. *Mr. Wright.*] It may be permanent shunting-ground for ten or twenty years? No. The Chief Commissioner for Railways said seven years ago that it was a scandal that the tramways to the eastern suburbs were doing railway work.

649. *Chairman.*] You say your length is 8 or 9 chains, and for shunting purposes you can use any width you like? For a temporary purpose, most decidedly. The rest of it would be done beyond the station.

650. Would it be underground? No; it is in open cutting.

651. Will you tell us exactly where you propose to shunt your trains? I do not propose to shunt; I propose to make a railway.

652. We want to know exactly where you propose to make temporary provision for shunting? I would shunt on the 10 chains which are beyond the station.

653. How many lines would you have beyond the station? The temporary lines are only intended to be two; but as regards permanent lines, you could put down four if you liked.

654. Would they be on the surface? No, they are 13 feet below the road.

655. You proposed to shunt 91 per cent. of the railway passenger traffic of this city in a cutting beyond Circular Quay? Yes. On my line all the shunting is done behind the traffic, but at Redfern station all the shunting is done before the traffic.

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656. How many lines would you propose to lay down to do this shunting? Perhaps two more lines.
657. You think that four lines will do all the shunting that may be necessary? The ground I referred to would be five times the size of the tramway shunting-yards in Bridge-street. A tram consists of three cars, a train probably has eight carriages at the most. I should think five times as many trams are shunted in Bridge-street as trains are shunted in Redfern station.
658. *Mr. Wright.*] 1,100 trams a day are shunted in Bridge-street and from 700 to 800 trains a day are shunted in Redfern yard? No; only about 120 suburban trains a day come into Redfern station.
659. *Chairman.*] You say that with two more lines beyond what you intend to put down beyond Circular Quay, you will be able to do the shunting? Because I am behind my station, and not in front of it, as at Redfern.
660. You think you can? I am certain; I do not think.
661. What will it cost? £2,000, which is a mere nothing.
662. You are going to put an open cutting to extend 8 or 10 chains beyond Phillip-street towards the eastern suburbs to shunt your traffic beyond the Quay? Not beyond Circular Quay, I said beyond the Paragon Hotel. If there were three times the number of trains that come into Redfern station I could shunt them on that ground.
663. How wide would the ground be? If there were four lines of rails, it would be about 54 feet wide.
664. Would you want two more lines? I do not want two more. There is not the slightest difficulty about doing the shunting there.
665. You think four lines will be sufficient for your ordinary road? You have only four lines now in any part of the Colony.
666. Do you think that four lines will be sufficient for your ordinary road? I am certain that two lines will be sufficient if there was no provision made for a North Shore connection.
667. You think it will bring in all the suburban traffic? Yes.
668. Have you any idea whether there will be any need to have a resting place to keep to the time-tables? Certainly not; you have no resting place now. Your trains come in to Redfern, and are due to go away in two minutes with another engine. In a busy time you never keep a train standing at Redfern station.
669. We get down to Circular Quay as you describe, and there we make a temporary shunting arrangement until such time as the eastern suburbs line is constructed? Yes.
670. But on this line you do not intend to bring in any of the long-distance traffic? It is accommodated either at Redfern station or at the new station at the Benevolent Asylum grounds. I do not confine myself to Redfern station. I say you cannot make an up-to-date station on that site, and that it will be advisable to make a new station for long-distance traffic at the Benevolent Asylum grounds, where the suburban trains will all call.
671. Have you taken into consideration the fact that an electric tramway up George-street is to be constructed, and that your line will be rather close to that electric tramway? It will not make one pin of difference. There are just as many cabs and buses in Sydney now as there were before the trams were built. The electric trams in George-street will deal with only local traffic. The bus runs parallel with the tram down Crown-street and Oxford-street, and the fact of the electric tram being in George-street will make no difference to the railway.
672. *Mr. Humphery.*] In your scheme, you allow practically all terminal arrangements to continue at Redfern, but on a new site? On a new site, but not necessarily at once.
673. And you provide for 9-10ths of the whole traffic (which you estimate to be about the proportion of the suburban traffic to the whole) by a line from Redfern to Circular Quay, as shown on your map? Yes; I practically provide four city stations in lieu of one. On the first page of the last report the Chief Commissioner says that there ought to be several stations in the city instead of one, and instances Melbourne and other places where there are several stations.
674. You propose to have on the Benevolent Asylum site your principal station and all terminal arrangements, with the exception of a continuous line from Redfern to Circular Quay for the suburban traffic? Yes.
675. And eventually to continue that line to St. Peters by a circular railway? That is so.
676. Your proposal really amounts to the original scheme—to place a new station on the Benevolent Asylum site? Yes.
677. But you say that in order to meet the requirements of the suburban passenger traffic you continue the line from Redfern as shown on your plan? Yes. The Benevolent Asylum station was intended to accommodate 100 per cent. of the traffic, because it was a terminal station. In my case it is not a terminal station, except for long-distance traffic.
678. That, briefly, is your case? Yes. In reference to the cost, I have put it down at £750,000. The Chief Commissioner said that the line ought to go on the western side of the city, but that the only objection was the great cost of the necessary land resumptions, and the cost of the resumptions was put down at £1,583,000. But my line can be constructed for a third of the cost of any line put forward by the Department. Mr. Deane's line was to cost £2,583,000. I propose to do it for a third of the money. That removes the Chief Commissioner's objection to taking the railway on the western side of the city.
679. *Mr. Black.*] With reference to the proposal to divide George-street for the purpose of light and ventilation, how do you propose to do that? I would take a portion of the street away and let daylight down into the railway. George-street is 80 or 90 feet wide at that point, but at King-street it is only 40 feet wide. If you take away 20 feet in the middle it will leave George-street 60 or 70 feet wide by the Town Hall.
680. Do you propose to divide the traffic at that point in George-street by means of an open iron railing? Yes.
681. Is it a necessity with your scheme to do that? It is not a necessity, but I think it is advisable to let daylight down whenever you get an opportunity.
682. Is there any other place in your route where it could be done with greater advantage? You could get several ventilating-stations on the line of tunnel.
683. Could it be done with more advantage in some place where you are passing through blocks of land? I am never in tunnel in blocks of land.
684. *Mr. Wright.*] Will your proposed opening in George-street have any effect on the electric tramway to be constructed in that street? No.

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685. Would you fork your line at that point? Yes; you have a separate wire for each road, and the wires will simply separate at the ventilating-shaft.
686. If your roadway at Circular Quay is $13\frac{1}{2}$ feet below the present roadway, you will be 5 or 6 feet under high-water mark? Yes.
687. Do you know the nature of the country down there? Yes; I have put drains all over the Quay.
688. Would there be any difficulty experienced in going to that depth? Not the slightest difficulty. In the case of a viaduct it is necessary to go down to the rock for the foundation, but in the case of the cutting you will merely put in concrete walls and invert.
689. Are you conversant with the traffic requirements? Yes.
690. Very often a number of trains come in which do not want to go out again. Suppose you have six or seven trains, each 700 feet long, where would you accommodate them on that 10 chains of roadway? Your longest train is 400 feet.
691. All the platforms on the proposed station at Hyde Park are to be 700 feet long? Your engines will not pull a train more than 400 feet long on your suburban lines. Your long distance trains might by chance be longer than 400 feet.
692. They pull six or seven carriages? Carriages of 48 feet each.
693. I think the length of the carriages is nearer 60 feet. We are told by the traffic authorities that they require 700-foot platforms for the trains to run up to? That is for long distance trains.
694. Do you think your proposed double roadway will give you anything like sufficient room to accommodate the traffic which streams into Redfern yard, outside the mail trains. Take a holiday for instance when we are told the trains are so numerous, that Redfern yard with thirteen or fourteen platforms is unable to accommodate them, and they have to run passenger trains over to the goods side. Whether you do your shunting behind or before your train, you must have standing room for your trains which it is necessary to retain in the yard;—have you anything like sufficient standing room on the road you propose to provide for the accommodation of all the traffic which comes into Redfern? Yes, with this proviso, that you may make a portion of the line towards the eastern suburbs of whatever length you like to make room for those trains.
695. That is, to go under the Domain? Yes.
696. Your contention is that if the accommodation for shunting which you propose to provide is not sufficient, you can, by fresh expenditure, by a prolongation of the eastern line provide any amount of accommodation? Yes.
697. But suppose some two or three disabled engines should come in with half a dozen carriages attached? Which cannot happen.
698. An engine may arrive in such a state that she is unsafe to go out again? Then either one of two things can take place. You can either put on another engine to pull that engine down as far as you like out of the road and leave her there until night, or have a steam-crane and pick the thing up out of your road if it is in the way.
699. Your contention is that the accommodation you propose to provide is sufficient in the event of contingencies of this kind arising, to enable a damaged engine to be drawn to Redfern? There is no trouble about that.
700. *Mr. Hoskins.*] Would you have a movable crane to lift up the carriages? If an engine breaks down in the bush, she has to stop there until you send for a steam-crane.
701. Would it do to have the delay which happens to an engine in the country, that is on a holiday or a busy time when you are sending out trains every 10 or 15 minutes? If the engine cannot work in steam, you have to uncouple her, and push her down with another engine.
702. To Woolloomooloo Bay? Would there be room there for that? Push her down to the dead-end of the siding and leave her there.
703. To Woolloomooloo? Under the Domain.
704. *Mr. Roberts.*] Does it not appear to you that great inconvenience would be experienced by passengers in long-distance trains in having to alight at the Benevolent Asylum station? No. There is no more central point in Sydney than the Benevolent Asylum, and in years to come it will be still more central than it is. There is no place you can mention where the cab fare will not be precisely the same whether the station is at St. James'-road or at the Benevolent Asylum site.
705. Is it not a fact that most of the long-distance passengers will find it more convenient to go to King-street? Most assuredly not. They have luggage which has to go into a cab, and Redfern station is most central.
706. Does it not appear to you that great dissatisfaction will be expressed by the travelling public on finding that they have to change at the Benevolent Asylum station to get to the northern portion of the city if your scheme is carried out? No.
707. They will have to change, or to take a cab? People who travel long distances as a rule have luggage. They cannot carry their luggage they must take a cab.
708. Assuming that an agitation is got up by long-distance travellers, and the Government are anxious to meet their wishes, will you be able under your scheme to continue the line from the Benevolent Asylum site to Circular Quay with a view to bringing down the long-distance traffic to that point? The rails being there, you can run trains if you like. You would never think of doing such a thing. Only 4 per cent. of the long-distance passengers would use the station.
709. Why? The 9 per cent. long-distance traffic includes every train which comes from beyond Parramatta, and the Campbelltown trains will presently become suburban trains.
710. Will it be practicable to extend this long-distance traffic to Circular Quay, or even to Wynyard-square? No; the long-distance traffic is provided for at the Benevolent Asylum site.
711. Does that not appear to you to be a weak point of your scheme? No; I have been in Sydney eighteen years, and I know Sydney as well as anyone does, and there is no point to which you wish to get for which Redfern is not quite as central as St. James'-road is.
712. I suppose it will be possible to continue the long-distance traffic to Circular Quay by your scheme, but the expense will be very much increased? No; you must provide a long-distance station somewhere.
713. Do you not think it would be an improvement to your scheme if a long-distance station were provided north of the Benevolent Asylum? Most assuredly not.
714. Have you prepared an estimate of what the cost would be? No; because I would not adopt such a scheme.

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715. Why,—on the ground of expense? Sydney is situated on a peninsula. It is useless to take everybody to the point of that peninsula; they do not want to go there. If a man resides at the Glebe, or at Woollahra, why should I bring him out of his way for nothing.

716. Undoubtedly the cost would be enormous, even compared with your estimate for dealing only with suburban traffic? The cost of the line would be no more. The only cost would be the cost of a railway station to accommodate that traffic.

717. There would be the cost of the land resumption? No; I have four lines, and you have only four lines anywhere in the Colony.

718. Would four lines be sufficient to deal with the long-distance traffic in addition to the suburban traffic? I say I do not propose to bring them there. It is only 9 per cent. of the total traffic, and in time it may grow to 5 per cent. The line is sufficient to carry the traffic for the next 100 years.

719. Until the eastern suburbs extension takes place—and none of us knows whether it will happen in five or twenty years—will not great inconvenience be experienced in shunting;—will it not be a dead-end station at Circular Quay? Yes; the Railway Commissioners proposed to make a terminal station on the site of the Custom House.

720. Do you feel perfectly satisfied in your own mind that at this dead-end station, which you regard as a temporary one, the work will be satisfactorily carried out if your scheme is adopted? Yes; I have plenty of room there for shunting purposes.

721. *Mr. Fegan.*] Will you state definite reasons why you oppose the scheme to extend the railway to St. James'-road? In the first place you cannot earn one penny of revenue. Whatever revenue you get you take from the tramways—you rob the tramways. I am dealing with the present, and not with the growth of population.

722. I want you to deal with the proposal before the Committee;—have you any other reason to adduce why it should not be adopted? You say that at Redfern the trouble is with the shunting. Under this proposal you have just the same trouble, except that you shift it half a mile or a mile further down. You have precisely the same thing to do there as you have to do at Redfern, and what is more, you have to do it in two-thirds of the room you do it in at Redfern. Redfern yard has an area of 27 acres. Three acres of that area are occupied by the Darling Harbour branch and the goods line, so that there are 23 acres available for the passenger traffic. At Hyde Park you have only 10 acres. The length from Cleveland-street tunnel to Devonshire-street is about 25 chains; from the back crossing of Darling Harbour goods branch is roughly 22 or 23 chains. The total length you have in St. James' yard is 1,000 feet, which is roughly 15 chains. You have 15 chains of room at Hyde Park as against 23 chains in Redfern yard.

723. Can you define any other reason against the proposal? You cannot possibly get to North Shore by a bridge from there; that is admitted by everybody. At the present time the population of New York is 1,750,000, and the population of Brooklyn is 1,000,000. Fifty years ago, New York and Brooklyn were identical in population with Sydney and North Shore, so that looking forward fifty years, we shall be in the same position in regard to population as New York and Brooklyn.

724. Do you really think so? I think the growth of Sydney will be greater as a freetrade port than the growth of New York and Brooklyn.

725. Do you think that the reason of that increase was the proximity of over-populated countries to America? Yes.

726. You cannot expect the same immigration to take place to Australia as has taken place to America? There is the natural increase in population. I take it that the growth of Sydney and North Shore will be quite equal to the growth of New York and Brooklyn in fifty years. 70,000 passengers a day come in from Brooklyn to New York. You have only 15,000 passengers a day coming into Redfern.

727. *Chairman.*] That is incorrect; but it does not matter? I do not make a misstatement. I take the figures which Mr. McLachlan gave in his report.

728. The Railway Commissioners statement to the Committee is that 20,000 passengers a day come into Redfern? I base my statement on Mr. McLachlan's evidence which is published in this book.

729. You get your result by adding Sundays in and dividing the total by 365? Just so. At the present time 70,000 passengers a day come in from Brooklyn to New York, and I believe that in fifty years there will probably be the same number a day crossing from North Shore to Sydney. By my scheme you can make a bridge from Wynyard-square station, but by the other scheme you cannot cross by a bridge.

730. Nor by a tunnel underneath? Whether you can get a tunnel or not, it means 2½ miles of tunnel. The first Royal Commission decided in favour of a bridge. Mr. Deane has favoured a bridge. Mr. Hickson, and I think Mr. Darley have favoured a bridge. I think no one has favoured a tunnel except the Chief Commissioner. To get a tunnel means a grade of 1 in 35, and you can guess what that will mean in working the traffic. To Circular Quay you can get from that station, but it will be quite impracticable to do so; it has a grade of 1 in 40. It will mean a further terminal station in Government House grounds. It will be in tunnel the whole way—from 40 to 50 chains of tunnel on a grade of 1 in 40 or 1 in 45.

731. *Mr. Fegan.*] Which will not be inconvenient, and which I understand from your evidence, can be thoroughly ventilated according to Mr. Thow's opinion? That one can be ventilated, but it will only take you from there to the Quay. To get to the eastern suburbs you must go through a tunnel from the Domain. It will necessitate a junction in that station-yard and on the plan which accompanies the report of the recent Commission you will find three junctions shown in tunnels,—three things which no engineer would put his name to. I think you will find from Mr. Deane's replies and the reply of the late Chief Commissioner (questions 2655, 2649, and 2707) that there is no intention to make a line to Circular Quay or to the eastern suburbs for the next twenty years.

732. Do I understand that another reason why you oppose the scheme is that no provision is made to extend the line to the eastern suburbs, or to Circular Quay? Yes, it is not shown on the Departmental plan of the St. James'-road scheme. Assuming the growth of the traffic to be fourfold, Mr. Deane in reply to questions said when St. James'-road station grew to be too small, he would relieve that station by lowering a line to Circular Quay, and taking a line to the eastern suburbs, and the late Chief Commissioner in reply to Mr. O'Connor gave similar replies. Another reason is that the Chief Commissioner (question 2707) says when his station gets too small he will make a new line, probably a line on the western side of the city.

733. One of your reasons is not because it is intended to resume or take part of Hyde Park for railway purposes? No, not necessarily.

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734. As an engineer, and a business man, you believe that sentiment should not stand in the way if it is the best site in your opinion? If that ground were of no value at all, and it were given to me as an engineer to put a station on, and I had to ask people to subscribe the capital, I would not go to them, because I could not say to the public that there would be any revenue to be earned.

735. On the other hand, if it can be shown to you that from its opening a line from Redfern to Hyde Park would pay not only the interest, but the working expenses, the trouble would not be with the Park as far as you are concerned? No, not necessarily.

736. One of your reasons is not because it is proposed to lay violent hands upon the Park? No; it is quite clear that three-fourths of the traffic which comes into Redfern station goes by other means than the railway tram. I contend that those passengers would be taken by the line I suggest. If you take the 3,000,000 railway passengers who now go by tram to the city, you will simply be transferring the money from one pocket to another. As regards the 9,000,000 passengers who now walk or take a 'bus from the station, a working man who wishes to go to Wynyard-square has to pay 2d. each way by 'bus or 2s. a week, but a workman's ticket is only 3d. per mile per week, and by my route it would cost a workman 3d. a week, instead of 2s. by 'bus. I am certain that the bulk of those who walk or get into a 'bus would take the train I provide on my route.

737. You think the proposal you advocate would pay better and be more convenient than the other, and that it would be easier to cross to North Shore from your line than from the other? Yes; you can go over by bridge, or by tunnel, or by train ferry. In addition to the 9,000,000 passengers who arrive at Redfern, and do not travel to the city by tram, 6,000,000 passengers a year are landed at the North Shore and Manly ferries, and I take it that a great portion of those passengers would ride possibly to Wynyard-square. Then you have 3,000,000 or 4,000,000 passengers who come to the ferries at the foot of Erskine-street and King-street. You would get a lot of local traffic along the line which passes from Redfern to the Quay, but you could get no local traffic on the Government line, except railway passengers. A number of people in George-street, who are not railway travellers, will take the train at the Cathedral and ride to the Quay.

738. They might be tram passengers on the construction of the electric tram? It is a recognised thing amongst railway men that increased facilities cause increased traffic. No matter what facilities you give, you find that traffic grows to it. I do not think the electric tram will make one penny difference.

739. *Chairman.*] You contend that the electric tram will not affect your line, but the steam tram will affect the Government proposal? What I said was that that railway will take passengers from the tramway and carry them by railway.

740. It will not happen with the electric tram in the case of your proposal? No; it will create new traffic.

741. *Mr. Fegan.*] Did it never strike you that the objections you raise to the St. James'-road extension can be raised to an extension to Bathurst-street or the other streets you mentioned—that no revenue will be derived from that portion of the traffic? The 9,000,000 passengers who come to Redfern, and who do not use the tram, will travel by my line.

742. You think your line would cope with that traffic, while the present tramway would still cope with the 3,000,000 passengers who ride? No; the tramway traffic would be transferred into the railway.

743. You cannot have both lots? These 3,000,000 passengers would then go by the railway. The tramway traffic does not grow; it has been stagnant for years.

744. On account of the insufficient accommodation? No; it is on account of the charges, I take it. A few weeks ago the *Herald* published a long article in its commercial column on the growth of the traffic. There has been no growth of tram traffic for some years past. The passenger traffic to Redfern by train is doubled every eight years; but the tram traffic from the railway station is stagnant. In 1888 the total number of passenger fares collected on the tramway was 51,000,000, and in 1896 it was only 53,000,000, or a growth of 4 per cent in eight years. In 1888, on the suburban railways, the number of miles travelled was 70,000,000, and in 1896 it was 104,000,000, so that the growth was practically 50 per cent. If in eight years' time the traffic from Redfern station is doubled, and the same proportion maintained, there will be only 3,000,000 passengers travelling by tramway, but there will be 21,000,000 passengers travelling by some other way, and these I say will go by my line and the electric tram.

745. You think your scheme would cope with that traffic more successfully than would this proposal? Yes.

746. Have you exhausted your reasons why you oppose the St. James's-road scheme? Again my line permits of goods and trucks being taken alongside every wharf or every ship at Circular Quay, and if you like you can take the line round to Darling Harbour. My rails are 13 feet below the road at the Paragon Hotel, and from there I put in a rising grade which brings me out on the Quay, roughly speaking, at McMahon's store, where the sailing ships are berthed. From that point you can lay a siding along the eastern side of the Quay with a back shunt to the warehouses, and lay another line to the western side of the Quay, and continue that line round the Government land.

747. In your estimate you have not made provision for these extensions? No estimate is put down for the cost of the extensions, but I show you that my scheme is capable of carrying the trucks to the ships side. The other scheme cannot do anything of the kind.

748. *Mr. Black.*] Do you think it wise to mix up the goods traffic and the passenger traffic? On that question a good deal of nonsense is talked. Goods and passengers travel on the same lines all over the country.

749. Do you think your four lines will be capable of doing it? You have only four lines to do it now. If the four lines were not capable of doing it in the daytime, you could do it at night-time.

750. *Mr. Fegan.*] Have you any more reasons to give why you oppose the St. James's-road scheme? No, except to say generally, as far as my scheme is concerned, that it is comprehensive and provides for all time.

751. It may be expanded? Yes.

752. You think there is no difficulty in ventilating your tunnel of 30 chains length? None.

753. You rely to a certain extent on Mr. Thow's evidence as to the ventilation of your tunnel? My opinion is that you certainly can do so.

754. As a professional man you say it can be thoroughly ventilated without causing any inconvenience to passengers? Yes.

- W. Greenwood, A.M.I.C.E.
21 July, 1897.
755. *Mr. Hoskins.*] Have you ever travelled by the underground railway in London? Not for the last twenty years.
756. Did you ever experience any inconvenience in travelling in the trains in the summer? Not sufficient to make me walk instead of travelling by train.
757. Is not the atmosphere very disagreeable in the tunnels? Not as bad as that.
758. You refer to Mr. Thow's evidence;—did you read his evidence? Yes.
759. Do you not remember that Mr. Thow stated in his evidence that he was very much opposed to the construction of tunnels, and preferred having railways in the open? So do I.
760. Did he not say so? I do not know, but I will admit that he did if you like. I agree with him if he did say so.
761. Did I hear you say that you proposed to have an open cutting from Campbell-street to the corner of Bathurst-street and George-street? Yes.
762. Do you propose to provide any means to prevent young children from going down into the cutting or playing on the embankment, and to prevent horses from falling into it? Yes; it will be fenced. It will most likely be protected with brick walls.
763. Do you think the people of Sydney would quietly submit to have such a valuable portion of the city taken up by an open cutting? I think they would only be too glad of the chance of selling their land.
764. I suppose you express that opinion because you know that the Government, when they resume land, nearly always pay a great deal more for the land than do private individuals? They have in the past, but I do not think they will in the future. Boom time has gone.
765. Do you not think that if you take so valuable a portion of the city as the portion from Campbell-street to Bathurst-street, or from York-street to Lower Pitt-street, it will materially affect the course of trade in the city and interfere with business? No; there is no business place on the whole length, except one at the corner of George-street and Bathurst-street.
766. What are they? They are back premises, fig-trees, Chinamen's places—in fact, all kinds of premises.
767. Are there fig-trees and Chinamen's places between Margaret-street and Circular Quay? The property at the back of Vinegar-lane was nearly all burnt down, and it is nearly all vacant land.
768. Where is the place you refer to? From the junction of Essex-street and George-street to Crane's is vacant land, with the exception of Crane's buildings, which are one-storey sheds.
769. Would it not be a rather unusual proceeding to see a railway taken through the centre of a large town by means of an open cutting? Certainly not.
770. Can you give me an illustration where it exists? There is no difficulty in naming a place where it does exist. Take Birmingham, for instance, as the centre of England. The approach to the Great Western station or to the New Street station is in a cutting first and then in tunnel.
771. They are very short tunnels, caused by the erection of the station-buildings, but you propose to take a long cutting, nearly a mile long, right through the centre of Sydney? No.

THURSDAY, 22 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.	CHARLES ALFRED LEID, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Norman Selfe, M.I.C.E., M.I.M.E., sworn, and further examined:—

- N. Selfe, M.I.C.E., M.I.M.E.
22 July, 1897.
772. *Chairman.*] You have made a slight alteration in the plan of the railway you propose? I have put a white border round the portion to be used for railway purposes, so as to be more easily seen by the Committee.
773. You have excised one small road in the lower patch? It is not in the proper plan. It was only put on on Tuesday morning by mistake.
774. Do you desire to make a statement of any kind to the Committee? Yes. You, sir, and other Members of the Committee asked me certain specific questions, and I thought it was best to write down the answers, and then if further questions are asked I shall be happy to answer them.
775. Will you be good enough to read the memorandum you have prepared? It is as follows.—

THE Chairman having asked me on the 20th instant for certain specific information with regard to the proposed station or terminus on the "Rocks," I now supply same and the authority on which it is based.

On the 3rd July, 1891, the late Mr. E. M. G. Eddy submitted certain proposals to the Royal Commission for an extension of the railway to the Circular Quay, which he stated would, in the opinion of the Railway Commissioners, "be a perfectly satisfactory scheme so far as the suburban traffic is concerned." And this scheme was recommended in the final report of the Royal Commission, dated 10th July, 1891. As explained by the Chief Commissioner, the line to the Circular Quay passed under Bridge-street and the N.Z. Loan stores, "to a terminal station with three platforms at the Custom House, the main buildings of which it is suggested to adopt for railway offices. It is considered a station in the position indicated will be found most convenient for dealing with the across-harbour and ocean-going traffic." Further on, he says, a station "at the Circular Quay would be an enormous convenience." Now a measurement of that site shows an extreme breadth of 2 chains. A length from the back of the Custom House to the N.Z. Loan building of about 5½ chains, or 1·3 acres, and a total length of level line at the bottom of the descending grade of less than 8 chains. On the Rocks site, as shown on my plans, there are much more than 11 acres given up to the railways in the re-modelling. Out of this area about 1·8 acres are required for the extension to North Shore, which leaves 9·5 (nine and a-half) acres instead of 1·3 (one and a-third) acre available for station purposes; a piece 16 chains long by, say, 5 chains mean width = 8 acres, being in one block. The station building shown on this plan (referred to in the Chairman's questions 424 to 438) is drawn the same width as the whole site at the Custom House, and has room for six lines, a centre platform 30 feet wide, and side platforms 25 feet each in width, but it can be made practically anything required when laying out the new streets. With

With regard to the other question of the Chairman as to what trains I would run through Wynyard-square and into this Circular Quay terminal station on the Rocks, I must again quote the late Chief Commissioner, whose printed statements have chiefly warranted me in submitting this plan to the Public Works Committee. Speaking of the station, he proposed on the site of St. James' School for "the main metropolitan station," and from whence the lines extended to the Circular Quay, he said, on the occasion before referred to:—"At that station there would be four through lines and also a bay line. . . . From this station forty trains per hour each way could be worked with the greatest ease at the busiest hours of the day. The accommodation thus provided should answer all the requirements of city and suburban traffic for many years to come." Now what that experienced and lamented railway manager proposed to do on the St. James' School site I propose to have done on Wynyard-square, where a bay line is also possible, but with the following important advantages not possessed by the St. James' site. First, Wynyard-square provides for a direct connection to the North Shore. Secondly, it is public property not yet built upon. And thirdly, the extension to the eastern suburbs thence brings the whole system into connection with the Circular Quay on a direct-circular railway route.

In answer to Questions 4, 17, and 22, Mr. Eddy reiterated as follows:—1. That it was an admirable scheme for the suburban traffic. 2. That long-distance passengers must keep to the new main terminus at Redfern. And 3, that the running capacity of the scheme was equal to eighty trains per hour. Now, I would respectfully and forcibly impress upon this Committee that on Mr. Eddy's scheme there were 725 yards, say 33 chains, of tunnel on the Circular Quay extension alone; much greater than there would be on the whole western route if the line runs at the back of the Town Hall instead of in George-street; also that the grade to the terminus in the western scheme is 1 in 117 instead of 1 in 45, advantages not to be lightly put aside. While the covered-way under York-street and the extension through Wynyard-square and St. Phillip's reserve would cost nothing, if Hyde Park costs nothing.

With regard to the complaint that was made as to the width of the black band, I would point out that the Government plan of the Hyde Park terminus at Park-street showed a strip 132 feet wide back to Goulburn-street. The report of the Royal-Commission recently presented to Parliament, paragraph 12, states that the resumption for six lines of railway could not reasonably be estimated at less than 100 feet wide. The evidence of the railway officers shows that six lines into Redfern terminus are utterly inadequate, although it has been increased from two lines comparatively recently. Therefore, it was thought that provision should be made for carrying twelve lines, occupying a breadth of 3 chains right from the Eveleigh depot into the new terminus, just as can be done if the Redfern site is remodelled; and the more so as it is not proposed to charge the railways for the land required. As a matter of fact, instead of the black line or band on the plan being 3 chains wide the actual width is only 2 chains—132 feet, just the same as the Commissioners' Park-street station showed the line to Goulburn-street.

776. Do you regard the station on the Rocks, shown with white edging, as central? Certainly not. I regard Wynyard-street station as central, and the Rocks station as a terminus.

777. What do you regard as the centre of the city? I should say the centre of the business part of the city is about York-street, between Wynyard-square and Market-street. That is the centre of the principal warehouses and business houses.

778. Will you concede this: If there is to be a central station, the best situated position will be between Market-street and Wynyard-square? If you are to have one instead of two: if it is not possible to get both sites, I should say between those two stations. If they are too close, one station somewhere between the two would be the most central site to suit the greatest number of suburban passengers.

779. Approximately north of your second stopping place? Approximately, King-street and York-street.

780. *Mr. Humphery.*] You gave the Committee an estimate of the value of the 10 acres proposed to be taken in connection with the Hyde Park scheme;—how did you arrive at your estimate of its value? I took Mr. Perdriau's valuation.

781. How many feet of available frontage would there be in the 10-acre block? Laying out the same block of ground on Hyde Park, you would get six frontages instead of four. Taking Elizabeth-street to Castlereagh-street, and Liverpool-street to Market-street, there was a value put upon that block which has four frontages. I find that this was taken up by the station and the strip. You can practically lay out six frontages, but I only took four. I put it down at the same price.

782. Are you dealing with the north-western corner of Hyde Park? I am dealing with the block and a portion of the southern end.

783. At present, will you confine your attention to the block of 10 acres in the north-western corner of the Park, and tell me how you arrived at your valuation? I arrived at it by supposing that a street was made down it. There would be one frontage to Elizabeth-street, two frontages to an avenue made through it, and the outside frontage to the Park in the same relative position as Elizabeth-street frontage is now.

784. How many feet of available frontage would you then have, taking the four frontages? It would be four times the length of the Park—that is 4,400 feet.

785. How much a foot do you consider that frontage of 4,400 feet would be worth? That I did not go into. I took an expert's opinion.

786. You have estimated that the available frontage would be from 4,500 feet to 5,000 feet? I have not estimated it by frontage, but by acreage, in the same way as other blocks are estimated. I find that throughout the inquiry land is put down at so much per acre, that 20 acres will come to so much at so much per acre.

787. How much a foot do you consider would be the selling value of the north-western corner of Hyde Park, assuming that you have an available frontage of from 4,500 feet to 5,000 feet? That would all depend upon the time it was sold. I am not an expert in land values. It might vary anything from £100 to £200, or £300 a foot. It all depends upon what the prospects are. I valued this block simply on the acreage basis on which a Government official valued a neighbouring property.

788. Is it your opinion that that land may be estimated at from £100 to £300 a foot? I think if a large avenue, the same as the Shaftesbury Avenue I referred to, were made from Redfern to Hyde Park—and believing that in a very little time there will be an improvement in the prospects of Sydney,—I think that would be snapped up by speculators very eagerly, because it would give Sydney what it does not possess—a main broad thoroughfare. I am assuming that it will be a chain and a half wide.

789. Do you agree with the valuation which has been submitted to this Committee of £60 a foot for the frontage to Elizabeth-street, and £90 a foot for the frontage to the Central Avenue? I know nothing of that. I know that it was valued at £74,000 per acre.

790. I am asking your opinion of its value, because you present a scheme in which you estimate the value of the land you propose to take, and compare that with the value of Hyde Park? I have compared the value on the basis on which I find from a report of the late Commission other land in the neighbourhood was valued.

791. What other land do you refer to? The land required to be taken for the western route.

792. Will you specify the land you refer to? The greater part of the land has only sheds and buildings of very little value on it.

793. Cannot you specify the particular block you refer to when you made the comparison between the value of that block and the value of the north-western corner of Hyde Park? In the paper I read to the Committee the

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the other day, I took the block for the station at the back of the Town Hall at the full value of £74,000 per acre, which was put down by Mr. Perdriau. I arrived at that estimate from the valuations which are given in the report of the Commission.

794. What was the area of that block? 2 acres.

795. Are there any buildings on it? Yes.

796. Did Mr. Perdriau's valuation include buildings? I do not think they did.

797. You think he valued the land only? I expect so. Of course, in all these cases something has to be allowed for the value of the interest. If this plan is worth considering at all, there will, I suppose, be some thousands of pounds spent on the working out of these details.

798. You assume that Mr. Perdriau's valuation was for the land alone, not for the buildings? I do.

799. Therefore, if his valuation included the land, the comparison would scarcely be a fair one? It would be a fair one. If I only take it for the land, it is a fair one. I endeavoured to get the best information available; and I thought that if I took the data obtained in the recent inquiry it would be better than going abroad.

800. Will you give me your own opinion in regard to the value of the north-western corner of Hyde Park;—do you think, from your knowledge of Sydney, the land in that block could be sold within the next five years at prices varying from £100 to £300 a foot? I do not know that it could be sold for what is its real value, because at present it has three values. Hyde Park at present has, first, an unimproved value; secondly, an accrued value, from the labour which has been spent on it for forty years; and thirdly, the work which Nature has done on it for forty years. So that, when a proposal is made to give another park in exchange for that part of Hyde Park, it is only a misuse of words. Man can give the land, but Nature must make the park. It has taken forty years to make that park. If it is worth anything, that should be taken into account. Therefore, I am unable to say whether it would sell for a price which is equivalent to its present value as a park.

801. You are speaking, then, not of its commercial value, but of its value in your opinion as portion of a park? I am speaking of what it has cost to produce a park on a given site. It has cost forty years of labour, at an expenditure of thousands of pounds, and Nature's work. Of course, that was done, presumably, because a park was wanted. The man who buys the land for building purposes will have no sentimental feelings about that value, and therefore I have all through avoided going into the sentimental aspect of the question.

802. Avoiding still the sentimental aspect of the question, and confining yourself to the commercial aspect, what is your opinion of the value per foot of that land for commercial purposes, or for residential sites? If we get a return of good times, and an avenue is made right through from Hyde Park to Devonshire-street, and there is a large railway there, I feel not the slightest doubt that from £100 to £250 a foot will be easily obtained; and the site occupied by the burial-ground, and so on—as a frontage of about 10,000 feet could be laid out there—would amount to from £1,000,000 to £2,500,000.

803. What land are you referring to when you refer to a frontage of 10,000 feet? The 10,000 feet is included in that block alone which the proposed viaduct runs through, bounded by Devonshire-street, Pitt-street, Belmore Gardens and Elizabeth-street.

804. You are speaking now of the land near the railway station? Yes.

805. Is this what we are to understand: That if a railway station were placed at Devonshire-street, and if the 20 acres of land comprised in the Benevolent Asylum site and the Cemetery site were resumed and realised, and a great avenue were formed between Devonshire-street station and Hyde Park, the land round the railway station would be worth from £1,000,000 to £2,000,000;—is it upon that basis you have arrived at the figures you have submitted to the Committee;—I have arrived at it on the ground that, as this large site has a prospective value of from £1,000,000 to £2,000,000, it should not lightly be given over to even the purpose of a railway, without that railway being debited with such value, or what might be found when it was examined into to be a fair value. But, as I understand, during the whole of this inquiry, since 1891, when Sir Henry Parkes appointed a Royal Commission, it has always been assumed that the land at the Cemetery and Hyde Park was worth nothing.

806. I think you are under a misapprehension as to that; the assumption has been that the lands referred to and also the railways belong to the people, and if the people think fit to use the land about the Benevolent Asylum and at Hyde Park for railway purposes, there will be no loss to them;—it will simply be a transfer entry in the public accounts, will it not? Yes; but there will be this very great difficulty: That the Commissioners will increase their business to the extent that they propose, of £34,000 a year, without paying ground rent for the area on which they transact that business. If you are going to carry that out to its logical conclusion, why not let the Mines Department supply them with minerals, let the Forestry Department supply them with timber, and let the Government steamers fetch their coal. If the railways are to be carried out on commercial principles it is not following commercial principles to give the Commissioners £1,000,000 worth of property and not charge them with it, because they will make the £32,000 a year extra on a fictitious basis. If the land will realise only £10,000 by being sold to speculators that should be debited against the railways if they take the land.

807. In answer to the Chairman at the beginning of your examination you quoted from Mr. Eddy's evidence before the Royal Commission? Yes.

808. Did you overlook this reply by Mr. Eddy to a question which was asked by Mr. Hoskins—

Although an alternative scheme was put forward towards the end of the sitting of that Commission, it was simply put forward because it was stated that there was a strong feeling against taking so much of the Park. But we cannot depart from the opinion which was so clearly emphasised at that last inquiry, that Hyde Park is the right and proper position for a general station of the dimensions which you have had placed before you in plans.

? Certainly not. Mr. Eddy, when he thought that he could not get Hyde Park, was content to take St. James' schoolroom, but when he thought a chance came up for him to take the Park, then he was glad to say that Hyde Park was the best site. I think you will find further down in his evidence that he still reiterates that that being public property the railways should not be debited with it.

809. I am not speaking of what is to be charged to the railways, but I inferred from your evidence just now that Mr. Eddy was more favourable to the Castlereagh-street scheme than the Hyde Park scheme? No; he was always more favourable to Hyde Park as a terminus if he could extend the terminus north from the present site. In his evidence before the Royal Commission he said that for a main metropolitan station the St. James' school-room site was perfectly satisfactory; but that was not a terminal station. He distinctly said the long-distance trains would still stop at Redfern.

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810. You recognise that Mr. Eddy, from first to last, was of opinion that it would be better to have the long-distance and suburban passenger traffic brought to Hyde Park, and that, failing to get that, he was prepared to take an alternative scheme, though not in his opinion a satisfactory one? Yes, perfectly satisfactory for the purpose. Mr. Eddy was most consistent. His consistency principally was shown in the endeavour to get a site without his railway accounts being debited with it, and the larger the site the better.

811. In your scheme, what alterations do you propose to make at Redfern station? I propose to build a terminus—the terminus which has been pronounced to be sufficient for many years to come, of which you have these large plans on the walls—at Redfern, where it will cover about a third of the site, but to make it accessible from Eveleigh with twelve lines instead of six lines as at present.

812. Your proposal would involve a large expenditure at Redfern? A large expenditure. Of course we have the evidence of the Railway authorities that the Redfern yard must be remodelled. I think the public and this Committee are all of opinion that Redfern yard is a disgrace to the Colony. It has been left so long, in the hope of something being done, that something is absolutely necessary in the immediate future. My opinion is that this terminus, which appears to be approved of all round, can be placed on the Redfern site, and a large area made in front by so widening Devonshire-street that it shall have a very fine open space, and every provision for extension, by having this very wide approach of twelve lines from Eveleigh. You need not necessarily make all the twelve lines at once, but at any rate you should resume ground from Redfern, where it is comparatively cheap, so that the twelve lines can be made, if necessary.

813. You have described generally what you think will be necessary at Redfern;—would your scheme involve the resumption of any privately-owned land? It would involve the resumption of a small piece nearly in a line with St. Paul's Church, on the opposite side of the railway, in order to allow Regent-street to be diverted, to make this wide strip from the retaining-wall of the parsonage. It would practically mean resuming a block and running this line diagonally.

814. Your scheme would involve the resumption of land up to Cleveland-street and Regent-street? The resumption of a small block at the corner of those two streets.

815. What is the area of the block? About 1½ acre.

816. Are there any buildings on the land? Yes; a lot of shops which all want coming down. There is one good building—an hotel I think—at the corner.

817. Starting from there, where would your next resumption be necessary? There is no other particular resumption necessary, except among the small cottages at Chippendale on the other side of the railway. These are all very small properties—little cottages and narrow lanes.

818. What will be the area of land required there? I have only gone into the question of resumptions within the city.

819. Would not the area of those properties be a little over an acre? I think it would be 1½ acre.

820. Would there be any more resumptions in the proximity of Redfern station? I think in the future, perhaps in ten or twenty years time, the kink in Regent-street, between the tunnel and the Bank of New South Wales, should be taken out. I think that Regent-street from its junction with George-street should be continued in a straight line to form a continuation of Regent-street at the tunnel.

821. How many acres would that be in round figures? I should think it would be at least 8 acres.

822. That would close the street between Regent-street and the railway? It would close Terminus-street.

823. That would involve the resumption of Carey's buildings and the Bank of New South Wales? Yes, and of the shops in Regent-street. It would make a much improved Regent-street. That is one of the advantages, one of the possibilities, of this plan in the future.

824. That is looking forward to an enlargement of the main terminal station at Redfern? Yes; the terminus I have shown here on the site is of exactly the same size as the terminus it is proposed to build in Hyde Park. There is then all this ground lying on the Elizabeth-street side, and if at any future time more ground were wanted on the western side you could remodel Regent-street.

825. Proceeding southward, where would your scheme require further resumptions? It would only require a strip from the present boundaries of the railway property to a small street called Eveleigh-street, which runs right up to the back of Eveleigh station.

826. Would that be an important resumption? These lands are only covered by very small workmen's cottages.

827. About what area is it? I could not tell you without a larger map going right back to Eveleigh station. I thought that was unimportant, being in Chippendale. I did not take any account of the resumptions to the south of the bridge.

828. That will be the only other resumption? Yes.

829. Does that mean remodelling the bridge at Redfern station? The tunnel is a great nuisance; it obstructs the sight of the signals, and it is a general complaint that it is so very long. I would do away with the tunnel and make an ordinary bridge. The tunnel is now on the skew with the streets; but by the resumption of the land at the corner of Cleveland-street and Regent-street we are able to get an ordinary bridge, which might be only 60 or 80 feet wide, but square with the lines, and it might extend perhaps in three spans. It would be just an ordinary bridge, which would be very much less costly than a tunnel, and very much less obstruction to seeing the signals.

830. You would build a bridge on the present site of the tunnel, but you would have a much wider space? Yes; the tunnel might be utilised for six lines, but it would have to be extended to carry six more lines if required.

831. Your idea is to bring twelve lines where at present six lines are brought through the tunnel? My idea is, while the improvements are going on, to provide ground for twelve lines. Mr. Parry has given evidence, which I have read in the Press, that it is absolutely dangerous at present. Every traveller must be aware of the enormous difficulty they have with Redfern yard, owing to that narrow space there. Instead of making one more arch, I say at once take up a strip to make six lines. It is a very small matter, owing to the fact that land, so I am led to understand, can be got comparatively cheap there.

832. *Mr. Black.*] Will it be possible, seeing that the streets are running at right angles, to substitute a bridge for a tunnel? If you carry your bridge as a continuation of Cleveland-street only, how will your Botany-street traffic get away?

833. You require a bridge, too, over Regent-street? No; it is one bridge—you join the two corners.

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834. You will have a wide entrance to the bridge? I have provided 2 chains, and a retaining-wall in the middle to ease the ascent up to the bridge. I went into the question of making a tunnel and carrying the road in tunnel under the railway. It would be a very great improvement if you could sweep Redfern tunnel away, so that there would be a clear view from Redfern; but owing to the ground being so very high in front of St. Paul's Church, it would make a great drop in the road. By making a drop in the road, as it is proposed to do at Devonshire-street in the other scheme, you could carry Cleveland-street under the line, and do away with the tunnel; but that would be much more expensive, and perhaps properties might be affected. I found that the cheapest way was to make a bit of resumption at the corner sufficient to widen the lines, and then put up this bridge.

835. *Mr. Humphery.*] Leaving Redfern, and going northward, where would your first resumption be? A large plan was made for the Railway Commissioners by Mr. Foxlee, and the whole thing was gone into very carefully. I saw the plan in this room some time ago; I think it was brought over from the Existing Lines Office.

836. Do you want the plan to refer to? I do not think so. The Railway Department could give a great deal more information about that than I can, for they worked out my scheme, and have every inch of resumption shown on that plan.

837. Will you, for the information of the Committee, briefly explain the resumptions as you go in towards the city? The goods and passenger lines would turn off at Eveleigh and practically go under the proposed new station at Redfern. Leaving Redfern station and passing under George-street by a new bridge, double the width of the present bridge, and making provision for four more lines, two for North Shore and two for the circular railway, the line goes for a very short distance parallel and close to the Darling Harbour line, and it then turns to the north.

838. You have designed a new route for the Darling Harbour line from Eveleigh? No. There is a good deal of difficulty sometimes in getting loads up from Darling Harbour owing to the steepness of the grades. By dropping that line and easing the grades from Eveleigh it will be low enough to cover it over, and place a station on the top of it. From my experience in a great many countries in the world, it is not considered the correct thing for a suburban line to leave the terminus; it should turn off the main line before coming to the terminus, so that the terminus should not be both a terminus and a wayside station. Acting on that principle, this suburban passenger line turns off at Eveleigh, and when it gets to the western side of George-street at the site of the present bridge, it goes over the ground now occupied by calf-pens, market-grounds and sundry yards—very valueless buildings—till it comes to Engine-street.

839. Would the whole of the land required have to be resumed from private owners or does any portion of it belong to the Crown? I do not think there is any land there at present which belongs to the Crown.

840. It would go through privately-owned land all the way down to Engine-street? Through private land and streets, but the streets are so thickly together that the proportion of private land is extremely small. It crosses thirteen streets after leaving the tunnel.

841. How would you cross the streets? By an iron viaduct.

842. Leaving what headway? It shows rather high; it is 25 feet in some places, because it proposes to go from the point at George-street to the entrance to the tunnel nearly straight, and it will go right over the top of Hoskins'.

843. At what point would it enter the tunnel? Near King-street.

844. If it enters the tunnel near King-street, how do you provide for a station at Engine-street? It has two stations before it gets to King-street; the station opposite Christ Church is on the level.

845. Would the station be on the level at Engine-street? Practically.

846. Where do you propose to start your iron viaducts? We start from about half-way between Goulburn-street and Liverpool-street.

847. Do I understand that at Engine-street you have a surface station? Yes, there is provision for one there.

848. What land would you have to resume near Engine-street to provide that surface station? You would want about an acre.

849. That would be merely a platform? Yes, simply a wayside platform.

850. Between Redfern station and Engine-street, how many streets do you cross? Three.

851. Do you go under the surface? These are all streets which abut on the Darling Harbour line with dead-ends, so that by a very small modification there you could arrange a new route to get into the properties.

852. There would be no obstruction to traffic? No.

853. And the compensation would not be very great? I think not, from the uses to which these properties are put.

854. Are there any buildings on the land required for the Engine-street site? As the site has not been laid out distinctly for this Committee, I am unable to say, but I know there are no buildings on the land of more than a shed character.

855. From Engine-street how far do you proceed northward till you arrive at the next proposed station? Thirty-six chains.

856. How do you propose to get from Engine-street to that station? From Engine-street the line would cross Liverpool-street, Kent-street, and Druitt-street. These streets, possibly, may have to be modified in their grade, as they require to go under or over the railway. The station site provided by Market, Druitt, Kent, and Clarence streets is just 2 acres in extent, and is large enough to give a station of the same size as was approved of for a main metropolitan station on St. James' school site.

857. Are there any buildings of value on that site? A good many it would be a good job to pull down; but there are some good buildings on that site.

858. From that station to your next station, how far would it be? From that station it would be about 12 chains to the tunnel, which is entered to the south of King-street, and from thence it would be about 12 chains in tunnel to the Wynyard-square station.

859. Is the station at the back of the Town Hall to be a surface station? Yes, all open on the ground. It is so very much higher on the Clarence-street side than it is on the Kent-street side that it is possible that you would have to go upstairs to the level of the rails from the lower side, and down steps from the higher side.

860. How do you carry your railway from the back of the Town Hall to your next station? I carry it over Market-street by a viaduct and go under King-street.

861. You enter the tunnel to the south of King-street? Yes.

862. Then you have a tunnel of 6 chains, which brings you out into Wynyard-square? Yes. I arrive at a sunken station at Wynyard-square, the rails and platforms of which will be approximately level with George-street, so that an entrance can be made in George-street so as to walk straight into the station on the level.

863. What will be the depth of your station? I believe at its deepest part it is 20 feet below the surface.

864. Wynyard-square station will be 20 feet below York-street level? At York-street and Wynyard-street it would be from 18 to 20 feet in the highest part.

865. You take the whole of Wynyard-square? It is not quite necessary to take the whole of the square, but I think it would be better to take the lot.

866. Your proposed station between Wynyard-square and Engine-street is to be placed at the west of the new market buildings? That is my suggestion.

867. Do you go through all privately-owned property between that proposed station and Wynyard-square? Yes, except where the line runs under York-street.

868. Would it be necessary to resume the whole distance between Engine-street and Wynyard-square, of course with the exception of the tunnel? All of it, except where it runs in tunnel under York-street. It would be so near the surface that where it runs under buildings, it would be necessary to purchase them, and perhaps they could be let. There appears to be some uncertainty here about the right to tunnel under a property. It has been done we know in the Colony without paying for it, but then it has been done at a certain depth. Here you would be so close to the surface as to disturb the buildings. I am assuming that you will have to pay for all the properties you go under, except the streets and the parks.

869. Leaving Wynyard-square, where would your next station be;—would it be the terminal station? You go north 6 chains in a short tunnel, and then you come to daylight in the old St. Phillip reserve. It is a question in my mind whether it would not disturb Dr. Lang's old church: you would be so close to the foundations that probably it would have to come down. That is really the only building of any historic interest that it interferes with.

870. After passing what is known as Dr. Lang's Church, do you arrive at your terminal station? You have to go several chains more before you come to daylight in St. Phillip's reserve and Charlotte-place, which is now very steep up to the Three Crowns, and level at the top by the Grosvenor Hotel. I would lower the top hump, and let the railway go over Charlotte-place on bridges—you could not go under it. From this point you have to make a rise to 150 feet to get over the water, and you have to get down to Circular Quay. Two lines part company at Charlotte-place—one rises for North Shore, and the other descends in a grade of about 1 in 117 to the station at the Quay.

871. From Charlotte-place, what you intend eventually to be your northern line would be on one level, and the continuation for the purpose of the eastern line would be at a lower level? Yes, from Charlotte Place the eastern suburbs line would go on a descending grade to the Quay, while if the North Shore line is ever built it would commence ascending from the same point.

872. *Mr. Black.*] Would you emerge on St. Phillip's reserve on a level or on a rising grade? One line would be climbing and the other would be going down.

873. What would be the grade of the line which would be climbing? One in 50. I quite object to a bridge which would require any special arrangements. From Wynyard-square you can get a bridge 150 feet high on a 1 in 50 grade; and this has been set out with the idea of getting a 1 in 50 line at a height of 150 feet over the water.

874. *Mr. Humphery.*] Where would your proposed eastern line terminate? The eastern line goes across George-street, that is if there is a new George-street made, old George-street and a place called Change Alley at the bottom of Pitt-street coming across Circular Quay about 20 feet above the level of the road on an ornamental steel viaduct. There is room for a station in the neighbourhood of the Water Police Court, and from that point it will be in tunnel into the Domain.

875. You propose to have a station on Circular Quay? On the circular line practically that station, and all the rest of the route is a Government scheme. It was brought out in the time of Sir Henry Parkes, and the Engineer-in-chief worked it all out.

876. Will you explain where the Circular Quay station will be? It will be near the Water Police Court.

877. What land will be required there for that station? A site for the station would require to be resumed, but I take it that the line across Circular Quay would cause no resumptions, as it would be something of the nature of the overhead railway in New York, being merely steel girders and steel supports.

878. How would you get your trains away from Circular Quay before the extension eastward should be decided upon? Until this eastern extension is built the traffic to Circular Quay would go into the station on the Rocks, which we have the authority of Mr. Eddy for saying would accommodate eighty trains per hour.

879. For the present, the station between Argyle-street and Globe-street will be your terminal station? Until the eastern suburbs line is determined upon that will be the terminal station for the western extension.

880. Dealing with the terminal station at present, what resumption there would be necessary? I propose to resume 30 acres, devote 10 or 11 acres for the purpose of a railway, lay out the remainder in wide streets in place of the narrow ones, and sell the land for sufficient money to give the site to the railways for nothing. I am of opinion—I may be wrong—that if that property is worth on the authority of the Government valuer £30 a foot—you can practically shake hands across many of the streets now—and it is laid out in wide streets and levelled at a cost of £120,000, which was Mr. Foxlee's estimate for levelling it, these new streets will offer such extraordinarily valuable sites for merchants' purposes and businesses connected with shipping as to increase the price to £60 a foot. If it sells for £60 a foot it recoups you for the purchase money at £30 a foot.

881. And it is upon that basis that you made the estimate submitted in your statement? It is. I was led to see that this, the oldest part of the city, calls for some improvement. To take it in hand, apart from the railway, would be a very serious affair; but if it could go hand in hand with the extension of the railway, it would remove what is really a blot in the most prominent part of the city to anyone coming up the harbour. Our visitors land at Circular Quay with all these slums right in their faces. It would be not only a great improvement of the city, but also a commercial success.

882. Do you propose to cut down the whole of the 30 acres to the level of George-street at the Queen's Wharf? No; it would be some feet above the level of old George-street. It would be cut down to about

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about the level of George-street at Bridge-street, and instead of descending as old George-street now does to Queen's Wharf, the new George-street would be practically level until it went through Ives' Bond in Argyle-street and came out up by the Harbour View Hotel at the terminus of Cumberland-street.

883. You propose to raise George-street? No; I propose to make a new George-street. I do not propose to disturb any frontage to the present street.

884. You leave George-street as it is, but you provide a new street which you call New George-street, running parallel with Old George-street? Old George-street is very crooked there.

885. But on a different level? On a higher level.

886. What would be the difference in level between the new street and the old street? I have plans showing that all complete. I should think, beginning at the same level at the junction of Essex-street, the new street would probably be 10 feet higher than the old one at Argyle Cut.

887. At what distance from Old George-street? The New George-street runs right over the site of the present Harrington-street and Cambridge-street.

888. They would disappear? Yes; Harrington-street, Cambridge-street, Cumberland-street, Gloucester-street, and all the cross lanes—Tom Cribb's-lane and all the others—would be wiped out, and you would have a clear block to lay out the railway, perhaps much more conveniently and to better advantage than I have shown, and the residue could be laid out in this new George-street, which would give you an unbroken thoroughfare on a level, leaving, of course, the old George-street for its present purposes. The only buildings which would be destroyed in George-street would be the buildings at the corner of Essex-street where you turn off at an angle.

889. Would you be obliged to destroy St. Patrick's Chapel? No; I propose to give it a little more land. St. Patrick's Chapel now is very close to the street, but that street being destroyed, and this small piece of land being of no use, I should propose to leave the white space shown there to the west of the church, in order to keep the railway as far off the church as possible. It would not destroy the church.

890. What is your estimate of the cost of construction from Eveleigh to the terminal station shown on the plan and round Circular Quay? I have never gone into that; I have been quite prepared to take the estimate prepared by the Railway Commissioners.

891. You have not made any estimate of the cost? No; I would not do that, because I considered that I should be putting myself in conflict with the railway authorities. I submit this scheme for what it is worth, and if the Committee think it has anything in it all, then I think it ought to be put into the hands of Mr. Deane to see whether it is a workable scheme or not. Mr. Deane, as representing the Government, has worked out schemes very much like this one; what is called the "L" scheme goes over to the Circular Quay from the western side.* I want the Committee to distinctly understand that I do not pledge myself to this modified route one yard one way or the other, because I have only put this line in from Liverpool-street to Wynyard-square as an alternative to one going through the markets. The line going through the markets I had surveyed, and I made complete plans at very great cost. They were practicable, and they were fairly reported upon before the Commission, except that the cost was unfairly brought out. If this deviation I indicate is worked out we will see whether it is a practicable plan, and, in view of the reduced values of city property, whether it could be done at a price which would justify its being recommended.

892. You have not made any estimate of the cost of the work, or, I suppose, of the cost of the resumptions, except upon the basis obtained from the evidence of Mr. Perdriau? No. In the evidence I gave as to the cost of this scheme, as compared with the cost of the other scheme, my estimate was £14,000 per chain, on the basis of Mr. Foxlee and of the Government Valuer.

893. Do you mean including resumptions? Including everything. After the Commissioners' officers and the Engineer-in-Chief reported on my scheme, their figures brought it out at that price; but what I complained of was that I was charged for the whole 30 acres at the Rocks, and with £120,000 for levelling it, and was not given one penny credit for the resale of 4,000 feet of frontage, which I consider was not putting the scheme on a basis which would enable a fair comparison to be made.

894. Do you think the scheme before the Committee with a terminal station at Hyde Park would cope with the suburban and long-distance passenger traffic? I think it is the grandest part of the city for a terminus, but I honestly do not think it will serve the great bulk of the business people who come in.

895. You are speaking of the St. James'-road scheme? Yes. I think all persons occupied on the west side of George-street will be able to come in by the electric tram from Redfern at a cost of 2d. a day. Mr. Eddy said that he expected to receive a revenue of £34,000 from the extension to St. James'-road. I cannot see why the people are going to walk to the top of King-street from these populous business quarters when they can take a tram or 'bus along George-street to go to Redfern, but if the railway runs along the western side of Sydney with a station every quarter of a mile, then there is not the slightest doubt that the necessity for the electric tram, which is authorised, largely disappears.

896. While in many respects, you regard the St. James'-road scheme as the grandest scheme yet offered, you are of opinion that your scheme will serve the western portion of the city, and provide for traffic that will not be provided for in the other scheme? Practically. If the main terminus of the Colony is to be extended northerly, I think we had better agree to give up all Hyde Park at once, and there, no doubt, you could get a grand terminus; but if the present Redfern site is quite far enough north for long-distance trains, as seems to be the opinion of nine out of every ten I converse with —

897. Is it your opinion? I have travelled in twenty different places and countries, and it is my opinion absolutely, from giving the most dispassionate look at it, that the Redfern station is nearer by one-half to the centre of the city than in most of them. Take Euston station, King's Cross station, and St. Pancras station, London—these stations are all out of town, and people who want to go to London get out at a station behind these large termini, and they pop into a local railway which brings them down into the centre of the city, just the same as at Eveleigh, you would change and get into a train which would take you to Paddington.

898. *Mr. Hoskins*] Do you not know that there is a station on the underground railway in London, which is close to Euston station? Yes.

899. *Mr. Humphery*.] We are told that of the total traffic nine-tenths will be suburban traffic and one-tenth long-distance traffic;—would not the initial cost be less for a terminal station to provide for the whole traffic, and also the annual maintenance be less than it would if you divided up the traffic as you propose to do? I do not think so. I think this terminus, perhaps, is a great deal too grand and large

for

* NOTE (on revision):—(Question 399, Report of Royal Commission on City Railways, 1891, shows that the Government then proposed to cross the Circular Quay on a viaduct, with a station at the Water Police Court site, and to utilise Wynyard-square.

for the suburban traffic. It is on the scale of the large termini for long-distance trains, instead of something more akin to a suburban railway station. An ordinary by or through station is quite good enough for the every-day suburban passenger who comes in and wants to be deposited as close to his place of business as possible. I think there will be a tremendous congestion at the top of King-street, unless it is widened, with the proposed new terminus there. While approving of St. James'-road as having advantages for a terminal station, I think King-street should be widened right down to George-street on one side, if the terminus is carried to St. James'-road.* I have endeavoured in all these things not to look for to-day, but to look to the extension of the colony. During the forty odd years I have been here I have gained a little knowledge of public requirements, and taking into view all these things, if we are to have Hyde Park taken for the terminus, then, I say, consider the possibility of taking a great deal more than is now proposed. But it will not convenience the great bulk of the suburban passengers to put them out there. I do not believe one-half of them will go there when it is built if they can get to Redfern by tram or omnibus.

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900. *Mr. Trickett.*] Are you aware that a considerable opposition to the Hyde Park scheme has been made on the ground that it will interfere with Hyde Park as a recreation ground for the people? I am.

901. By your scheme you propose to take the whole of the recreation reserve at Wynyard-square, surrounded entirely by buildings;—how do you think that proposal will meet with the popular feeling? It is a small loss against a big one. It is a pity to take Wynyard-square; but it is a very small evil compared to the other one. The flagstaff reserve is a very short distance away. Wynyard-square allows for connection to the eastern suburbs and North Shore overhead without tunnel; the Hyde Park site does not do so.

902. Of course, you have not gauged the feeling of the public in that respect? I have. It is wonderful the scores of people who give me their opinions on the matter, who ask me how the thing is getting on, and tell me what they think about it. But I have never heard one objection to taking Wynyard-square.

903. Are you aware that at the time Barrack-square was sold Wynyard-square was specially reserved for the use of the public and surrounding properties, and on the understanding that it should not be sold or interfered with? No; but if that is the case, it puts us on all fours with Hyde Park.

904. No; because there appears to be a special right of property reserved in the case of Wynyard-square? I suppose there was a deed of partition made up in such a way that the square was secured to the freeholders all round; and if such is the case, they will have some legal right to the use of the square, and it will make it a little more difficult.

905. Where do you think most people would get out of the train on your scheme—to the west of Market-street or at Wynyard-square station? It is very hard to say. The railway omnibuses begin to drop passengers about Market-street, and from Market-street to Bridge-street they fill up; having been a railway passenger for a number of years I see not only the great number of people who arrive by omnibus, but the number of people who walk and who would possibly come on further if kept in the train.

906. You think that the great mass of people would alight at Wynyard-square station? Yes.

907. Are you aware that engineering experts give it as an objection to a passenger station where there is a large traffic, that it should be underground and approached by a number of steps? I am not aware of that, because we have Mr. Eddy's authority to the contrary. The station on St. James' School site was 24 feet down, I think.

908. But Mr. Eddy also gave evidence in favour of the Hyde Park site, that its great recommendation was that it was entirely on a level? No doubt; but the station now proposed is sixteen feet below Park-street.

909. You admit that to go down a number of steps with a traffic amounting to tens of thousands a day must be somewhat inconvenient? If it was inevitable; but, as a matter of fact, you can make an approach or connection from Clarence-street on one side and from George-street on the other side on the level, so that there will be no steps to go down. I think I explained to the Committee that the level of the platforms in Wynyard-square would be very nearly about the levels of George-street, between Wynyard-street and Margaret-street. Suppose an entrance were made opposite the Equitable office, or anywhere in that neighbourhood, you would be able to walk into the station on a level from George-street.

910. In regard to your statement about Mr. Eddy's evidence, he said before the Commission:—

In other parts of the world where stations have been made above the level of the streets, and in some instances below the level, there has been the greatest possible amount of difficulty experienced; and every effort has been made later on to get rid of the difficult levels.

? He is quite right.

911. Therefore, comparing the two sites from that point of view, there is no doubt that Hyde Park is better than Wynyard-square? The proposed station at Hyde Park is sunk considerably. At the Park-street end the rails come right in under Park-street, and there is a tremendous ascent to get up at that end of the station.

912. According to the plans that is all regulated, so that everything can be dealt with on the level? You can regulate it better in Wynyard-square, because you can get an entrance on the level from George-street on the eastern side, and an entrance on the level from Kent-street or Clarence-street on the western side; this quite gets over the difficulty of a stairs, which you cannot avoid on the eastern side of Hyde Park.

913. In the statement you read to the Committee on Tuesday you said it was universally acknowledged that Redfern is near enough to the city for a present terminus;—do you adhere to that statement? I do. That is the great consensus of opinion. I have heard people say, "bring it into Hyde Park"; but I must say that twenty-nine people out of thirty seem to think that for terminal purposes Redfern station is quite sufficiently north. Of course I may not meet with the particular people who want otherwise. I can only give you my own experience.

914. Do you not know that for the last twenty years there has been an agitation amongst a great many people to bring the railway into the city? There has been a parrot-like cry for bringing the railway to the deep-waters of Port Jackson, but if you asked people what they meant by it they could not tell you.

915. Even the people of the western suburbs for many years have desired to be brought further into the city? Yes; but they would far sooner be brought to the Town Hall or Wynyard-square than to the top of King-street.

916. You are getting away from your former statement that it is universally acknowledged that Redfern is near enough to the city for a permanent terminus? The permanent terminus is at Redfern, and all these

*NOTE (on revision):—If the terminus platforms are on the level at the Elizabeth-street side, the eastern side will be down in an excavated area. Nothing short of removing the whole crown of King-street and St. James'-road down to the station or terminus level will do justice to the costly and handsome elevation that has been designed for the proposed new building.

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these are wayside stations on a circular railway. I feel certain that there must be a circular railway before twenty years, embracing the eastern suburbs and going right round to Alexandria.

917. Whether you call it a permanent terminus or not, I suppose you will admit that many thousands of people object to being landed every morning at Redfern station, and having to go away during the day from Redfern station, and want the railway to be brought nearer the city? Yes; but there is no demand to be brought to a terminus.

918. On Tuesday you suggested that long-distance passengers should be deposited at Strathfield, and make other arrangements to get into the city;—do I understand you to mean that a passenger from Victoria or Queensland, or from Bourke or any other remote part of this Colony, possibly arriving at Strathfield at 5 or 6 a.m., is to be satisfied with being landed at Strathfield with his goods and chattels, and then have to make other arrangements to go to his friends in Sydney or to an hotel? No.

919. You admit that you stated that? I do not admit that that at all represents what I said. What I said was that long-distance passengers who had no impedimenta with them, and who simply wanted to go at once to small local stations, could, when their tickets were collected, change into a suburban train, which of course would be arranged to follow after the mail-train. But if they came with a lot of luggage, and were ordinary long-distance passengers, they would go into the terminus at Redfern in the ordinary way where the cabs stand and everything else would be prepared for them.

920. That is what you mean and not the bald statement you made the other day, that they could get out at Strathfield, and make other arrangements? No; if you put it in that way that entirely misrepresents what I intended to convey. What I meant to say is what I have said now.

921. Your *modus operandi* applies to long-distance travellers who come in without any impedimenta, and can make an arrangement of that kind without any inconvenience;—it does not apply to the great mass of long-distance travellers who generally have a good deal of luggage? These people always take a cab, and they could take their cab from Redfern, where proper arrangements would be made for cabs, and there would be no necessity to have a cab-stand at all the wayside stations down the city, any more than there would be at a tramway stopping-place. This railway down the western side of the city would be analogous to a local railway or tramway.

922. Then I understand you to mean that you treat the long-distance passengers differently from the suburban passengers with regard to their being brought into the city? I do. I treat this city railway extension as portion of a circular local line having direct connection with a main line, for those who choose to use it, but being primarily established for the benefit of suburban passengers.

923. In the proposed railway shown on your plan by "the terrible black trail," it is suggested by the Government to branch off with a line at St. James's-road going somewhere under the Mint, and coming out in a curved line at Cowper wharf, and thence on to the eastern suburbs? Yes.

924. That is a comparatively short distance? Yes.

925. On your line, I take it, a person wanting to go to the eastern suburbs would have to travel from Eveleigh station as far as Charlotte-place, thence round Circular Quay to the Water Police Court, and thence by a tunnel through the Governor's Domain and the ordinary Domain before he got to Cowper Wharf on his way to the eastern suburbs? That is correct, and that is what I—

926. Wait a minute. Is not that a very round-about way for anyone wanting to approach the eastern suburbs from the western suburbs as compared with the route suggested by the Railway Commissioners at the present time? It is a little longer, but it has far more compensating advantages, because a person from the eastern suburbs who wanted to go by a harbour steamer would have to go into Hyde Park, and then get into another train, and go down in a tunnel to Circular Quay, whereas in my scheme I bring the eastern suburbs, the western suburbs, the main line, and the Circular Quay travellers all on to one circle, and from any part you can go to any other part. If a person from Waverley or Randwick wants to go to Manly Beach, under the Government scheme, he will have to get out at Hyde Park and walk to the Circular Quay, or take a tram, whereas in my scheme he can get out at the Water Police Court station, or go round the western side to the Rocks station. The passengers can go either way, and the ticket will enable them to travel both ways on the circle. Suppose a man at Randwick wants to go to the Town Hall station, there are trains on both circles, and he will probably take the first train which comes in. The little extra distance of going to the Quay and up again will be nothing when you come to take it in the 5 miles circuit. I do not think the extra travelling is worth a minute's consideration compared to the immense advantage of bringing in all the people in these thickly-populated suburbs who want to see their friends at Manly Beach or Hunter's Hill to the steamers, because our marine suburbs deserve as much consideration as other suburbs. Circular Quay is devoted now to harbour traffic, and any scheme which does not bring the eastern and western suburbs in direct touch with the harbour traffic, I think, falls short in a very essential point. It is in the endeavour to combine these things, for better or worse, that I have done this.

927. You seem to forget that in their evidence Mr. Eddy and Mr. Deane both coincided in the opinion that the Hyde Park scheme is so designed that it can be extended, directly Parliament authorises its extension, to Circular Quay, being partly in tunnel and partly in open cutting, without, as you say, changing trains, because the evidence given in this inquiry by Mr. Deane is that the line would not have to be sunk to go right away down to Circular Quay? But as the line from the eastern suburbs comes into the Hyde Park station by a southerly turn, it is very certain that it could not go on to Circular Quay unless it were shunted.*

928. Mr. Parry the other day gave some very clear evidence explaining the mode of shunting and altering the engine from one end of a train to the other, which appears to get over the difficulty you suggest? I have no doubt that when the traffic warranted it the Commissioners would make every provision to take people wherever they wanted to go.†

929. There is an extra distance, but you think the extra distance nothing as compared to the complete circuit you propose to make? Yes; because Mr. Eddy laid such very great stress on the importance of a station at the Circular Quay.

930. In your possible connection with North Shore, I presume you propose to go by way of a bridge over the harbour? Yes; I have devoted immense attention to all the pros and cons of a bridge as compared with

*NOTE (on revision):—The Government extension from Hyde Park to the Circular Quay has twice as much tunnel as the whole western route proposed, including the length under York-street, for which no compensation would have to be paid.

†NOTE (on revision):—Mr. Parry's evidence in this connection may be applied to the questions put to me—Q. 440— which I preferred not to answer in detail.

with a tunnel, and as I understand that there are no less than four high-level bridges now being built in the world at a height of 150 feet, I have come to the conclusion that all the ships above that height should lower their top-gallant masts, as the interest on the cost of making a bridge higher than 150 feet would be more per day than the cost of lowering ships top-gallant masts would be per year, and the expense of running trains over a higher grade than 1 in 50 would be a great deal increased—because that is the ruling grade on the North Shore line, and should not be disturbed. And as a grade of 1 in 50 can be got with a bridge 150 feet high, I think the harbour traffic should be contented with a bridge of that height.

931. In your evidence the other day, you described the proposal of the Government, and indicated it on your plan as a "terrible black trail":—I suppose we can infer from that that you are prejudiced against that scheme? No. I might have said it, but I am not prejudiced at all. I want all the schemes considered on the same footing. I have explained why that patch was made so wide. It looks worse on the map, I suppose than it would look, looking out of a balloon on to the city.

932. On your plan you show a black line from Redfern station up to the new terminus at St. James'-road; do you think it is quite fair to indicate that route by, as you call it, a "terrible black trail," when you must know that from Goulburn-street to Park-street very much of the line is in tunnel? Yes, but the line runs there.

933. In your own plan, you do not show your tunnel in that way? I have only seen this plan to-day. Had I seen this Government plan, I should have chopped out this place and left the green in the Park as it is shown on the plan between the openings.

934. You candidly admit, I suppose, that the diagram you have produced is hardly a fair way to make a comparison? If I thought that the Members of this Committee were likely to be affected by a sentimental thing like that, I should say that it was unfair. But I had no thought that showing the thing in that way would be construed into anything of that kind, and, as I explained, I took the width as the actual width shown in the other plan, and it was pinned on as you see.

935. You have not shown your own line on the same scale? Because I do not know where it is going.

936. You know possibly about what width it is to be? Yes.

937. If your line was shown on the same scale as the Government line, I suppose it would show up very much more prominently than it does? It would look like another trail.

938. Will you, for the purpose of a fair comparison, prepare a plan showing your scheme on the same scale as the other? Yes. I have already explained that the black line was made 32 feet wide, exactly the width of the resumption shown on the Commissioners' plan, from Liverpool-street to Goulburn-street, as an approach to a large terminus. The red line was for four pairs of rails only.

FRIDAY, 23 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL PEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Edmund Compton Batt sworn, and examined:—

939. *Chairman.*] You are a member of the firm of Batt, Rodd, and Purves (Limited), and you are engaged in auctioneering, valuing, and all that class of business in connection with the city, of which you are an old resident? I am.

940. *Mr. Trickett.*] Do you remember being examined on the 30th March, 1897, before the Royal Commission on 'City Railway Extension'? I do.

941. On that occasion, in answer to Question 1838, you said—

I do not think that it is necessary to have a terminal station there at all. What I would suggest is a circular railway to serve both the eastern and the western parts of the city. The trams would then run in opposite directions round the city, and they would pass through Redfern as they now pass through any of the suburban stations. This would relieve the congestion of traffic at Redfern, which is caused mainly by the suburban traffic. If the greater part of that traffic were taken away from Redfern, there would be plenty of room there for a terminal station. People going long distances to Melbourne, or back into the country—could as easily get a cab and drive to Redfern then as they do now.

Do you still advocate those views? I hold precisely the same views. If anything, my views have been rather strengthened by the evidence. I have taken the trouble, since I gave my evidence, to read all the evidence which was given before the last Royal Commission and the earlier one.

942. Do you wish to add to the evidence you then gave, and in what direction? I do not know that I can materially add to it. I explained at the time that it was not my province to be a surveyor or civil engineer. I spoke as one knowing Sydney well, and being accustomed to the wants of its people in the way of travelling, and also with regard to the value of land. I do not think I can say much more, except that my own views are stronger than ever as to the undesirableness of taking the railway, and having a terminal station at Hyde Park.

943. You still think that long-distance travellers should be deposited at Redfern? At Redfern if it is treated as a terminal station, and the shunting can be got rid of by the plan I suggested—by a circular route, to give about a three-minute service in alternate directions,—I think they have room enough for I am afraid to say how many years.

944. You have not gone into the possible or probable expense of the scheme you advocate? Only indirectly. Not being a surveyor, I have had to simply map out a suggested route which I thought was available. But I have studied very closely the levels and plans of Mr. Greenwood, who gave evidence here the other day. He was a perfect stranger to me, and he rather surprised me that such an available route was so easily obtainable.

N. Selfe,
M.I.C.E.,
M.I.M.E.
22 July, 1897.

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945. Do you remember what he said would be the cost of his route? About £375,000.
946. Have you any objection to part of Hyde Park being taken for railway purposes? To passing through it with a train I have no objection whatever. I think a park or a church should give way to the public good, but I should think that to take away one of the best lungs of the city (13 or 14 acres) for a terminal station where it is not required would be a very great mistake, and I do not wonder that the people object to it.
947. There is the view of the Railway Commissioners and the Engineer-in-Chief that it is *par excellence* the best site in Sydney for a railway;—you have considered that position, coming from men of their experience and knowledge? I bow, certainly, to the ability of the late Mr. Eddy as an administrator of the Department of Railways. I think he was far too broad-minded a man, if he found a better route suggested, or if he were given an opportunity to judge of one, to think that he was the best judge of Sydney, and what its requirements were for the travelling public. As regards his administration of the railways, I join most sincerely in saying that I think his death is a great loss to the Colony. But I cannot understand that he could be a better judge than those who have been in Sydney much longer than himself as to where is the best station for a railway.
948. In connection with your circular scheme, have you considered that North Sydney and the eastern suburbs have for a long time been crying out for railway communication, and have you provided for working in your scheme with those suburbs? For North Sydney, yes, but for the eastern suburbs I have really given it very little thought. I do not profess to say much about the eastern suburbs. I think they are pretty well served as it is now. The electric tram is being built.
949. Is there any fresh information which you desire to give to the Committee? I do not think I have much more to say. My thoughts since I gave my evidence have been directed into trying to see what the merits or demerits were with the scheme which was proposed, and the more I have looked into it the more I have seen that it would not serve the people of Sydney. The bulk of the daily travelling public from the suburbs, I think beyond dispute lies west of George-street. I cannot see how a station at Hyde Park would materially benefit any of the daily travellers whose occupations oblige them to go west of George-street. I think that is where by far the largest proportion of the traffic goes. Therefore the proposed scheme does not meet the long-made promise to the citizens of Sydney that suburban travellers should have a railway into the city. It seems to me absolutely a one-sided scheme. By what has been given in evidence since I was examined, it is admitted that in twenty years' time the probability is that new arrangements would have to be made. I cannot see, in dealing with this important question, that it is wise to do anything less than face the question for all time.
950. You seem to lay great stress upon the advantages your route would give to the people on the western side of George-street;—do you not think that the bulk of the passengers from the western suburbs proceed to between, say, Elizabeth-street and George-street, rather than to the west of George-street;—would you not think that a far larger quantity of them were taken up there to offices and shops and warehouses rather than to the west of George-street? No; I do not think so. I cannot speak accurately on the point, but I should imagine, at all events, the much larger business-settled portion of the community lies west of George-street rather than eastward.
951. Have you any figures to give? No.
952. It is merely a matter of opinion? It is a matter of opinion only.
953. *Mr. Roberts.*] When you state that the Department has room enough at Redfern for many years, did you arrive at that conclusion after a personal inspection of the difficulties surrounding the yards at Redfern? I did, after many inspections.
954. Do you suggest any alterations in the arrangements for working the traffic? I maintain that if the entrance through that neck of land to Redfern station has been enough for the whole of the suburban traffic in connection with the shunting, if you move the suburban traffic it ought to be enough to accommodate ten or fifteen times the present quantity of main-line traffic. The trouble, so far as I know anything about Redfern station, has been the continual shunting of the suburban passenger trains. I walked carefully round Redfern yard the other day. I found that there are heaps of room available, but which are now used for storing sleepers, iron chairs, rails, and things of that sort, and on the left-hand side, particularly for goods traffic; and as I know it is the opinion of the Commissioners that goods traffic and passenger traffic should not be in the same place, with the area of land in Redfern yard I maintain that they want nothing better for a central yard for many years to come than the present terminus.
955. *Chairman.*] It is not a question of area at Redfern, but a question of the shape of the station? I have already said that the shape of Redfern is most undesirable; but if it has been large enough to accommodate the whole of the suburban and main-line traffic—and, in fact, the whole of the goods as well—remove the great danger of the shunting of suburban trains, and it ought to be large enough for many years to serve ten times the traffic.
956. *Mr. Roberts.*] When you were examining the Redfern yard were you accompanied by any Railway official to explain the *modus operandi*? No; I went alone.
957. I mean by any officer dealing with the arrival and departure of trains? No; I know the station well; I did not want anyone to show me round Redfern station.
958. Does it not occur to you that it may require some information from a man well up in the working of railways to enable you to form a conclusion such as you seem to have done? I think not; because as I have already said in evidence, I have known this station for twenty years, and I know the traffic which passes through it, its mixed nature, and how it has been utilised for the shunting of every suburban train. I say remove that evil, and you have enough room at Redfern for the next 100 years.
959. Are you prepared to show how that evil can be removed? I do not know that there is any evil particularly to be removed.
960. Are you not aware of one dangerous point there to the carrying on of the traffic? I only know of the danger arising from the necessary shunting arrangements interfering with the entrance of incoming trains through the tunnel. Given a free access, and no shunting to be done in Redfern station, I cannot see why you want any more land than is available in the present yard. If there is, the cheaper land should be taken on the other side of that neck of land, and not across at the Benevolent Asylum site. In one case you get ordinary, cheap land, but in the other, you are going more and more into the city, which around Redfern is getting every day more valuable.
961. What you mean is that you would prefer an extension of Redfern yard in a southerly direction to taking the railway on to the Benevolent Asylum ground, with a view to establishing a station there? That is exactly what I mean. Any extension for a railway yard purely should, I think, be taken southward, and not northward.

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962. Does it not appear to you that a great deal of inconvenience would be experienced, and I may say dissatisfaction expressed by long-distance travellers, if you asked them to be dropped at Eveleigh or Redfern, instead of being carried on to the heart of the business portion of the city? A small section of the travellers—long-distance travellers—would undoubtedly very much prefer, I daresay, to be landed at the door of the Australia Hotel, or their club, or whatever place they were going to stop at. But even if landed at King-street, and they had luggage, they would have to drive to the place where they were staying. With the exception of a daily long-distance traveller, who carries no luggage, I do not see any reason why the long-distance trains should not run round the loop-line I suggest, and back to Redfern, without obliging anyone to change—it could land him wherever he liked. I do not propose for a moment to have a station at these points, but only a platform, for you cannot expect to keep an army of porters except at the terminal station.

963. To drop the long-distance passengers at Redfern or Eveleigh, and then have a loop-line for what I may term the suburban traffic, does that to your mind satisfactorily deal with the question of extending the railway into the city;—does it not appear to you to be only half doing the work? No; I think it fully satisfies the requirements of the travelling public.

964. Are you a frequent long-distance traveller? I travel 22 miles a day each way, and I am very frequently away from the city.

965. Your professional duties take you to far distant parts of the Colony, and you arrive frequently at Redfern station from those points? Yes. It would be quite as easy for me to drive to my house by cab from Redfern as from Park-street. I do not see that it would make an atom of difference in the amount of the cab fare.

966. Do you not think that if the terminal station for long-distance travellers were retained at Redfern an agitation would immediately be got up to get the Government to extend the line into the heart of the business portion of the city? I do not. I take it that those most to be considered are the majority of daily travellers and not long-distance people, who are only occasional travellers. It is really to meet a daily want that the extension into the city is so much required. People who have to pay 2d. a day each way on the tram—and to whom a city extension has been promised for many years—should be landed nearer the centre of the city.

967. Would not a long-distance traveller feel that he had some grievance when he came to Sydney? I do not think so. I do not know any town where the long-distance traveller is brought into the centre of the city.

968. Are the Committee to understand that you prefer to drop the long-distance travellers at Redfern and to have a series of platforms between Redfern and Circular Quay to accommodate the suburban traffic, instead of having all the traffic terminating at St. James' road? I do not consider that this extension into the city for both suburban and long-distance travellers is meeting the wants of the place. I consider that any extension into the city should take place on each side of George-street, and the central station be kept where it is. I think it would be the cheaper, the better, and the more lasting plan—suitable for all time.

969. You are in favour of building a loop line? Certainly. We have to be thankful for small mercies. I am not one of those who oppose a line into the city because I cannot get all I want, but I say it is a momentous question, and because it happens to be a Departmental scheme just showing one route only it does not necessarily follow that it is the best. Mine was a suggestion originally made to Mr. Eddy. I never posed as an engineer, but I do profess to know Sydney, and I say that to serve the wants of the public, we want to serve them both east and west.

970. Of the routes which have been submitted to the Committee, may I ask whose route you prefer—Mr. Selfe's or Mr. Greenwood's? I paid more attention to Mr. Greenwood's; I took the trouble to go through his plans carefully with him, but I prefer to stand on the ground that I do not ask any one to accept my view of any particular route. I am not advocating any particular route, whether it is suggested by the Commissioners or some one else. Mine is rather a general opinion as to the most desirable form of a railway, rather than as to its actual location.

971. In speaking of the Hyde Park scheme, you said that in twenty years probably a new arrangement would have to be made;—does it not strike you that whatever route may be adopted by Parliament in twenty years time, having in view the growth of the city and its suburbs, that the same arguments may apply? No, not if a circular railway were made as an inner circle. I think it is very possible that within twenty or twenty-five years you may want to make an outer circle as well. If you make Redfern your terminal station, I think every one will allow that year by year it is getting more and more the centre of the city. You may want to make other lines, but you will not interfere with the existing ones. It is like the Metropolitan and District railways at home. You may keep on multiplying the circles, but you will not want to disturb these lines. I think by that means you can get a three-minute service in each direction all round the city within the inner circle.

972. That is, to still land long-distance travellers at Redfern? There is ample accommodation for them there for many years.

973. A large number of mail bags arrives from Victoria, South Australia, West Australia, and Europe, but according to your scheme if long-distance trains were kept at Redfern, great delay would take place in the transferring and checking of the mails and baggage? Not necessarily.

974. Would it not cause a much longer delay than if the terminus were located at Hyde Park? I should say it would make a difference of about three or four minutes at the outside.

975. It would make a difference of an hour? It does not take 10 minutes to come from the station. Every night the mail-cart and my cab run alongside each other to the station to catch the mail-train, and I do not take more than seven minutes sometimes.

976. *Mr. Wright.*] Have you any idea what route your circular railway would take? I have my own idea. I do not feel competent to go into that question, because I am not sufficiently acquainted with the levels. I should be only wasting your time if I did.

977. The route would have to be between Elizabeth-street and George-street on one side? Not necessarily between Elizabeth-street and George-street. I have no compunction about going through the Park with a line of rails.

978. It would be between Hyde Park and George-street on one side, and between George-street and Sussex-street on the other;—do you know the width from Hyde Park to the waters of Darling Harbour? I do not think it exceeds half a mile.

- E. C. Batt. 979. Do you know any city in the world where two lines of railway run parallel within half a mile of each other? I know where they are running a great deal closer. I have run into Gloucester, where two separate competing lines run alongside each other.
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980. But it is not a railway to supply the wants of a city? It is not done for the benefit of Gloucester. Those I propose are not competing lines. I do not consider that a loop-line is a competing line.
981. Looking at the peculiar configuration of Sydney, and the fact that it is built on a peninsula half a mile wide, do you think it is necessary for people to have two distinct lines running alternate ways in that small area;—is it not possible to supply the whole of that peninsula by one line passing through the city? I do not. What is wanted for the requirements of the daily travelling public is to be served in both ways. I think both sides of George-street want to be served.
982. You think that a man on the west side of George-street wants a line between himself and Sussex-street, and that a man on the east side of George-street wants a line between himself and the Park? I mean to say that it would be very much nearer for him.
983. You have had some experience as a railway passenger;—do you think two lines of railway on a circular route will supply one half the requirements of the city at the present time? I think it would do five or six times the traffic. On a circular line you could run a three-minute service.
984. You are aware that it may be necessary in some parts of the day to bring in trains at an interval of four or five minutes, and to detain them for a time;—what are you going to do with the trains on the line during that time? The trains on my line would never stop there.
985. Do you mean to say that it is a constant procession of trains going round the circle? I do not mean to say it is a constant procession, but so far as the traffic warrants it to the suburbs, there will be a continuous service of trains on this circle running past Redfern station.
986. If it is a continuous procession of trains, a train starting from A must come round and go back to B, to allow the other train to follow? No; my suburban trains would only come round fast enough to supply the wants of the suburban travellers. You might have your long-distance trains going through and coming out of the circle at Redfern. I want to take the people from the suburbs to the city.
987. You think that a circular line will do for the next century? It is a rather long time; I have seen the London and North-Western yards grow at home.
988. Do you think it is possible to conceive what the Railway service here will be in fifty years' time? You have always land to the south, which must of necessity be cheaper than land to the north. If it is large enough for the next twenty-five years, it will be just as cheap to take the Benevolent Asylum ground in twenty-five years' time as it is to-day.
989. Do you know that any extension to Sydney will mean the destruction of all the buildings at Redfern yard? I should not think that would be a vital question—like the resumption of heavy-priced city land.
990. Do you know that owing to the peculiar configuration of the ground you cannot extend in any direction in the present yard? I would take land on one side or the other of the neck of the bottle; I would go right out to Regent-street.
991. Would you take Regent-street away? If necessary. It would be cheaper than taking land to the north.
992. Under any scheme of city extension Redfern must be adapted for the storage of spare stock? That is my idea in urging the necessity for a loop-line. You do not require any storage. You make up your suburban trains which are always going to their natural destination.
993. At certain hours of the day trains run much more frequently than they do at other hours, and during these idle hours the trains have to be stabled somewhere? They find the yard enough for the present with all the difficulty of shunting. If you want more room why not move the engine-sheds. What do you want with goods-trucks going down to load stuff. There is plenty of room in Redfern yard if properly used.
994. Do you consider Mr. Eddy or yourself to be the better judge of that? I think it would be invidious for me to say. I might think I was, and he, if alive, might say that he was. I do not think we are bound to accept the statements of these people.
995. Do you think a gentleman who has spent his life in the Railway service is not a better judge than you or I can possibly be of what is wanted for the Railway service here? That is a difficult question to answer. I do not want to say that a man who is an expert does not know better than one who is not.
996. Do you not think Mr. Kirkcaldie should be able to form a better judgment of what accommodation is required for a certain amount of traffic than either you or myself? I must fence that question. I do not want to say exactly what I think. May I say that any scheme emanating from the chief of a department naturally finds its support and followers from those who are under him. It does not necessarily follow that it is the right scheme. It follows as a matter of *esprit de corps* that a man should support his chief in what he says.
997. I suppose you are prepared to admit that, when the head of a great department states that he requires to conduct certain traffic in a certain space, and that he cannot conduct that traffic without that space is given to him, very great importance should be attached to his evidence? Most certainly; but he makes that statement with respect to suburban as well as main-line traffic. Remove the difficulty of the suburban traffic, and it alters the whole case.
998. It is the view of the gentleman at the head of the Railway Department that, no matter what is done, there will have to be considerable removals at Redfern, and considerably increased accommodation provided; are we to place reliance on his evidence or not? I need not look round to appeal to gentlemen to attach what importance they like to that evidence. I reserve my own opinion still.
999. *Mr. Black.*] What is your opinion of the value of that land in Hyde Park;—is it not high-class land? You are trenching on rather delicate ground. When I give that information I am generally paid for it. I am not a philanthropist. I do not want to go into values. I spent twenty-three years in serving my time, and I generally get paid for my opinion on land values. Give me a route, and tell me what you want, and I think I will be able to give you as good an opinion as anyone else. So that I should not be accused of advocating the resumption of anybody's land, or the adoption of anybody's scheme, I come before this Committee absolutely free, not advocating any particular route, but simply trying to advocate a plan which I think is a good one for a city railway.
1000. I did not ask you to state the value of the land per foot, I only asked you if you do not think that by reason of its position, and its surroundings it is not high-class land? Certainly.
1001. And as valuable, probably, as most blocks of similar dimensions in the City of Sydney? I could not quite say that, but Hyde Park land, no doubt, is valuable land. It is in a very central part of the city,

city, and as compared with the western line, the land through which the line would pass would compare favourably in price. E. C. Batt.

1002. Are you a believer in a connection with North Shore, eventually, by bridge or tunnel? Yes; but I do not say at present. 23 July, 1897.

1003. Do you think if we had a central station at Hyde Park, it would be an easy matter to have a railway connection with North Shore in the event of communication being established by bridge or tunnel? From the evidence I have read, I think the only possible available way from Hyde Park is by tunnel.

1004. Well, if the communication to North Shore be by way of a bridge, railway connection between Hyde Park and North Shore would be almost impossible? Almost an impossibility.

1005. In the case of city land of very high value, is it not a fact that the erections thereon in most cases go a little way towards determining the value? I do not know that I quite gather your meaning.

1006. If you have a very valuable block of city land, unless the buildings thereon be new and expensive, the value of the buildings, as a rule, has little effect in determining the value of the land? I should say, certainly.

1007. Where land runs into £1,000 a foot the ordinary cheap class of building is not a factor in increasing the value of the land? But very slightly, because we would view it as an unsuitable building for the site. In valuing land of that sort, if the building is of such an insignificant nature, that the land is of so much more relative value than the land and building, we pretty well ignore the building altogether.

Simeon Frankel, Secretary, Great Synagogue, sworn, and examined:—

1008. *Chairman.*] You are Secretary to the Great Synagogue situated in Elizabeth-street? I am.

1009. Have you a statement to make? I have a statement to make on behalf of the executive of the Great Synagogue. I do not appear here either to support or to oppose any particular route into the city, but merely to explain the effect which any extension of the railway through Hyde Park would have upon the building known as the Great Synagogue in Elizabeth-street. S. Frankel. 23 July, 1897.

1010. You are now stating not your own views, but the views of the executive? Yes.

1011. Will you now proceed to make your statement? First we desire to point out that about twenty-eight years ago, when the land was purchased, the site was selected on account of its being in such a quiet neighbourhood, right away from the principal city traffic, and also on account of there not being any likelihood of any buildings being erected on the opposite side of the street which could in any way interfere with the holding of our services with due solemnity. We have expended about £28,000 on the building. Subsequently, much to our annoyance, the tram-line was built to pass the Synagogue, and although during service on every Sabbath, which lasts from 9 o'clock to 12 o'clock, and on the Day of Atonement from 7 a.m. to 7 p.m., the Commissioners have always stationed a man in front of the Synagogue, with instructions to make the motors be taken past at slackened speed; and we give them every credit for doing all they possibly can to minimise the noise; nevertheless we find great inconvenience at times; in fact, it is hardly possible to hear the minister speaking. Should the contemplated extension of the railway through Hyde Park be carried out, the constant running of trains and the noise attached thereto would, we feel, so seriously interfere with services being held as to render the Synagogue almost useless for the purpose for which it was erected, as it would be impossible for the same precautions to be taken in the case of the trains as are now taken in the case of the trams, by slackening the speed and stopping the whistles.

1012. Are you aware how far the tram-line is from the front of the Synagogue? Not many feet.

1013. The distance is 28 feet;—are you aware how far the nearest line of railway in Hyde Park will be from the Synagogue? No.

1014. The nearest line—what they call the long passenger line, which will not be used during those hours—is 175 feet from the Synagogue;—is your executive aware that the trains will be absolutely covered in with a roof? I have no idea.

1015. A great building covers the whole of that space, including the area in front of your Synagogue, where you expect to have the annoyance? We have not been supplied with any information.

1016. Are you aware that the intention of the Department is to widen Elizabeth-street by 40 feet? No.

1017. Are you aware how many trams pass between 9 a.m. and midday within 28 feet of your Synagogue? No.

1018. Between those hours 252 trams pass the Synagogue, of which forty-eight railway trams will be taken off; and the number of trains which would come into the station at Hyde Park, based on the Redfern traffic at present, during those three hours will be fifty-four; therefore you will have fifty-four trains in all probability going into and out of Hyde Park station, and the nearest train will pass within 175 feet of the Synagogue, and under cover; whereas at present you have passing within 28 feet of your Synagogue forty-eight railway trams, which will cease to run when the railway is extended;—there is some compensation in getting rid of so much tram traffic so close to your place of worship? On the other hand you must remember, sir, that they slacken speed on the trams.

1019. It is, after all, a question of disturbance? Yes; that is the principal reason why the executive asked for an interview. Not to oppose the matter in any way, but only to express our views in case there should be anything objectionable in connection with the proposal.

Alderman Charles Edward Jeanneret, sworn, and examined:—

1020. *Chairman.*] You are an Alderman of the City Council, and an old resident of the city? Yes.

1021. *Mr. Clarke.*] You were examined before the Royal Commission on City Railway Extension on the 29th April last? I was.

1022. Do you adhere to the statements you made in your evidence on that occasion? Yes.

1023. You disapprove of any extension of the railway to the city? No.

1024. What is it you have to state now? I come here to-day under rather peculiar circumstances. I originated this agitation in the Press and in the City Council against the proposal of the Government and of the Commissioners to establish a terminus at Hyde Park. I had a long conversation with Mr. Eddy, who sent for me on this and other subjects. He gave me all his reasons for making the proposal, but he failed to alter my opinion. I told him that, out of respect for him and his extended knowledge, I would take no public action in opposing his wishes in the matter, but that it did not alter my opinion in any way. Since then I have not taken any part in public or in the City Council in agitating the matter, but now I am required by my constituents and the City Council to support the statements I made before, and to give

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give other reasons against the adoption of this proposal. In this I am not agitating. I am prepared to give my reasons more strongly than before for opposing this proposal.

1025. In your evidence before the Royal Commission you said, "My opinion is that the railway should not at present be extended into the city further than it is now. The existing site is the most central, and the centre will gradually extend towards the south-west, so that ultimately Newtown or Stanmore will become the central point of Sydney instead of Redfern," and then you went on to say that Prince Alfred Park might be taken, if necessary, for an extension of the railway at Redfern station? Yes.

1026. Are you aware that, without going to great expense, Prince Alfred Park from its position would be useless for an extension of the railway? Except for cleaning sheds, it is not of very much use, but the land near the tunnel can be very easily resumed. Quite enough land may be easily acquired there at much less expense than you could by going into Sydney.

1027. Would not the land on either side of Regent-street cost very much more money? I do not think so.

1028. The City Council, it appears, are strongly opposed to taking any portion of Hyde Park? The City Council protested to the Government a year ago, before this project was submitted to the Commission, and they protest strongly now. They are almost unanimous in a strong protest against any portion of the Park being taken; in fact, against any extension, as far as I understand it, of the railway into the city for passenger purposes, beyond the neighbourhood of the present terminus.

1029. In your former evidence before the Commission you stated, I think, that the Benevolent Asylum grounds might be taken;—do you approve of the terminus being located on the Asylum grounds and a portion of the Cemetery? Since I gave my evidence I have carefully looked over the plans submitted by the Railway Department. I think the station is most admirably designed for the purpose intended, and is most convenient in every way; but it should not be built, I think, in any portion of Hyde Park, or any portion of the city nearer than Cartor's Barracks or the Benevolent Asylum, or in the neighbourhood of Redfern station. If it is necessary to extend the lines for the shunting of passenger trains, it should be done either on the south or on the north of the present discharging point.

1030. Are you aware that to extend the railway through the Benevolent Asylum grounds to Belmore Park would cost £400,000? I do not consider that the cost is a matter of great moment. I consider the rights and conveniences of the citizens are a matter of more consideration than an expenditure of £100,000 or so. As regards cost, if proper value is given for the land taken out of Hyde Park to the persons who are entitled to it—that is, to the citizens of Sydney—then, I say, this scheme will be infinitely more costly than the other, and, besides, it will be less convenient.

1031. Can you give an idea of the value of that portion of Hyde Park? In my opinion, land without buildings has no value, and land with buildings on it has very little value; and, therefore, I would not like to value that land just now.

1032. You might give the Committee an idea of its approximate value? I do not oppose the resumption of the land on the ground of its value, but on the ground of its public convenience.

1033. *Mr. Wright.*] On broad national grounds? On national grounds, if you like; but on grounds of convenience to the persons who seek to be inconvenienced. I am quite certain that those who think they will be inconvenienced by being brought into Hyde Park will make a very great mistake indeed. I have some knowledge how traffic is conducted in Sydney, and in a great many other cities. Although I know it would be a great convenience for the public to be able to get at the Commissioners and all their staff on that most beautiful site, yet that fact cannot influence me in my clear conviction that the central station should be in the immediate vicinity of Redfern.

1034. The cost of the station would be considerable, and no revenue would be derived unless the line were extended further? Very little revenue will be derived if it is brought to Hyde Park—certainly nothing in comparison with what has been estimated by the Commissioners.

1035. But we have the evidence of the Railway Commissioners and Government officials to the contrary? I think I know something of traffic. As far as traffic goes, I may be able to form as good an opinion on that point as some of the officers of the Department. I am quite certain that if the Commissioners have based their estimate on the revenue they expect to derive from bringing the present passengers they discharge at Redfern into Hyde Park they will not get a tenth of the traffic.

1036. Perhaps you will make a statement of your views to the Committee? My first objection to this proposal is that St. James'-road is by no means the centre of the area which should be served by the extension of the railway. I grant that it will serve a number of influential people. It will serve a number of persons who are engaged in various large businesses in this part of the city, but it will not serve the majority of the people who alight at Redfern to go to the manufacturing and industrial centres, who can purchase their goods at cheaper rates in Belmore Park and round about there than in the city, and who, I might almost say, by ten to one will prefer to be put out there than to be brought by railway to St. James'-road and have to go back to their place of business.

1037. They can get out at Redfern still, and take the tram? So can those who want to go to Redfern get out here and take the tram.

1038. *Mr. Clarke.*] You had better go on with your statement? I know no city with a configuration like Sydney has, where it has ever been thought desirable to bring the passenger traffic into the heart of the city by a direct railway. I know of no city where the plan of putting the central station on almost the highest part of the city has been adopted. We know very well that the greater part of the traffic of this city will be conducted round to the shores of the harbour, and a very few feet above the level of the harbour. The harbour, to a large extent, regulates the column of trade about the city, and the business places are on the lowest levels of the city. Mercantile places are mostly on the lowest levels of the city. This station is on a high level, and necessarily any persons wanting to go east or west will have to go up hill at a slow pace, and in coming from that place they will have to descend the hill with some danger. The top of a hill or a high elevation is not the place for a central railway station. I venture to say that in no place in the world will you find a central station on the top of a hill. Again if we only had our tramways completed as they will be in a year or two, these passengers who advocate an extension of the railway would not require it. The principal objections to the present system of travelling are the inconvenience, the delay, and the expense caused by the changing at Redfern station. The expense, the delay, and the inconvenience are altogether unnecessary. Again, the suburban traffic is rapidly being extended by trams and otherwise in all directions, and the competition between the tramway and the railway from St. James'-road to Redfern and other places will be so great that very little traffic will be left to the railway. I do not care so much about whether it pays or not, but I say the convenience will not be great, and the injustice to the citizens of being deprived of the recreation ground they have in Hyde Park will be very great indeed.

1039.

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1039. I suppose you are aware that a very large number of people come in from suburbs as far out as Parramatta, and that there is a large inland traffic? Yes.
1040. Do you not think that the large number of passengers who come in from the various suburbs and from all parts of the Colony are entitled to some consideration? True.
1041. It would be more convenient for them to come to St. James'-road than to land at Redfern, and to tranship into the trams? I do not think so. I think with the trams approaching the railway-station at a reasonable distance and properly regulated, Redfern would be quite as convenient, in fact more convenient to the great bulk of the passengers than a station at St. James'-road. When the George-street tram is constructed, it will not be so convenient to be landed at St. James'-road by any means as it will be to be landed at Redfern.
1042. You object to any portion of Hyde Park being taken away from the public? I do.
1043. Do you not think that the Domain, Moore Park, Centennial Park, Prince Alfred Park, and the rest of Hyde Park would be sufficient for the public? I daresay they would, if they had not already the whole of Hyde Park, which is more largely availed of than any other park. I do not see why the citizens should be deprived of it, for the sake of conveniencing the very limited number of people who want to be brought from Strathfield or other stations to St. James'-road. In fact, I know public opinion is very strongly against this proposal, and I am voicing, I believe, the opinions of nine-tenths of the inhabitants of this city. The advocates of this extension nothing like approach the number of people you meet against it.
1044. That is only a matter of opinion? It can easily be tested.
1045. In your former evidence you said you would like to see a railway run on the eastern side of Darling Harbour through Sussex-street, and then go down to Circular Quay in tunnel under Flagstaff Hill? On that point, after conversation with Mr. Eddy, I modified my opinion. I am not quite sure that the time has come when a goods line could be profitably constructed around the harbour. I am rather of opinion now that on the proposed tramway wool will be conveyed to the wool ships without the necessity of the railway, which I thought, when I gave my former evidence, would be very desirable. I know very few cities with a water frontage such as Sydney has where the railway does not go round by the shipping. It will come by-and-by here, but it might be postponed for the present.
1046. Do you consider that the facilities on the west side of Darling Harbour and the proposed extension to Darling Island will be quite sufficient for the goods-traffic for many years? I do not think so—it is possible they might be. I think that a great improvement, and a profitable improvement, too, could be made on the western side of Sussex-street, by the resumption of all the wharfs, and the making of a street.
1047. Are you aware that the greater portion of the goods coming into Sydney by train has to be taken by road to the stores of the various auctioneers and salesmen? Yes.
1048. And that very little—according to the evidence, not more than 5 per cent.—goes direct by rail to the shipping in the harbour? Just so, but these stores and sale-places are along Darling Harbour.
1049. *Mr. Lee.*] Your contention is that Redfern terminus if moved at all should not be moved further north than the vicinity of Devonshire-street, and that the travelling public are sufficiently well served by being put down there? Yes; and electric tramway transit is infinitely cheaper than railway transit.
1050. There is a tramway system in connection with the railway, and, therefore, it cannot be so intensely convenient to the people to be put out at Redfern, because it necessitates an extra service to get to the Quay? I do not think so.
1051. If there were no tramway service from Redfern station, how would they get into the city? I suppose there would be an omnibus service.
1052. The railway tram service has its first stopping place at Liverpool-street? Yes.
1053. Does not that prove conclusively that the desire of the people is to get to the city as speedily as possible, and that the subsidiary traffic between the station and Liverpool-street is not of sufficient importance to necessitate the stopping of the railway tram before it reached that point? The delay at the station before the tram starts often amounts to five or ten minutes, and people do not wait for that tram, or if they do they are greatly inconvenienced, and thoroughly disgusted at the way the service is carried on. The tram either starts before the train arrives, or waits five minutes after it arrives. It is very rarely you can get a railway tram, and you have to go to George-street to get a tram.
1054. Suppose you lived at a western suburb, and you came to Sydney by train every day, which would you sooner do—ride in the tram to King-street for 1½d., or continue in your train to King-street for 1d.? Unquestionably I would rather take a tram of the modern and improved style which you will have here presently. There is no comparison whatever between the comfort and convenience of riding in an electric tram and being landed in close proximity to your destination, and being landed at King-street from a train.
1055. Would you sooner alight from a train at Redfern and take a tram to King-street at a cost of 1½d. than continue your ride to King-street for 1d.? I would much rather take the electric tram.
1056. Any tram? Certainly not. I would not ride in these trams, to have my teeth knocked out, and be delayed and inconvenienced. It is these beastly things which prejudice the people against using the trams.
1057. Are you not aware that for a great many years the suburban people have demanded an extension of the railway into the city? I am aware that the suburban people to a limited number have been demanding an extension, and that mercantile people have been demanding an extension too, but the mercantile people have always thought that the extension would be to the westward.
1058. Are not a majority of the suburban people business people of this city? They are most influential wealthy people.
1059. But numerically? Numerically they are nowhere in the matter of traffic.
1060. Is it not a fair inference that the majority of those who are agitating for this extension have their occupations and businesses in the City of Sydney? Yes.
1061. That being the case, on what ground do the City Council oppose the bringing of the railway into the city? Because, in their opinion, the majority of their constituents are opposed to its extension, and those persons who seek to be brought to this particular spot, they reckon, constitute but a small portion of the travelling public. No doubt they are a most important and influential section, but numerically in the opinion of the City Council, they are very small.
1062. The population in the western suburbs at all events is very considerable, and is largely increasing? Yes.

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1063. Inasmuch as these persons have as much interest in the city as the City Councillors themselves, upon what ground do the City Council wish to debar them from getting proper conveniences? I take it that their interest is of quite a different sort. They are residents of places outside the city. They are not citizens. The greater part of them are not ratepayers.

1064. Is the Mayor of Sydney a citizen? Yes.

1065. Do you live in the city? No; but I am a ratepayer.

1066. Are not suburban people who have a business in the city citizens? They reside outside the city. They have their parks and can enjoy beautiful air without the trouble of leaving their own homes. They are not in the parks in the day or at night—they are at their businesses or their suburban homes. These parks are for the benefit of the residents of the city and persons who cannot take their recreation in the suburbs.

1067. Why should the City Council wish to debar so many of its own residents, you might say, from getting into the city by a railway? Because their superior knowledge tells them that there is a much better way of doing it than that proposed by the Railway Commissioners, and that is to have an electric tram up every other street. The system should be adopted in this city which has been adopted in every progressive city. In these cities they do not seek to bring the railways into the city, but they provide a service of electric trams, of whose economy and advantage the people in this city have no conception. As soon as that electric tramway is made in George-street there will be a change of feeling on that point.

1068. Suppose it were to be decided that the railway must be extended to the city, are you prepared to suggest which route it should take? I am not.

1069. Suppose it has been satisfactorily demonstrated, and that it can be satisfactorily demonstrated to you that the extension of the railway from Redfern station in the interests of the public is absolutely necessary, would you not think that the objections which have been alleged by yourself and the City Council against its extension to the city might be waived? It was demonstrated to me by Mr. Eddy that the arrangements at Redfern must be greatly altered, but he never said it would have to be removed from Redfern. I did not understand that it was held to be necessary that the station should be removed from Redfern, but that great alterations would be necessary there.

1070. Suppose the evidence before the Committee from the Department and from Mr. Eddy himself is that it is absolutely necessary to remove the railway system in the interest of the safety of the travelling public? My common sense tells me, as it should tell any man, that it could be made equally as safe at Redfern as at St. James'-road, provided you have the land to do it.

1071. Provided the land is not there, what then? It is there. It is only a question of resumption, which is a question of expense.

1072. After you have made the resumption at very great cost, and still have an inconvenient yard, are you not aware that not one penny of additional revenue would be obtained? I have seen the plans, and I say there is much more land to be got cheaply there.

1073. Can you not see, no matter what expenditure takes place, or how cheaply the land is resumed, no additional revenue will be derived? No additional revenue will be obtained by bringing it to Hyde Park, because the electric tramway can carry the people more cheaply than the railway, and more conveniently to the exact place where they want to go. The proposed terminus of the railway at Hyde Park is not central; it is not convenient to the people who want to go on the western side of Pitt-street.

1074. But if the tram fare is 1½d, and the railway fare is 1d., surely the railway is the cheaper of the two? By no means; the tramway is. For instance, between Minneapolis and St. Paul, two cities, when the electric tramway was built the electric railway ceased to run except for through traffic.

1075. *Mr. Roberts.*] Have any petitions been presented to the City Council from the citizens of Sydney, asking the Council to use their influence in their behalf in opposition to this proposal? Not written petitions. The Council is only giving its own opinion.

1076. How do you arrive at the conclusion in the City Council that it is the wish of the citizens that the proposed extension should not be carried out? Because each alderman is in touch with the ratepayers, and from conversation with the ratepayers, I think we are all able to judge what the opinion of the ratepayers is.

1077. *Mr. Trickett.*] A gentleman has suggested another route by which the whole of Wynyard-square is proposed to be taken for a railway station; would you, as an alderman, favour that proposal? No.

1078. Do you think the public would? I think not.

TUESDAY, 27 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Norman Selfe, M.I.C.E., M.J.M.E., sworn, and further examined:—

N. Selfe,
M.I.C.E.,
M.J.M.E.
27 July, 1897.

1079. *Chairman*] You desire to make an explanation to the Committee with regard to the approach to the yard, and the population which you could provide for by a resumption between Eveleigh yard and Redfern, and also an extension on the western side of the station giving you a better approach to Darling Harbour? Yes. I desire to give the information which I was asked for the other day, but which I was then unable to give.

1080. *Mr. Hoskins.*] Will you be good enough first to explain the purpose of the map you exhibit on the easel? This is the official 40 feet to the inch map extending from Eveleigh yard to Devonshire-street. It shows in the extreme bottom the Eveleigh station, Well-street bridge, the tunnel, and Redfern yard, about which so much complaint has been made as to the difficulty of managing the traffic. It shows how, by moving Regent-street back to the west—by resuming property between Bank-street and Cleveland-street,—the railway could be made wide enough for twelve lines, the tunnel being removed altogether, and the bridge put across to connect Cleveland-street and Regent-street.

1081. What would the yellow tint represent? It shows the proposed resumption. The brown line shows the new bridge, which it will be seen is about only a third of the length of the present tunnel.

1082. What do the hatched portions tinted brown show? That is where Regent-street goes now. You could not extend the line from St. Paul's Church grounds, westerly, without going over Regent-street.

1083. *Chairman.*] Will you be good enough now to make the statement you desire to make? It is as follows:—

RESUMPTIONS NECESSARY TO GIVE TWELVE LINES OF APPROACH TO REDFERN TERMINUS.

The Committee on the 22nd instant asked the value of the land included under the proposal submitted, and requested me to supply further information. A larger map, 40 feet to the inch, since prepared, now shows the whole of the railway premises from Devonshire-street to the Eveleigh yard, and the details of the properties that would be required for twelve lines. The first thing to note in this plan is that by throwing about 2 acres of the railway premises into George and Devonshire streets—Redfern yard is so exceedingly large that it could easily spare 2 acres—a magnificent frontage and grand open space for a terminus is secured. The second point is, that a new terminus as proposed for Hyde Park, with a roof 740 feet by 380 feet does not take up much more than one-third of the whole Redfern site. If it is commenced on the present waste ground, new platforms can be erected, and trains brought in without disturbing the present main platforms. The third is, that by resuming the ground tinted blue, and straightening Regent-street, several acres can be added to the station in the future, if required by the expansion of the Colony.

That station shown with a frontage extending from Carey's shops to the Railway steps is exactly the same size as proposed by the Government for Hyde Park, a station which is now said to be equal to the requirements of the Colony for twenty years to come. But suppose it is required to be doubled in the future, you can take out more ground and straighten Regent-street, still having the improvement of the city going hand in hand with the extension of the railway. All that ground tinted blue can be had; but that will be a comparatively costly resumption compared to what I propose now for working twelve lines into the terminus.

I find that the rent of shops in Regent-street, with 17 ft. 6 in. frontage, is 25s. per week, and that the rents in Eveleigh-street, for frontages averaging 12 feet, run from 6s. 6d. to 11s. 6d. per week, as marked on the plan.

From this I deduce a value, allowing for forced resumption, of £70 per foot in Regent-street, and £40 per foot in Eveleigh, Chippen, and Woodburn streets.

The following frontages are taken in the plan before you:—

Regent-street, 400 feet, at £70		£28,000
Chippen-street	85 feet,	
Woodburn-street	390 "	
Eveleigh-street	985 "	

Total

1,460 feet, at £40	58,400
--------------------------	--------

£86,400

I would particularly ask this Committee—

1. To go on to the foot-bridge, crossing to Terminus-street, and look at the immense area now wasted; that can be utilised for the improvement of the terminus at Redfern.
2. To inspect the shams and cheap property proposed to be taken for a western city route from George-street bridge to Hay-street.
3. To examine leading officers of the Railway, representing the traffic, &c., as to the schemes submitted by the author.
4. To insist that the improvement of the city, and not the destruction of historic sites, should accompany any scheme for a city railway; and that by a Betterment Bill, all private properties improved should pay towards the cost.

1084. Your proposal carries with it the resumption of that area of land lying between the present line and Eveleigh-street, and going as far north as the corner of Banks-street and Regent-street, where there will be a further resumption in order to locate the present street? Yes.

1085. And recognising that it is objectionable to bring your goods traffic through Redfern yard, you propose to take the tunnel from near Eveleigh yard down to Darling Harbour? Yes. There will be no more tunnelling than is necessary to get the grade out into daylight.

1086. It means the laying down of two more lines there? Six more lines altogether—two for goods to Darling Harbour, and four for extension into the city as part of a circular railway and extension to North Shore.

1087. Are you going to have six lines to Darling Harbour? The two lines from Darling Harbour, which at present run into the others, I propose to carry further back towards Eveleigh.

1088. It means laying out a new line to approach Darling Harbour? Yes.

1089. Your second expense is the resumption of land? Yes.

1090. Your third expense is the erection of such station buildings as may be regarded to be necessary to give practically the same station as is proposed at Hyde Park? Yes.

1091. Your scheme is beset with some difficulty in carrying on traffic while altering the line, which, however, you explain that by utilising for the present the old station buildings, you, to a considerable extent, obviate? I get over the difficulty of disorganising the traffic, and running a risk of accident by making a station practically equal to the present one on what is now waste ground—that is, by utilising the surface from Terminus-street over the top of Darling Harbour branch to what is now about No. 11 platform.

1092. You do not propose to take the mail trains into the city? It would be presumptuous on my part to give an opinion as to that matter, but, personally, I do not think it is necessary to carry the long-distance trains any further than Redfern.

1093. *Mr. Hoskins.*] Your proposal involves the passing of a Betterment Bill, but Parliament is very much opposed to passing a Betterment Bill? There is not the slightest doubt that the railway as shown on the Hyde Park extension plan, running through the burial-grounds, will very much deteriorate the value of the ground extending from Hay-street to Devonshire-street, because it runs on a viaduct right across the land. If one portion that is deteriorated is to suffer, the part which is benefited ought to contribute.

1094. *Mr. Black.*] Do you propose to do anything with Railway-place, which runs at the back of Regent-street? That lane is now known as Terminus-street. At present under the scheme, so far as it is shown, there is only a woodyard taken, which I have not included in my valuations.

1095. *Mr. Hoskins.*] Some people who are not friendly to the proposal to take the railway into Hyde Park argue that 10 acres is not a sufficient area, and that the Railway Department have more land at Redfern than 10 acres;—are you aware that it is not intended that any of the dead stock or empty carriages

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27 July, 1887.

N. Selve,
M.I.C.E.,
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carrriages should be kept at the present terminus, but that Redfern yard should be made a depôt for rolling-stock? I understand that; and one weak point in the Hyde Park scheme, and a strong point in the Redfern scheme, is that, instead of running the long-distance trains from St. James'-road right back to Eveleigh yard—

1096. To Redfern yard? It is less distance from Redfern yard to Eveleigh, where there is an immense area of ground, than it is from Hyde Park to Redfern.

1097. *Mr. Black.*] From the tenor of your evidence it appears to me that the difficulty in properly utilising the space available at Redfern or making use of the resumption on the western side, is due to the fact that the Darling Harbour line runs through the main station? That is the principal difficulty, I believe.

1098. Then the diversion of that line for the goods traffic simplifies these matters of alteration? It would add several acres that are at present waste ground to the area in the Redfern site. Although there are only two lines going to Darling Harbour, it is in a cutting, and it is very wide at the top.

1099. *Chairman.*] Can you tell the Committee whether your line to carry the goods traffic to Darling Harbour would pass to the west of the broad red line shown as the western boundary of the station? The Darling Harbour branch might be kept anywhere until it came out to daylight.

1100. Where would you come out to daylight? I have not worked out the levels. Having the full width to work on the engineers would naturally keep the Darling Harbour line right over to the left-hand side.

1101. *Mr. Black.*] It would probably come out at the back of Inglis' saleyards? It would come out at George-street, where it does now. The Darling Harbour branch is very steep, and this will give them an opportunity to improve the grade.

1102. *Chairman.*] Either you will have a tunnel from where you propose to take off near Eveleigh yard to beyond the area shown by the plan, or you will have to have an immediate resumption beyond that shown on your plan? In one instance it means more resumption than you show, and in the other instance it means a very long tunnel? We will assume that there are twelve lines going along to the south of Cleveland-street, and when you get to Cleveland-street six of them begin to descend and go down into a tunnel. They will then be underground in all this part, and portion of this wide strip which is over the top of that tunnel will be available for sidings. They would not make any difference to the south of the tunnel, because you have the six main lines, and in addition to those you would have four lines for the city railway, and two lines for Darling Harbour; but when you once dropped the Darling Harbour line below the surface, you would then have the ground overhead available for additional standing room in Redfern yard.

1103. Will you point out to the Committee approximately your approach if your scheme were carried out to Darling Harbour, as far as the map will permit you to show it? The tunnel would begin about Cleveland-street and terminate at George-street.

1104. Either you would have a tunnel, which would go from Cleveland-street to George-street, or you would have to resume immediately some of the land tinted blue on your plan? No; the tunnel would run underneath the roads in the station.

1105. It will be a tunnel? To a short tunnel like that I can see no particular objection. To save further resumptions, I say put it into a tunnel. If you ran it out towards Regent-street, and resumed more land, it would be in the way of any future extension of the railway; it would mean shifting it again in the future.

1106. *Mr. Black.*] You do not propose a new course? No.

1107. *Chairman.*] A new course from Cleveland-street for a portion of it? I have no doubt it would. So as to allow the tunnel to be built before the present Darling Harbour line was disturbed, it might be put a little bit nearer to Terminus-street, where there is room—under where the coal and tar sheds are now. That is a matter of detail for the railway engineers to work out. I do not propose that the new tunnel for Darling Harbour should go outside the railway boundaries.

1108. It means the construction of two new lines to Darling Harbour? Yes; but from Cleveland-street to George-street.

1109. Or it might be from beyond Cleveland-street? It would depend on circumstances. I propose that it should begin to burrow approximately at the present tunnel, so that when it gets into the railway yard it is underground.

1110. If it started nearer to Eveleigh it would be in resumed land? If you resume the wide strip from the present yard right back to Eveleigh, it does not matter where you go down into tunnel.

1111. *Mr. Roberts.*] Are you prepared to submit to the Committee any scheme to carry not only the suburban traffic but the long-distance traffic—that is, to have a terminal station in what I call a central business portion of the city, as near the General Post Office as possible. It appears to me that the weak portion of your scheme is the fact that long-distance passengers will either have to change at Redfern station, or take cabs to reach their destination. Any scheme, to my mind, will be incomplete unless it brings the whole of the traffic down to the business centre of the city? I quite appreciate your points. I have considered them thoroughly, but I have arrived at just the opposite conclusion, namely, that the present terminus is near enough for all time as a permanent terminus. I have been in seventy of the principal cities of the world, and judging by them—and that is really the key-note on which my scheme is based—I think the present site is sufficiently near for a long-distance terminus, because Sydney is extending southerly so fast, and if anyone comes from a long distance, and has to take a cab to go to Randwick, he may just as well go from the present site as from Hyde Park. If anyone arrives with no luggage or impedimenta, it is nothing for him when the tickets are collected to change, as I change every day. At the present time the northern passengers have all to change, except for a few trains, at Strathfield, and it is only carrying out the system, which exists everywhere, where local lines intersect main lines.

1112. *Mr. Black.*] You mean that every traveller by train cannot expect to have a railway to the door of his hotel? That is so; and I mean to say further, that the city extension is essentially a local extension, more in the nature of a tramway, and more with the object of linking up, as it should do, the whole of the suburbs—eastern, western, and marine, and that it should, if possible, be able to bring people from the eastern suburbs and people from the western suburbs into connection, not only with one another, but with the steamboats which run to the harbour suburbs. And, therefore, a local line of that kind should not be mixed up with the long-distance traffic, where a totally different class of coaches runs on the lines, and a totally different class of passengers travels.

1113.

1113. Do you think that your position will be weakened, and the case for a Hyde Park extension made stronger, if the Railway Commissioners, in addition to building a station in Hyde Park, build a large hotel also in connection with the station? I do not see why they should not. If the Railway Commissioners built a large hotel they would be only doing what great railway companies of the old world do. But speaking from a public point of view, I think it would be undesirable for the Railway Commissioners to interfere with business in that way; they do to an extent with their refreshment-rooms. It is a matter which I have not thought out, and I would rather not give a decided opinion upon it.

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1114. Do you think if the railway were carried to Hyde Park it would be an easy matter, in the event of an extension by bridge or tunnel to North Shore, to form a connection between Hyde Park station and North Shore? It can only be done by tunnel, without making a most costly detour. You would have to make an "S" curve; that is shown by the Engineer-in-Chief's plans. It is in evidence by railway officials over and over again that you cannot get from Hyde Park to North Shore by a bridge. I favour a bridge for the Government as against a tunnel. I would let as many people make tunnels as they liked, but I should have only one bridge.

1115. *Chairman.*] Is there any other statement you desire to make? No; except that I hope the Committee will consider that my valuations are only those of an amateur. I was never in Eveleigh-street before this morning. Every lady I met there, however, was most polite, and told me the rent she paid for her house, which enabled me to supply you with the value of the resumptions proposed.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

1116. *Chairman.*] Have you had an opportunity of seeing the scheme which has been proposed to the Committee by Mr. Greenwood? Yes; he showed me the plans of the scheme himself.

H. Deane.
27 July, 1897.

1117. You understand exactly what he intends to do? I think so.

1118. Can you tell the Committee your opinion in regard to his scheme? It is essentially a tunnel scheme.

1119. *Mr. Hoskins.*] He proposes to have about a mile of open cutting? Yes; but there is a good deal that is underground too, and that, I think, is objectionable.

1120. *Chairman.*] What is your next objection to his proposal? I think it is also objectionable, because it separates the traffic too much. There is no provision for bringing the long-distance trains into Sydney. The Railway Commissioners have expressed a very decided opinion as to the desirableness of bringing both to a central terminus for the sake of economy of working, and also because there is a large class of long-distance traffic, of a semi-suburban type, which ought to be brought into town as much as the suburban trains. There is no possibility of dealing with that class of traffic on Mr. Greenwood's scheme, in my opinion.

1121. *Mr. Hoskins.*] He proposes to have a terminus at the Custom House, about 15 feet underground? I do not like that. I dare say it is quite possible to carry out, in a way, everything which Mr. Greenwood has put before the Committee; but I think it would be an exceedingly troublesome thing, and the station, being so much below the level of the harbour water, would give continual trouble, I am sure.

1122. *Mr. Lee.*] Would it be possible to carry on goods traffic as well as passenger traffic on that line? Mr. Greenwood proposes to use his line for goods traffic, but I think it is pretty well recognised that passenger traffic and goods traffic ought to be separated. Mr. Greenwood says he can do this, and carry on the two, and he can carry out other arrangements. But it appears to me that where his opinions stand in opposition to our chief traffic authorities in this country, they should be taken with considerable caution.

1123. *Chairman.*] You have explained that you view the station as being a number of feet under high-water, and necessitating very extensive terminal arrangements;—will you now tell us what you think of the shunting appliances? I pointed out to Mr. Greenwood when he saw me that Circular Quay was practically the terminus of his city extension, and that he had not shunting accommodation sufficient for the purpose, but he said he did not propose that that should be a terminal station; that he would carry his line on to the eastern suburbs; and that the waiting-place for the trains would be at Paddington, or somewhere out in the eastern suburbs. That, of course, is unworkable. Even if some of the trains went right through to the eastern suburbs, all of them would not do so. The traffic on the two lines, it is not likely, would be equally balanced; there would be a majority of trains on one line or the other. No doubt that would be on the existing suburban line. Consequently you would have to shunt some trains at Circular Quay, and you would require accommodation for that purpose. But, even supposing that there were the same number of trains, I pointed out to Mr. Greenwood that, if he worked to a time-table, he must have some place where the trains would stop, so as to enable them to wait for time, but I did not succeed in making him see that. It is a principle which is well understood by the traffic authorities. It is quite clear that a train coming in from the western suburbs, if it got in a little late, and went on to the eastern suburbs, would be late on that line as well. It would throw the whole trains on the system, and that is an undesirable thing. You would have to arrange a time-table so that the trains would have to stop at what is practically the terminal station—that is, for the two kinds of traffic to be dealt with under Mr. Greenwood's scheme. There is not, in my opinion, sufficient accommodation provided at Circular Quay for the purpose.

1124. *Mr. Hoskins.*] Suppose that on a busy day, for instance on Eight-hour Day or on a holiday, the trains came in quickly to the proposed terminus at Circular Quay, the trains would very soon have to return for more passengers;—but suppose that an engine or a carriage might be broken down and have to be detached from a train, how could it be done with only two lines of rails at the terminus 13 ft. 6 in. underground? No; it would be exceedingly difficult to manage.

1125. Mr. Greenwood proposed to have an open cutting from Campbell-street up to the corner of Bathurst-street and George-street, to cross under George-street and York-street, providing, I think, a surface station at Wynyard-square, and to have another open cutting from Margaret-street to Circular Quay;—from your experience of railways, are long open cuttings in the business part of the town customary? No; it would be a very unusual thing, although on the Metropolitan line between King's Cross and Moorgate-street, London, there are considerable lengths of open cutting.

1126. But they are short lengths, are they not—only a few chains? There are some considerable lengths more than a few chains, but they are mostly situated in property which is not very valuable.

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1127. *Mr. Wright.*] Having examined Mr. Greenwood's plan, do you think his scheme is practicable in any sense of the word—that it meets the requirements of railway extension into the city? I do not think it would meet the requirements.

1128. In fact, you think it is not a practical scheme? I should not like to use the term "impracticable," but it is not a desirable scheme.

1129. You do not think it will meet the wants of the railway authorities or the traffic? No; I do not think it will.

1130. *Chairman.*] You have already explained, somewhere in the evidence, that the same line could not form a portion of the line to serve the wharfs, and part of a connection to North Shore, since, if it proceeds to North Shore by bridge, it must be 150 or 180 feet above the water, and if it proceeds by tunnel it will require to be 50 feet under the water—in one instance, the rise must be started a considerable distance back from the foreshore, and in the other instance the fall would require to be started a considerable distance back from the foreshore;—is that correct? I think that is what I stated.

1131. You have explained that the line before the Committee could be extended from the eastern suburbs and to Circular Quay? Yes.

1132. Presuming it is desired to bring North Shore in touch with the central station at Hyde Park as proposed, what, in your opinion, would be the best way to effect that object? I think it was explained before that if the line were extended across Circular Quay, it could be brought up on the other side, and so carried across to North Shore—that would necessitate a back shunt. But it would be equally possible, and I think it would be a more desirable thing to make a connection with North Shore to run back to Liverpool-street, and put a loop round to the western side of the city. There is no difficulty whatever about it. It is just as easy to make a connection with the proposed line by means of a semi-circular line there as to make a connection with the Benevolent Asylum grounds or the present station by a viaduct over Pitt-street and George-street.

1133. If, eventually, a bridge be built across to North Shore, it is as easy, as you have explained, by adopting some route as far south as Liverpool-street, to approach from North Shore a station fronting St. James'-road as it is the present station at Redfern? Yes.

1134. *Mr. Black.*] How would you proceed from Liverpool-street? You would pass round and over George-street, and get on that orange-coloured line on Mr. Selfe's plan. When the Royal Commission was sitting in 1891, I submitted a line on the western side of the city. I showed how a line was practicable passing somewhere in that direction, and passing into Wynyard-square, or you might also go under York-street as Mr. Greenwood suggests. There are other ways of doing it. The only point is that you get on to the western side of George-street, and from there you can work up over a bridge. The connection I showed was with the Benevolent Asylum grounds. This, instead of connecting with the Benevolent Asylum grounds, connects with the proposed line to St. James'-road at Liverpool-street.

1135. *Chairman.*] You have already explained that if it be intended to proceed to North Shore by tunnel, you are able to continue the line coming from Redfern to St. James'-road in the direction of Fort Macquarie, and pass by tunnel to North Shore, coming out somewhere near the head of Lavender Bay? Yes; I should like to state that Mr. Greenwood pointed out an objection he had—that you could not do without a steep grade. I wish to say that by lengthening the line of course you can get almost any practicable grade that you want. I do not advocate a tunnel. I do not advocate any of these extensions which involve tunnels, as the Committee are fully aware. I only speak of their practicability if you get rid of the difficulty of ventilation.

1136. From an engineering standpoint, is the extension to North Shore by way of a bridge from a station in Hyde Park a simple matter? It is no more difficult than any of the other schemes; for giving a headway of 180 feet over the harbour, they all involve a gradient of 1 in 30, I think.

1137. By any scheme? By any scheme.

1138. That is taking off somewhere about Wynyard-square? That is having an underground station just below the level of Wynyard-square, and then rising to go over the bridge.

1139. Since you gave evidence before the Royal Commission of 1891, a tramway has been authorised to be constructed down George-street;—does that alter your view in regard to an extension on the western side of the city at all? It has altered my views very considerably. I think the George-street tramway affords communication for the business people on the western side, which they had not before.

1140. *Mr. Fegan.*] Only for a comparatively few on the western side, is it not? I only mean that it does alter the conditions, that they are to a great extent served, and very efficiently served by the George-street tramway.

1141. People who are going to the western portion of the city will have to change when they come to Redfern? They will have to change or walk across from St. James'-road.

1142. That will not be much benefit to the western people? It is not like having trains running right through, certainly.

1143. Some time ago, after a visit to America and other countries, you wrote a report for the Government on the subject of connecting North Shore with Sydney? Yes.

1144. I believe then you were in favour of a tunnel? That was for the tramway.

1145. Would not the same thing be applicable to a railway? If the time comes when electricity is used as a motive-power, I should recommend a tunnel. Where you can apply electric motors to each car, it makes it possible to use very much steeper grades, so that it makes the whole question a very much simpler one.

1146. A bridge to North Shore would be rather an expensive thing? Yes.

1147. The proposal to branch off at Liverpool-street in the direction you point out has reference to a bridge, but would not the same thing be applicable to a tunnel? If I were going to tunnel to North Shore I should go by way of Fort Macquarie.

1148. *Mr. Black.*] In this proposed deviation at Liverpool-street to connect with North Shore, would you have a station at Liverpool-street? It could be arranged if necessary.

1149. Suppose the Northern mail from Hyde Park station were to turn off at Liverpool-street, would passengers be obliged to go down to Hyde Park to take the train, and then turn back on their tracks, as it were? Yes; to get to the mail-train they would have to go to the terminal station. There would be no stopping at Liverpool-street.

1150. The man who wanted to go by train to North Shore, if he could not get a ticket and get into the train

train at Liverpool-street, would have to go to St. James'-road, and take the train there? It would depend upon where he would be coming from. If he were coming to the city he could take the train over at Hyde Park, or there would be no doubt a location for a station at Wynyard-square, or some other place on the other side. I do not think there would be any difficulty about arranging for a station at Liverpool-street if it was required.

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1151. *Mr. Trickett.*] For many years you have been inquiring into the pros and cons. of extending the railway system into Sydney, have you not? Yes.

1152. To the western side of the city, to the centre of the city, and now on the eastern side of the city? Yes.

1153. Having reference to all these inquiries you have made, is it your deliberate opinion that the scheme which is now submitted for the consideration of this Committee is the safest, the best, and the one that should be adopted? Yes, I am quite satisfied as to that.

1154. *Mr. Black.*] Do you consider it the most economical as well? I consider it the most economical.

Stephen Edward Perdriau, Surveyor, Department of Lands, sworn, and further examined:—

1155. *Chairman.*] You were asked by the Committee to furnish an estimate of the value of that portion of Hyde Park which it is proposed to take for railway purposes? Yes.

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1156. Will you describe the area? The area is 10½ acres. It would be necessary to leave a chain road along the central avenue; Elizabeth-street would be widened by 40 feet from St. James'-road to Park-street, and I allow for the extension of Market-street, 1 chain wide, across the area to the central avenue.

1157. Does that seem to you the most suitable design, or a suitable design? It is a suitable design. Instead of extending Market-street, a street might be located a little further south; it might suit better for the subdivision.

1158. How much could be got for the land if it were cut up and sold? With an area of 10½ acres you would have two rows of allotments about 140 feet deep, with a lane between them 30 feet wide.

1159. *Mr. Black.*] That is a great depth for a city allotment? Of course, the Government generally provides a decent depth in their subdivisions; they do not follow the rule laid down by private people.

1160. Can you give an instance where the Government has given a depth of 140 feet in the city? I do not know that we have made any subdivisions in the city of late which would afford a good guide in this respect. From George-street to the Tank Stream, between Hunter-street and King-street, the depth of allotments is 200 feet.

1161. *Chairman.*] Does the design you are speaking of appear to you to be about what the Government would do if the land were subdivided, as far as you are able to say? I think so.

1162. Do you propose to put a street parallel to Elizabeth-street between the avenue and Elizabeth-street? Yes.

1163. *Mr. Humphery.*] What available land would you have between Elizabeth-street and the central avenue? At the present time the width would be 380 feet.

1164. *Chairman.*] Will you make a statement of the value of the land on the basis you have got? By this subdivision there would be 1,065 selling feet frontage to Elizabeth-street, and that at £90 a foot would come to £95,850. There would be 1,190 feet of selling feet frontage to the new street, on the eastern side of the central avenue, and that at £60 a foot would bring £71,400, making a total of £167,250.

1165. That, on the basis you have explained, is the approximate selling value of Hyde Park if designed in that way? Yes; I showed the design and the figures to Richardson and Wrench, and they said that if they were given this subdivision for sale it would take them from 3 to 5 years to sell the land at these prices.

1166. Did they regard the estimate as fair? Yes; above the present price.

1167. Suppose you designed the block so as to give shorter depths, would it make any vital difference? I daresay you could get more out of the block: I have not gone into that question.

1168. *Mr. Black.*] Would there be no frontages at the two extremities? I know the prices I have given are full, and so I have not made any difference of that kind for the corners.

1169. Suppose you sell a square block, do you mean to tell me that you build houses only on the southern and northern sides, and not on the eastern and western sides? You can only get payment for the one frontage. You cannot get paid for the two frontages. You might get a higher price for one frontage.

1170. Suppose you take the block bounded by King, George, Pitt, and Market streets, does it not appear a most singular thing if houses are built only on George-street and Pitt-street? No; they build on all the frontages.

1171. Why do you only value the two frontages in this case? You cannot estimate the value of a block of land on two frontages. A corner block you can only estimate on one frontage. Of course, the end allotments would bring more than the other; but I think the price per foot which I put on the land covers that fully.

1172. Suppose you divide that block by putting in another street, how would that effect your calculations? You might get more out of it that way.

1173. Do you not think it is likely that any vendor who wanted to make money out of a piece of city land would cut it up in that fashion? I daresay a private person would. I do not think a Minister of the Crown would.

1174. We are not submitting a scheme to the Government to realise money by the sale of Hyde Park land for building purposes; we are endeavouring to find out what will be the value of Hyde Park land if put on the market under similar conditions to other land elsewhere, so that there can be no reason or sense in your preparing any scheme, founded upon a consideration of what the Government would or would not do if it were going to cut up the land for building purposes? I was instructed by the Chairman to make an estimate of the value of land supposing the Government cut it up and put it into the market.

1175. *Chairman.*] It is a question of having one allotment twice 75 feet, or two allotments 75 feet deep? You would not get that much out of it.

1176. *Mr. Black.*] In taking your measurements from the central avenue to Elizabeth-street, did you take off the piece which you propose to add to Elizabeth-street? Yes, 40 feet.

1177.

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1177. Is that another part of your instructions from the Chairman? I was instructed to estimate the area that has to be taken for railway purposes.
1178. Did he not also ask you to widen the central avenue by 40 feet? No; I am taking the area which is proposed to be taken for railway purposes.
1179. It is a question of how much 10 acres or 12 acres of Hyde Park land is worth as compared with 10 acres of land elsewhere which might be taken for railway purposes, and therefore it should not have been part of your instructions that you were to widen the streets or have only two frontages, because the Government is more liberal in its dealings with people than are private individuals. If you have made your calculations on this basis you have been misinformed, and in order that the Committee may be properly directed you will have to do it all over again? I shall be very glad to do so.

WEDNESDAY, 28 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Albert Christopher Brownen, Licensed Victualler, sworn, and examined:—

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1180. *Chairman.*] What occupation do you follow? I am a licensed victualler.
1181. *Mr. Lee.*] You have given some consideration to the question of extending the railway into the city? Yes.
1182. Will you be good enough to explain your views on that question to the Committee? My views are to build a grand terminal station on the Benevolent Asylum grounds—at some spot to be chosen by the Railway authorities—and to make all the tram traffic and that sort of thing go in tunnel under Devonshire-street.
1183. In that case you would have to cross Devonshire-street? Certainly. You could build your station on the top of Devonshire-street and tunnel underneath the street. My opinion is that the Redfern station would meet all the requirements of the country traffic—that, is the mail-trains and the express trains. Thousands of people who live in the western suburbs would have to go to the terminal station I suppose; but it would be no advantage to them to go to St. James'-road. On the other hand, if people from Randwick, Paddington, and all that thickly populated part of the metropolis were going a long-distance journey it would be quite as convenient for them to go to Redfern as to St. James'-road, or nearly so. For the long-distance traffic I think Redfern is the proper place, especially in the course of a few years, for everyone acknowledges now that it is almost the centre of the city. What I am going to deal with, principally, in my statement is the suburban traffic into and out of the city. If a grand station were built at Redfern on every improved principle the trams could run to the side of the platforms, and all the passengers would have to do would be to leave the train and get into the tram. I propose to make a circular line of trams round the city. You could have three separate tram-lines to Circular Quay, which I should imagine must always be the terminus. Your eastern line could go through Castlereagh-street into Bligh-street, by the Hotel Metropole—it has a sharp turn there, but the small hotel on the other side, I suppose, the Government would purchase—straight across the Educational Department, round there into Bridge-street, and down to the Custom House. You could have three separate lines, or a circular line. If you had a circle of the trams, and you did not require all the trams to run round the circle during the slack portion of the day, you could run each line to Circular Quay.
1184. Will you explain which portions of the city you would confine your tramway circle to? From Circular Quay round to Miller's Point, and from Miller's Point straight through Kent-street into Liverpool-street, and then you turn round into George-street. All the way round the streets are wide and the traffic is not so very great.
1185. I understand that once you turned into George-street the tramway would proceed straight down the street? Yes; it can run over the electric tram-line which is going to be constructed if it can be done, and straight into the railway station. Of course, all the trams which are required for the railway could run straight into the railway station, and the other trams could follow on into Harris-street.
1186. Where would be the eastern side of your circle? I would go through Belmore Park, and instead of turning into Elizabeth-street I would turn into Castlereagh-street. You would have three lines of tramway running out from the railway station to take your passengers to the doors of their business places, to all the warehouses on the western side of the city, and to the Law Courts and other places on the eastern side. You could run the people out like shelling peas, and bring all the people abreast of the General Post Office—on the three lines—in, I should think, five minutes. If you bring people to St. James'-road by train, all the thousands of people who are engaged in the warehouses on the western side would have to walk across George-street, and while they are walking across George-street and other places they could ride by tram and reach their business houses. The time which is wasted in changing at Redfern could be made up, because people would be brought direct to the places where they wanted to go. It would save time, and would be more convenient. Then, thousands of people living in other suburbs want to be considered quite as much as people living in railway suburbs. The people living in Leichhardt, Redfern, Botany, Newtown, and all these thickly-populated places, want to be dropped in the city by tram just the same as railway passengers do.
1187. Newtown is already served by tram and train? Certainly, a portion of it is.
1188. Is not Leichhardt also served by tram? Yes.

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1189. And on the Stanmore side by train? Yes; but under present arrangements it only brings them to one side of the city, whereas under my scheme, a tram, for instance, could leave Leichhardt at 8 a.m. for the western side of the city, and another tram could follow a few minutes later for the eastern side of the city, and if necessary could run down George-street. It would place the people, no matter whether they came from railway suburbs or tramway suburbs, in any part of the city.

1190. Your contention is that Redfern station should be moved across Devonshire-street to the site of the Benevolent Asylum? If it is necessary to do so. I am only suggesting these things. I do not mean to say that the railway engineers and traffic managers ought not to know best about that. I see by the report of what Mr. Norman Selve said yesterday that he advocates a scheme to purchase some of the lands on the western side from Eveleigh to Redfern. Perhaps by adding that land you would make the front of the station, if it is possible to do so, from Regent-street opposite Harris-street to Devonshire-street.

1191. Are you aware that the condition of affairs at Redfern station is not only highly unsatisfactory, but also rather dangerous, and that is a necessity either to make some extensive alterations at considerable cost or to remove the station? Yes; it is owing to the points running out of the station.

1192. Your contention is either that Redfern station should be made sufficiently large and commodious by resuming land there or that it be removed if necessary to the Cemetery site? Most decidedly.

1193. You think the terminus should stop at Redfern, and should not be moved into the city at all? Yes.

1194. And that the city should be served by a system of tramways? Certainly.

1195. To whatever parts may be found necessary from time to time? Yes. Circular Quay would always be the terminus of this line, whether you had a circular line or three separate lines. All the eastern suburban tramways could go straight down Liverpool-street, and turn into Castlereagh-street, or go on and turn into George-street, or go across George-street and turn into Kent-street. From Paddington and all those places in the eastern suburbs you could bring in your trams to all sides of the city.

1196. Would not Paddington and the suburbs on its eastern side be better served by a railway extension? I think not, simply because you cannot very well put a railway close to where the population is. In the Old Country, in London suburbs especially, thousands of people have to walk almost as much as a quarter of a mile to the station to go into the city by train. The horse-trams there bring in hundreds of thousands of people every day from points which the railway does not touch, and take them out again in the evening, and the people are highly satisfied.

1197. Do I understand that you are also of opinion that there is no necessity for a railway extension to the eastern suburbs, but that more suitable tram accommodation should be given, and that it will be the most suitable system for the people? Yes; I think trams are very little short of railways. You could not travel much faster by rail from Redfern to St. James'-road than you could by tram.

1198. You are aware that your scheme, if carried out, would involve the expenditure of a large sum to improve the station, either at Redfern or at the Benevolent Asylum site, and that after that large expenditure had been incurred the railway revenue would not be increased? The new railway station at Redfern is supposed to cost £500,000, and the new line to St. James'-road £200,000 or £250,000. I do not care whether the railway goes to the eastern or to the western side of the city, it will not serve the people; and my idea is that the money it would cost to bring the line to St. James'-road would go a long way to lay this circular tramway. I believe by this circular tramway half the omnibus traffic would be knocked out of the streets. It would give your tram traffic a greater margin and less congestion, and the extra thousands who would ride in the trams—because they would touch where people would want to go—would make up for all the loss. Suppose the station would cost £500,000, and the trams would cost £300,000; I think the larger number of people riding in the trams would show a handsome return on the outlay.

1199. On the outlay for the trams, but not on the outlay for the station? I suppose the station would be all dead money; but the trams, I think, would pay a handsome return, even supposing that they cost £300,000 to lay down.

1200. In view of the narrowness of the streets of this city, if so many of them were occupied by tramways as you suggest, would it not offer very great obstruction to other traffic? No. The omnibuses and other vehicles convey people now to the stations and to the different suburbs simply because the trams do not meet the requirements of those people. All the people who are going to or from the western side of George-street, or to or from Circular Quay, use the omnibuses; but if these tram-lines which I suggest were laid these persons would get into the trams and ride, and the omnibuses would not be wanted.

1201. Omnibus companies are competing with the existing tram-lines from almost every suburb? Yes.

1202. If the tramways are extended a little more to other suburbs, for what reason would you suppose that the omnibus traffic would be decreased? Simply because the tramways would run, and supply the wants of the people. I do not mean to say that it would entirely do away with the omnibuses. I mean to say that it would greatly diminish the number of the omnibuses. We all know that the omnibus traffic has become quite a nuisance in the city.

1203. Inasmuch as the extension of the tramways to the suburbs has not diminished the number of omnibuses, will a further extension of the tramway system decrease the number? Yes, by being able to place the people in the city where they want to be placed. If people living at Leichhardt could go down Kent-street or George-street by tram, they would not get into an omnibus. They get into an omnibus now because they do not want to be brought to Hyde Park by tram and then have to walk across the city.

1204. Are there any omnibuses plying on precisely the same route as the tramway along Elizabeth-street? Yes, nearly all the passengers who go down Elizabeth-street prefer to use the omnibus, because they do not want to walk across the city from the trams, and from Circular Quay to the trams. The tram only goes to Bent-street, and these people have to climb up that hill, especially on Sundays, holidays, and Saturdays, when there is a great harbour traffic. The trams I suggest would take any person to the boat, and when you returned all you would do would be to jump into a tram, and go wherever you wanted to go—to Balmain, or anywhere else.

1205. Have you been induced to form this opinion by the operation of the tramway system in Melbourne? Yes; I have been in Melbourne.

1206. You are aware that since the tramway system was introduced there the omnibuses have disappeared? Yes, you do not see hardly an omnibus in the streets.

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1207. Are you aware that the omnibuses belonged to the same company as the tramways? Just so. Melbourne is a differently situated city to Sydney. There is no doubt that travelling on a tram, or anything you like to mention, above ground, is better than riding through a tunnel—which you would have to do if you put a railway round this city. The greater part of the city is almost an island. It would involve an enormous expense to put a railway-line round the city. Unless you put a circular railway round the city it would never serve the people.

1208. Is there anything else you would wish to say? I want to speak as to the paying part of the scheme—even suppose it cost £300,000 to build the tram-lines. I contend that with the large increase of traffic which will be given to the tramways if this scheme is carried out, you ought to carry the people to and from the railway station for 1d. You would get such a large increase of people travelling to the railway station, and also from the different suburbs, that you could make a reduction of tram fares, I believe, in a short time, throughout the whole system. I am sure you could run the people to the railway for 1d. You would get thousands of people to ride in the trams if you did. I notice that only a day or two ago, there were not forty passengers in a tram which was going to the railway at 4 o'clock in the afternoon.

1209. Suppose the line could be extended into Hyde Park for about the same amount as it would cost to extend it to Devonshire-street, and that Hyde Park were made the base of operations for the tramway system, would not that be equally as convenient to the people? No; I do not see it. By bringing the railway to St. James'-road you leave all that part of the city behind which would be served by my trams—that is, to the west of the Town Hall, and to the south of the Town Hall too.

1210. Suppose the lines were put down Market-street and Elizabeth-street, would not that meet the convenience of the people equally as well? It might meet the railway traffic.

1211. I am speaking of the convenience of the people on the western side of the city? It could be done; but I think Redfern would be the place to operate from.

1212. *Mr. Trickett.*] You have instanced London as a city where the people travel so largely by other means than a railway;—do you know anything about Melbourne? Yes.

1213. What is your experience in regard to the traffic on the railways which run from the suburbs of Melbourne into the city, notwithstanding that a splendid tram system is provided for the people? The railways seem to do a pretty large traffic.

1214. Especially in the morning and evening? I should say so. It is some years since I was in Melbourne, and they have made great improvements there, but the tramways seemed to work splendidly, and to be well patronised, and to put everyone down where they wanted to go. That is one great feature in taking the enormous omnibus traffic off the streets of the city.

1215. Are you not aware that in Melbourne the suburban trains, notwithstanding the existence of these tramways, in the busy parts of the day, both morning and evening, bring in a very large number of people from the suburbs? Yes.

1216. Is it not natural to think that if people could be whisked into town in the space of a few minutes by train, in preference to taking half an hour in a tram, they would sooner travel by train? Most decidedly; but I contend that when the trains get to Redfern there will be no time saved whether the people go by train to St. James'-road or by tram.

1217. I am speaking not so particularly in regard to Redfern as in regard to the eastern suburbs;—You seem to think that a tramway service would answer all the purposes of the people living in those suburbs? I think so.

1218. You think people would sooner take half an hour to go by tram than be brought in by train in the space of five or six minutes? You must understand that you cannot place a railway at the people's doors as you can a tramway. Therefore in the time you would waste to reach your suburban station to catch your train you would be half-way into Sydney by tram.

1219. You must know that there are centres in the suburbs where large numbers of people board the trams every morning, such as Bondi Junction, Waverley Junction, and Queen-street;—if a railway could be brought within reasonable proximity of any one of those places does it not follow that large numbers of people would not mind walking a few hundred yards to the station to go in by train? Yes; if it could be done.

1220. Is not that the general experience? Yes; but, on the other hand, I think it is years before the time for a suburban railway into Sydney. You must put it round a pretty large area, and the population would be very small, and to make a suburban line round Sydney, as everyone knows, would cost an enormous sum, whatever way it was taken. As regards the goods traffic, Mr. Eddy was always of opinion that the passenger traffic should be kept separate from the goods traffic. My opinion is that if at any time it was wanted to bring a railway for the goods traffic along the western side of the city to Market-street or to Circular Quay, we should simply run a tunnel; but for passengers, I think a system of tramways would meet all requirements, and be convenient to everybody.

1221. *Mr. Roberts.*] Does it not appear to you that it would be an immense advantage, and a convenience to thousands of people, to be brought to St. James'-road instead of having to change from train to tram at Redfern? It would be a convenience to a certain number of people, but I do not think it would serve the people on both sides of the city.

1222. Not necessarily to St. James'-road, but to somewhere equally in the heart of the business centre of the city? If it could be done. If you bring a railway anywhere into the city, except to St. James'-road—to the west of the city, or to anywhere near the centre of the city, I would not like to be answerable for the cost of the extension—it would be something tremendous. I think if we put a railway round the city, that is anything like this circular tramway, it would cost £2,000,000 or £3,000,000, and even then it would not serve the people like the tramways would.

1223. Are you aware that the Government is about to put a tramway down George-street from Redfern station to Circular Quay? Yes.

1224. Would not that afford travelling accommodation in the way pointed out by you, to a very large extent? Most decidedly. But, on the other hand, a railway to St. James'-road would be simply useless.

1225. Are you aware that if the railway is extended to St. James'-road it is intended to carry only passengers? Just so.

1226. And that the goods traffic would still turn off at Redfern and go to Darling Harbour? Yes. By this circular line you could run the trams separately—not round the circle, but to and from Circular Quay

on both the eastern line and the western line. In time you would find out on which side of the city the tram traffic was the heavier, and if it was found to be heavier in George-street, you would run extra trams, and shunt them at Circular Quay, where there is a large amount of land which could be converted into a great shunting-ground. All the lines could be worked separately or round the circle.

1227. Have you considered that if the terminus should be removed to Hyde Park it would be open to passengers to alight at Redfern if it suited them better, and that probably a station would be provided at Liverpool-street? Yes.

1228. Do you not think that your views of the extension of the tramway system could be adapted with greater convenience to thousands of people than they could if everyone had to change at Redfern? I cannot see it. Take the thousands of people who go down the harbour on holidays and Sundays. It is much better for them to change at once at Redfern, and be brought straight through to Circular Quay, than to get out at St. James'-road, from which they would have to walk, or ride by trams. The most objectionable part of the business now is the drag up to Bent-street from Circular Quay.

1229. *Mr. Wright.*] I take it that you hold this view: That a system of tramways to the business streets of the city, radiating from all the populous parts of the suburbs, would be better than any railway extension to the city? Most decidedly.

1230. You think you would get all the Hargrave-street traffic and the Paddington traffic? You could lay a branch line down Hargrave-street, and take all the omnibus traffic, and bring it into the eastern and western sides of the city.

1231. Are you aware that in all the principal streets of Melbourne there is a tramway which penetrates to all the outlying suburbs? Yes, and for much longer distances than our trams do.

1232. Do you think that they would meet the requirements of the travelling public better than any other system? It suits the public admirably there.

1233. How do you propose to deal with the through traffic from the country? I think Redfern is quite near enough to Sydney for the through traffic. My proposal is to take up the Elizabeth-street tram-line from Bridge-street to the railway station. That road would be left open to cabs and carriages taking the people to the terminus from all parts, especially from the eastern suburbs—such as people from the Australia Hotel, Roberts' Hotel, or whatever place they were stopping at. All they would have to do would be to get into their cab, and have a clean run to the station.

1234. You are possibly aware that there are considerable complaints on the part of long-distance travellers who arrive with a lot of luggage that they have to change from the train to a tram or cab? Certainly, it might be objectionable to them; but if they are brought to St. James'-road they would have to employ a cab, and the fare from Redfern, once the cab was started, would be just about the same.

1235. Do you travel much by the trams? I do. I never get into omnibuses because I do not like them.

1236. Does not the great bulk of the tram traffic discharge itself at King-street? Simply because the people have not got the option of getting out anywhere else.

1237. Have they not got the option of getting out at Market-street, Park-street, and Liverpool-street? King-street or Market-street takes them straight into the populated business centres on the western side of the city, such as Sussex-street, York-street, and all the warehouses.

1238. The fact that the bulk of the passengers get out at King-street pretty clear demonstrates that King-street is about the central point for the traffic? There is no doubt about that.

1239. *Chairman.*] Is there anything else which you would like to add? No, except that my scheme would obviate the necessity of using Elizabeth-street for the purpose of trams, and the railway passengers would, as now, be accommodated by special trams leaving the station by the eastern, western, and George-street routes.

Jose Guillermo Hay, Land Agent, sworn, and examined:—

1240. *Chairman.*] What are you? I am a freeholder. I am a resident of the City of Sydney now.

J. G. Hay.

1241. What is your occupation? I am a land agent.

1242. *Mr. Wright.*] You desire to make a statement with reference to the dedication of Hyde Park? I do.

28 July, 1897.

1243. Will you please read your statement to the Committee? It is as follows:—

STATEMENT by Mr. J. G. Hay concerning the Domain, of which Hyde Park formed a part, with a map of the City of Sydney showing the original boundaries of the town of Sydney in 1792; also, the existing boundaries of the Domain alluded to on the 6th of June, 1829; the boundaries of that portion walled and fenced in by Governor Macquarie, and the existing parks and recreation grounds within the city boundaries, 1897.

It has been stated, and constantly repeated, that Governor Macquarie issued a proclamation dedicating Hyde Park for ever for the recreation of the people of the town of Sydney. Herein are contained two serious perversions of the truth, as, firstly, Governor Macquarie never issued a proclamation on the subject at all, and, secondly, he did not dedicate the land as stated.

What he did was to issue a Government and general order of considerable extent, on the 6th of October, 1810, principally giving definite names to a large number of streets and spaces in the town of Sydney, among which he included that portion of the Government Domain which had gone under the various names of "The Common," "Exercising Ground," "Cricket Ground," and "Raccourse," and which he ordered was in future to be called "Hyde Park." After mentioning the boundaries of the land, the order went on to say, "being intended in future for the recreation and amusement of the inhabitants of the town, and as a field of exercise for the troops, the Governor has thought proper to name the ground thus described 'Hyde Park,' by which name it is henceforth to be called and denominated." This, and nothing more, no mention of a grant of the land for ever to the people; in fact, a grant of any portion of the Domain would have been against the original order of Governor Phillip and the intentions of the British Government, although some small portions of this large Domain were subsequently alienated to private individuals.

As the history of the tract of land (which, for convenience sake, I christened the "Phillip Domain") is not otherwise known, I will briefly state it.

The British Government gave Governor Phillip instructions to mark out an area of land within which no leases or grants of land for building were to be given, and to which area the term of the "Government Domain" came to be given.

When I was entrusted over nineteen years ago by Mr. Farnell (then Premier) with threshing out the history of Hyde Park, I discovered a very old map of Sydney showing by a green edging the boundary of this Domain, within which was noted the following order of Governor Phillip:—"It is the orders of Government that no ground within the boundary-line is granted or let on lease, and all houses built within that boundary-line are, and are to remain, the property of the Crown.—A. PHILLIP. Sydney, 2nd December, 1792."

On the first map of Sydney (1792) is shown the eastern boundary-line with the following written by Phillip:—"The boundary-line of Sydney Common (within which all the ground is retained for the use of the Crown and as Common land for the inhabitants of Sydney), no land can be granted"; and in another place within the same area: "All buildings which

J. G. Hay. which have been built for officers are public buildings, and etc. as well as the stores and houses erected for the convicts the property of the Crown."

28 July, 1897.

Again, on another portion of the map, is the following written by Phillip:—"N. B.—This line, which is the boundary-line, is intended to run from the head of the cove, which is to the westward of Sydney Cove, to the head of Garden Cove. Garden Cove is the second cove to the eastward of Sydney Cove, Farm Cove being between the two. Of this the Lieut.-Governor was informed before I left the country, and the boundary-line was traced by the surveyor when this map was made.—A. PHILLIP. Sydney, 2nd December, 1792."

The boundary-line herein referred to was the boundary of the town, and may be described as the line of Hay-street from the head of Darling Harbour (before the head portion was reclaimed) to the corner of Hay and Elizabeth streets, where the tram-line now emerges from Belmore Park, and from thence in a straight line in a north-easterly direction to the waters of Woolloomooloo Bay, at that time called Garden Cove.

It must not be confounded with the boundary-line of Phillip's Government Domain, although the eastern boundary of the Domain was also part of the eastern boundary of the town. Thus will be seen by a reference to Phillip's despatch to the home Government, 9th July, 1788, in which he encloses the intended plan for the town, and says:—"The principal streets are placed so as to admit a free circulation of air, and are 200 feet wide. The ground marked for Government House is intended to include the main-guard, civil and criminal courts; and as the ground that runs to the southward is nearly level, and a very good situation for buildings, streets will be laid out in such a manner as to afford a free air; and when the houses are to be built, if it meets with your Lordship's approbation, the land will be granted with a clause that will ever prevent more than one house being built on the allotment, which will be 60 feet in front and 150 feet in depth; thus will preserve uniformity in the buildings, prevent narrow streets, and the many inconveniences which the increase of inhabitants would otherwise occasion hereafter."

On the map of 1792, three of these allotments are marked with the names of Captain Paterson, Quartermaster Laycock, and Lieutenant Macarthur, and are outside the Government Domain, fronting about the line of Pitt-street now, on the western side between the then bridge and about the position of Hunter-street.

In 1807, in consequence of some houses having been erected on the Government Domain notwithstanding Governor Phillip's order, Governor Bligh issued the following general order on the subject:—

"Whereas His Excellency Governor Phillip did, by instructions from His Majesty's Ministers, draw two lines of demarcation in the vicinity of Sydney, within which no leases or grants of land for building were to be given, the said land being the property of the Crown

And whereas, a number of houses adjacent to Government House, to its great annoyance, now occupied by David Dickinson Mann, Abraham Ramsden, John Apsey, William Kimber, John Shea, Ferdinand Meurant, and others, within the said limits, have been built on land particularly marked out as making part of the Domain of the Governor's residence; the Governor is pleased to extend the notice already given to the first day of November next; at which time they, the present occupiers, are required and directed to quit possession of the said houses, taking away or disposing of their materials, the said ground being wanted for Government purposes.

His Excellency the Governor is ready on application to that effect, to grant permission to the said persons to build on such other ground, unoccupied, in the town of Sydney, as may not interfere with his arrangements on that head.

By Command of His Excellency,
EDMUND GRIFFIN,
Secretary."

Government House, Sydney, July 23, 1807.

When Governor Macquarie succeeded to the administration, he enclosed the greater portion of the Government Domain with wall and fence, and this portion now extending from St. Mary's Cathedral to Mrs. Macquarie's Chair, and including the present Government House and Garden Palace Grounds, and Botanic Gardens, came to be called by him the "Government Domain" but it did not cancel the remaining portion.

Among the innumerable improvements that Macquarie effected, he found it necessary to lay out the town effectively, and towards this purpose he issued the following Government and general order, principally giving definite names to streets and places of the town:—

Government House, Sydney, Saturday, 6th October, 1810.

"His Excellency the Governor being extremely desirous to do everything in his power that can in the least degree contribute to the ornament and regularity of the town of Sydney, as well as to the convenience, accommodation, and safety of the inhabitants thereof, has already in prosecution of these views divided the town into five separate districts, and has given directions for the erection immediately of a proper watch-house in each district for the protection of the inhabitants from night robberies, and for the more effectually securing the peace and tranquility of the town, and apprehending all disorderly and ill-disposed persons committing nightly depredations. In further prosecution to these views, His Excellency also intends to establish a well-regulated and strict system of police in the town, as soon as the watch-houses are completely finished.

As a necessary preparatory step to the proposed arrangements, His Excellency deems it expedient to give regular and permanent names to all the streets and ways leading through the town, and to order posts and finger-boards, with the names of the streets painted on them, to be erected in conspicuous parts of the different streets where they cross each other, as well as their respective terminations. These posts and finger-boards are accordingly to be immediately put up, and the streets are henceforth to be known and called only by the new names now given them. The principal street in the town, and leading through the middle of it from Dawos Point to the place near the Brickfields, where it is intended to erect the first toll-bar, being upwards of a mile in length, and hitherto known alternately by the name of High-street, Spring Row, and Sergeant-Major's Row is now named George-street in honour of our revered and gracious Sovereign.

The open space of ground or area whereon the Church of St. Phillip now stands, and which is hereafter intended to be formed into a handsome square (the street hitherto known by the name of Church-street forming the west side thereof), has been named Charlotte-square, in honour of Her Majesty, by which name only it is henceforth to be denominated.

It being intended to remove all those old buildings and enclosures now on that space of ground which is bounded by the Government Domain on the east, by the Judge Advocate's, Secretary's, Chaplain's, and Commissary's houses on the south, by the spring of water and stream on the west, and by the houses of Mr. Lord, Mr. Thompson, and Mr. Reibey on the north, and to throw the same into an open area, the said area, or space of ground, has been named 'Macquarie-place,' and it is henceforth to be so denominated.

The present Market-place being very badly and inconveniently situated, it is His Excellency's intention to remove the market very soon to a more commodious and central position for the inhabitants of the town in general. The place thus intended to remove the market to is that piece of open ground (part of which was lately used by Messrs. Blaxland as a stockyard, &c.) bounded by George-street on the west, Market-street on the north, and the burying-ground on the south; and it is henceforth to be called Market-square.

For the further accommodation and convenience of the inhabitants in general, and particularly of those persons bringing corn or other grain, goods, or other merchandise in vessels or boats from the Hawkesbury, &c., to the market, it is intended to erect a wharf immediately at Cockle Bay, contiguous to the new Market-place, and from thence there will be a good road or street made to communicate directly with the said Market-square, and which, when completed, is to be called Market Wharf.

The whole of the open ground yet unoccupied in the vicinity of the town of Sydney, hitherto known and alternately called by the names of 'The Common,' 'Exercising Ground,' 'Cricket Ground,' and 'Racecourse,' bounded by the Government Domain on the north, the town of Sydney on the west, the Brickfields on the south, and Mr. Palmer's premises on the east, being intended in future for the recreation and amusement of the inhabitants of the town, and as a field of exercise for the troops, the Governor has thought proper to name the ground thus described 'Hyde Park,' by which name it is henceforth to be called and denominated.

The Governor being desirous to prevent any encroachments from being made on the Park by brickmakers, and the Acting Surveyor having been directed to mark out for this purpose a boundary line dividing Hyde Park from the Brickfields, and which line of demarcation runs from the rear of Mr. Wilshire's lease across to Mr. Palmer's premises, His Excellency commands and directs that none of those persons who have obtained permission to

to make bricks shall in future on any pretence whatever, presume to cut up any ground for that purpose beyond the line fixed upon as the boundary for the Brickfields. Any person transgressing this order will be deprived of the indulgence of making bricks in future, and be prosecuted besides, according to law, for such trespass.

In further view to the accommodation and convenience of the inhabitants of the town of Sydney, particularly of those who have horses or other cattle that they may wish to have grazing for within a short distance, it is His Excellency's intention to have a large Common marked out immediately, within as short a distance of the town as circumstances will admit, and which will be publicly notified as soon as the ground is measured and marked out.

The following plan containing the names and descriptions of the new streets of the town of Sydney, is now published for general information.

LACHLAN MACQUARIE.
By Command of His Excellency,
J. T. Campbell,
Secretary.

[Plan.]

Of the new and old names of streets, &c., in the town of Sydney, with explanations and reference :-

1. George-street (old names, High-street, Spring Row or Sergeant-Major's Row), extends from Dawes Point in a southerly direction through the middle of the town to the extremity thereof, and to where the toll-bar is intended to be erected near the Brickfields.
- 2.—Prince-street (old name, Windmill Row), extending from Charlotte-square and the Government stone windmill in a northerly direction towards Dawes Point.
- 3.—York-street (old name, Barrack-street), extends from the barracks in a southerly direction to the burying-ground, parallel with George-street.
- 4.—Clarence-street (old name, Middle Soldiers' Row), next street west of York-street, and running parallel with it north and south.
- 5.—King-street (old name, Back Soldiers' Row), westernmost street of the military district, next to and running parallel with Clarence-street.
- 6.—Cumberland-street, extends from Charlotte-square in a northerly direction towards Dawes Point, next to and running parallel with Prince-street on the east.
- 7.—Sussex-street, a new street to be formed immediately next to Kent-street on the west, and running parallel with it north and south.
- 8.—Cambridge-street, extending from Charlotte-square in a northerly direction towards Dawes Point, next to and running parallel with Cumberland-street on the east.
- 9.—Pitt-street (old name, Pitt's Row), extends from Hunter-street in a southerly direction to Hyde Park, parallel with and next to George-street on the east.
- 10.—Castlereagh-street (old name, Chapel Row), extends from Hunter-street southerly to Hyde Park, parallel with and next to Pitt-street on the east.
- 11.—Phillip-street (old name, Back Row East), extending from the Government Domain southerly to Hyde Park, parallel with and next to Castlereagh-street on the east.
- 12.—Hunter-street (old name, Bell-street), extending from George-street in an easterly direction across the Spring and Tanks to Hyde Park.
- 13.—King-street, extending from George-street in an easterly direction, by Atkin's lease, through Pitt-street, &c., to Hyde Park.
- 14.—Bligh-street (old name, Bell Row), extending from the north end of Castlereagh-street in a northerly direction towards the Government Domain.
- 15.—Macquarie-street, the easternmost street in the town, and extending in a southerly direction from the Government Domain to Hyde Park.
- 16.—O'Connell-street (old name South-street), extending from the north end of Pitt-street in a northerly direction towards the Government Domain.
- 17.—Bent-street, extending from Spring Row in an easterly direction to the Fountain, and thence to the north end of Phillip-street.
- 18.—Market-street, extending from Cockle Bay in an easterly direction by Market Square and through George-street, &c., &c., to Hyde Park.
- 19.—Park-street, extending from George-street, in an easterly direction to Hyde Park by the south end of Pitt-street.
- 20.—Bridge-street, extending in a westerly direction from Macquarie-place across the Spring to George-street.
- 21.—Spring Row, extending from the Tanks and Hunter-street, on the east side of the Spring to Macquarie-place.

LACHLAN MACQUARIE.
By Command of His Excellency,
J. T. Campbell,
Secretary.

I feel certain that Macquarie never intended to make a grant of the land that he ordered should be called Hyde Park. A year later (5th October, 1811), in reference to a thousand acres for a Sydney Common, he did announce his intention in that instance to make a regular Crown grant in the following specific words:—"His Excellency thus communicates to the public, that he will make a regular grant of said common lands to the Judge Advocate and Magistrates of Sydney for the time being, in trust for the benefit of the present, and of all succeeding inhabitants of Sydney."

In reference to Hyde Park, no such language was used, and considering the dual character of the use that Hyde Park was to be put to, it would be impracticable to make any such grant.

It is to be seen that such a statement that goes about now, that Governor Macquarie by proclamation made a grant of Hyde Park as a recreation ground for the people of Sydney for ever, is a perversion of the facts that are disclosed in his Government and general order; and that it was not his intention to go so far, may be inferred from a comparison of the terms he used in his Government public notice of the 5th of October, 1811, when he assigned a large common to take the place of the hitherto used portion of the Government Domain for commonage purposes. On the 8th of June, 1829, a descriptive list of reserves in the town of Sydney was gazetted, and in that list the Government Domain is described as starting from the position of the mouth of the Tank Stream, thence by Macquarie-place and Bent-street, along that street to King-street East, thence to Elizabeth-street, thence by that street to Liverpool-street to the commencement of Oxford-street, and thence by a line in a north-easterly direction to the waters of Woolloomooloo Bay leaving John Palmer's grant of Woolloomooloo, lying outside it to the east, but excluding out of the said reserve two allotments which had been granted to J. Buckley and J. M. O'Connell, which are the present sites of the Domain and Richmond Terraces. This reserve, I hold, is practically the same as the Government Domain of Governor Phillip, and up to 1829 had (with the exception of the allotments granted to Buckley and O'Connell) been used for the purposes intended—for Government buildings and for such public purposes as education, religion, &c.

As late as 1851, when the Act was passed to close Macquarie-street running through Hyde Park, the said Act provided that it "should be enclosed with and form part of the domain or reserve for public health and recreation known as Hyde Park," and in the Survey Office old maps it had always been recognised as part of the Domain up to its official dedication for public recreation on the 3rd of May, 1878.

In the city of Sydney, in 1892, there were 748 acres of land used for parks and recreation grounds, or 26 per cent. of the total area of the city: and this is without the Centennial Park, or the old Rifle Range—which is now again vacant Crown land at the disposal of the Government.

In 1892, the area within the suburban municipalities dedicated to, or purchased for the people by the Government, including the Centennial Park, amounted to 2,730 acres, or 3.1 per cent. of their aggregate area.

In addition to these reserves, the Government dedicated to the people, in December, 1879, a large area of land situated within easy distance of the metropolis.

This estate, known as the National Park, with the additions subsequently made in 1880 and 1883, contains a total area of 36,320 acres. The amount of public funds expended on the National Park up to end of 1892 was £30,625.

On

J. G. Hay.
28 July, 1897.

J. G. Hay. On the Centennial Park up to end of 1892 was expended no less a sum than £201,455. On the Botanic Gardens, between January, 1880, and December, 1892, a sum of £75,843; for the same periods on the Government Domains, £32,676; on the Garden Palace Grounds, £14,182; and all other reserves within the metropolitan area, £284,941; or a grand total of £645,622.

These statistics that I have quoted are taken from Coghlan's "Wealth and Progress of New South Wales, 1893."

Since 1892, also, the Kuring-gai Chase, a large area of 35,300 acres, has been added to the national parks; but, excluding the two largest national parks, there is a total area of reserves, &c., according to Coghlan's Statistical Register for 1895, of 5,387 acres, and I know he has left out several reserves and does not take in further than Burwood on the main suburban line. When Governor Macquarie ruled, the bulk of the population of the Colony was in or about the town of Sydney. Its inhabitants have had to seek habitations outside the narrow limits of the town of Sydney, which was hedged in a couple of generations ago; and the successive Governments of this Colony have provided in a most lavish and unstinted manner for the recreation, health, and enjoyment of the citizens convenient parks and recreation-grounds contiguous to their homes.

1244. Was it by research that you obtained the information which is given in your statement? Yes.

1245. You stated that you were engaged by the late Mr. James Squire Farnell to make inquiries as to the dedication or otherwise of Hyde Park? Yes. At that time there was a trouble connected with Hyde Park. Pastor Allen was holding forth on Sundays, and it was a question of the Hyde Park Improvement Board dealing with the riotous proceedings there. It was found that it was doubtful if they had power to interfere, and the question then arose whether this land had ever been dedicated or not. Mr. Farnell said Hay was to be given this matter, and that he was to find out if it had ever been dedicated or not. I was in that branch which specifically dealt with the recreation-grounds, including Hyde Park. When I tackled this work I found that it was an exceedingly difficult one, more difficult than I expected, and I traced it back then to the oldest map of the town I could find in the survey office. On that map I found a copy of Governor Phillip's order of 1792. The outcome of the work I did was a suggestion that Hyde Park should be dedicated. As it had never been specifically appropriated, or put in such a manner as to be quite a satisfactory dedication, I suggested that it should be dedicated under the Crown Lands Alienation Act of 1861. Mr. Farnell approved of that suggestion, and some time after, finding that no one else had moved in the matter, I suggested that certain trustees be appointed and under the "Public Parks Act of 1854," which was done, in order that they should have absolute power short of alienation. They could do what they liked with Hyde Park, except to alienate it.

1246. It is not dedicated as a temporary common, and the trustees are permanent? No; Phillip, when the land was not actually required for some time, allowed the ground to be used as commonage, and Macquarie, finding that it was a nuisance, said he would grant a common outside the town, and do away with the commonage use of Hyde Park, and he granted what is now known as Moore Park—1,000 acres.

1247. In the proclamations of Phillip and Macquarie the land in Hyde Park is, to all intents and purposes, looked upon as Crown land? Yes. My contention is that Phillip, according to the instructions of the British Government, set this large tract of land apart for Government purposes, not only as the property of the Crown, but always to remain the property of the Crown.

1248. Reserving it permanently for Crown purposes? Yes.

1249. The only inroad on that was when the Government conveyed a portion of it to permanent trustees? No; in 1829 there had been two allotments granted to J. Buckley and J. M. O'Connell. Up to that year no portion of the land had ever been alienated to anyone, except to Buckley and O'Connell, who got the land where Domain and Richmond terraces are now. Since that period some portions have been alienated to private individuals, but the great bulk of that land still remains.

1250. Will you now describe the boundary of the town? Going back to 1792, Phillip had not named the piece of water which is now Darling Harbour, not even Cockle Bay; but he said the boundary of the town of Sydney was from the head of the cove, lying to the west of Sydney Cove, and now known as Darling Harbour, to the head of Garden Cove, now known as Woolloomooloo Bay. It does not strike a straight line from Darling Harbour.

1251. Will you describe the boundary of the town at the time by the streets of to-day? Phillip's boundary of the town of Sydney when he was Governor was the line of Hay-street to its intersection with Elizabeth-street, thence north-east in a straight line to Woolloomooloo Bay. Within that town boundary he had orders from the British Government to lay out a large tract for Government purposes, which he did. He has left no record of the boundary of it; but I have not the slightest doubt that the description in 1829 is near enough for our purpose.

1252. That is the description which you quoted in your statement? It was more than that. I think it was General Darling's order in 1829; he ordered a list of the then existing reserves in the town of Sydney to be gazetted, and this reserve is described starting from the mouth of the Tank Stream—that is, Sydney Cove—running along Mr. Reibey's allotment, which was where Mr. Norman Selfe used to live for years at Circular Quay, near John Williams' cooperage; thence along Macquarie-place, which was a little bigger then than it is now; thence along Bent-street up to Macquarie-street; thence along Macquarie-street to King-street East; thence southerly along the line of Elizabeth-street to Liverpool-street; thence easterly along Liverpool-street to what will be the commencement of Oxford-street now; and thence in a north-easterly direction to the waters of Woolloomooloo Bay. You will see that that portion of land coincides with the boundary of Sydney in 1792. Well, all that land in that area was set aside as a Government domain. I christened it the Phillip Domain to distinguish it. Macquarie enclosed with a stone wall and fence the area which is comprised in both the Domains, the Botanic Gardens, and the Garden Palace ground. He called that area the Government Domain, but he did not cancel the rest of it. Phillip's order was relative to the whole area. It is the orders of Government that no ground within a boundary-line is to be granted or let on lease, and all houses built within that boundary-line are, and are to remain, the property of the Crown. The boundary Phillip referred to as the boundary of the Government Domain, because he granted some allotments immediately outside that boundary-line to Captain Paterson, Lieutenant Macarthur, and Quartermaster Laycock. He did not mean within the boundary of Sydney, which would be absurd; he meant within the boundary of this Government Domain, and he intended by instructions from the British Government that that domain should always remain the property of the Crown, and should not pass out of the hands of the Government. Bligh, when he came here, referring to Governor Phillip's order and the instructions of the British Government, told half a dozen gentlemen whom he specified by name, and some others who had built very inconveniently to his residence, to clear out, to do what they liked with the materials of the property, and if they applied to him he would grant them allotments outside in the town. Bligh corroborated Phillip's order, and Macquarie never did anything to the contrary, unless

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unless perhaps he might have given his subaltern, O'Connell, the allotment up by Parliament House, and the allotment to Buckley. He never did anything unless it was granting those two allotments to destroy the integrity of that domain. From the start of Oxford-street along College-street there was a small area of land alienated there after Macquarie's time. The ground was used for a garden by Judge Forbes. Francis-street is named after Sir Francis Forbes. Just about there a small portion has been alienated, but the Grammar School, or the Museum, I call a public purpose. I call the purposes of education and religion public purposes. St. Mary's and St. James' I consider a public purpose.

1253. Your contention is that the land now known as Hyde Park is virtually Crown land? Yes.

1254. That it has never been alienated to anyone or dedicated? It was dedicated at my suggestion in 1878, in order to gazette trustees, to frame regulations, and to deal with it in the public interest, to keep order; but up to that time it had never been granted.

1255. Is not that dedication in perpetuity to the trustees? When a dedication is made under the 5th section of the Crown Lands Alienation Act of 1861 it is intended to be permanent; but, of course, a Resumption Bill can destroy that dedication.

1256. Since 1878 Hyde Park has been dedicated in trustees for the use of the citizens of Sydney? Not specifically for the citizens of Sydney. It is dedicated for public recreation, health, and enjoyment—but there are no individuals named.

1257. For the people of Sydney? It is not mentioned in that way. You want to refer to a form of Crown grant. It is not dedicated for any specific class.

1258. For the general public? It is assumed for the people at large, not the people of Sydney.

1259. Therefore, if the citizens of Sydney set up a specific claim to Hyde Park, you do not agree with their contention? They have no claim at all; as a matter of fact, a deed has not been issued.

1260. The dedication has taken place by proclamation? No; the act of dedication was the announcement in the *Government Gazette* after certain formalities had taken place in accordance with the Crown Lands Alienation Act of 1861.

1261. Can you explain what power, if any, the Crown has over Hyde Park at the present time? The Crown *per se*, as Government, has no direct power over Hyde Park; it is left in the hands of trustees.

1262. There is no power to revoke that dedication? No, except by Act of Parliament. Up to 1878 there was that power in the hands of the Government.

1263. In your statement you alluded to other parks;—I wish now to refer to other recreation-grounds? Coghlan in his statistics, which he gets from other Departments, has left out a number of recreation-grounds, and consequently the area which he publishes is short of the true area. For instance, he has not included Dawes Point, which is used as a recreation-ground.

1264. *Chairman.*] That is only in course of transmission to the Colonial authorities? It was conveyed to the Colonial authorities at the time Garden Island was conveyed to the British Government. Garden Island was given to the British Government in exchange for all the ordnance lands—that was, Victoria Barracks, Dawes Battery, land at Bathurst, and a lot of other places.

1265. Do you wish to give some evidence about the extension of the railway into the city? I do, because I lived on the Blue Mountains for seventeen years.

1266. Will you give the Committee your idea as to whether or not the railway should be extended to the city, and if so, will you state what you think of the proposal to make a big passenger station in Hyde Park fronting St. James'-road? I certainly think the railway should be extended to the city—I do not think there is a second question as to that. But my own opinion is that no site in the business portion of the city for this extension would be practically as convenient as this St. James'-road site. It would be more convenient for extending the railway to Circular Quay afterwards.

1267. Remember that this proposed extension is intended only for passengers, not for goods? Exactly. The goods traffic might be taken to Darling Harbour or Darling Island.

1268. You have travelled a good deal, I suppose, by the railways? Yes; I travelled from the Mountains every day for some years, and the complaints for many years past have been very numerous that long-distance passengers are landed outside the city. It means that a large number of clerks and city warehousemen are debarred from using the Mountains from Saturday to Monday in consequence of not being able to get into their warehouses or offices by 9 o'clock on Monday morning, unless they get up at an unearthly hour and travel by the mail-train. If the terminus were located at St. James'-road they could get to their offices or warehouses at five minutes past 9 o'clock, and they would use the Mountains much more than they do. The same thing applies to all business men, but more particularly to the employees of merchants and others.

1269. Not merely the employees of mercantile houses? A large number of employees in Sydney would be very glad to go to the Mountains for a change from Saturday to Monday, but at present they cannot go.

1270. Why? They get to Redfern at 9 o'clock, then they have to change into a tram, and they do not arrive at the warehouse until twenty minutes past 9 o'clock, sometimes later.

1271. You think that the proposed extension of the railway to Hyde Park would enable this additional number of travellers to use the railway? Decidedly.

1272. They would save twenty minutes in transit? They would.

1273. Is that the only reason why you think the railway should be extended? No. It should be extended for several other reasons. My experience on the Blue Mountains in keeping a sanatorium showed the want of an extension of the railway to provide what they otherwise would have been very glad to have availed themselves of.

1274. If it is contended by witnesses, as has been done, that the electric tram in George-street will supply all the wants of railway passengers, in your opinion will that meet the case? Decidedly not.

1275. There will still be a break and great delay? There will be delay, and, further than that, those who have a portmanteau or anything of that sort would far sooner go straight down to the terminus, and leave it there if they do not want to take it away.

1276. *Mr. Lee.*] As one who has travelled for many years on that line, you think it would be in the interests of the public for long-distance passengers, such as passengers from the Mountains and places to the west of the Mountains, to be landed at Redfern station, while suburban passengers are brought into the heart of the city? I think it would be a great advantage or convenience if the long-distance passengers were also taken to St. James'-road.

1277. As a business man, do you think that any portion of the people of this Colony would submit to long-distance

- J. G. Hay, long-distance passengers being put down at Redfern, on the outskirts of the city, and suburban passengers being brought into the heart of the city? If they could avoid it, certainly not.
- 28 July, 1897. 1278. If an arrangement of that sort were carried out in the first instance, do you not think it is extremely probable that the country people would agitate for and obtain an extension of the long-distance traffic into the city within a short time afterwards? Certainly they would.
1279. Do you think it would be just to the community to put one portion of them at such a great disadvantage? Certainly not; they are all taxpayers.
1280. And as the railways are owned by the State, and centre in the city of Sydney, does it not, in your opinion, become a necessity that there should be one central depôt for the whole of the traffic? Certainly.
1281. *Mr. O'Connor.* The gift of Governor Phillip, although intended fully, had no real validity until the Government of Mr. Farnell, in 1878, made it a valid document? No; Phillip never made a gift at all. He said that that Government Domain should be the property of the Crown for ever.
1282. Who gave Hyde Park? No one gave Hyde Park; but Macquarie said that that piece of land known by four different names should hereafter be known as Hyde Park "being intended," as he said, "in future for the recreation and amusement of the inhabitants of the town, and as a field of exercise for the troops."
1283. *Mr. Wright.* He never made any grant? No. I proved logically that he never intended to make a grant by the case of the grant he spoke of to the Sydney Common, which he ordered to be conveyed to the Judge Advocate and magistrates of the town of Sydney a year afterwards.
1284. *Mr. O'Connor.* Legally that land was as much Crown land unalienated up to 1878 as any lands of the Crown to-day? It was in this position: It was legally Crown land, but used for recreation. Dawes Point is Crown land, but used for recreation. It was about in the same position in 1878, before action was taken at my suggestion to specifically dedicate it, as Dawes Point is at the present moment dedicated.
1285. The action of Mr. Farnell's Government in 1878 cures any defect which might have occurred? Yes. In 1878 there was a valid dedication of the land for the purpose of public recreation.
1286. It is as much dedicated now as if it had been in the days of Governor Phillip? It is properly dedicated now. Up to 1878 it could be dealt with by the Crown, but now it cannot be dealt with by the Crown, as it is out of their hands, except by a Bill of Resumption.

THURSDAY, 29 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the city, including the erection of a large Central Station in the north-western division of the Park, fronting St. James' road.

The Honorable James Norton, LL.D., M.L.C., sworn, and examined:—

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1287. *Chairman.* You are a Member of the Legislative Council and the President of the Board of Trustees of Hyde Park? Yes.
1288. *Mr. Fegan.* Have you a statement which you wish to place before the Committee? As what I want to say to the Committee is more in the nature of a protest than evidence, I have taken care to put it in writing. I have been compelled to do it very hastily, because you gave me such short notice to attend to-day.
1289. Would you rather have a longer notice? I have done it now, so that it does not matter. I would rather have had a longer notice.
1290. Will you be good enough to read your statement? It is as follows:—

I appear before the Committee for the purpose of protesting against the appropriation of any portion of Hyde Park for the extension of the railway system for the following reasons:—

The proposed works, including, as I understand, the widening of streets, the possible formation of others, and the laying down of rails in such portion of the Park as is not intended to be appropriated for yards or buildings will probably destroy nearly one half of the Park, and although the late Mr. Eddy disclaimed the idea of ever asking for any more there is almost a certainty that the residue being undoubtedly an excellent site for further works, will ultimately be appropriated if the present appropriation be allowed, and I notice that Mr. Eddy himself contemplated the probability of further land being sooner or later required, and could not guarantee that the present proposed extension would be sufficient for more than twenty years. It is impossible to deny that if an extension is admitted to be necessary or desirable the proposed site is unexceptionable, but the question then remains to be considered, whether the increased accommodation is worth the sacrifice required to obtain it. Sydney is well provided with parks, but the admirable position of Hyde Park makes it of much greater importance than all the rest, for it may be considered to be in the very heart of the city, and the necessary result of this is that a vast number of people amounting, I believe, to 40,000 daily pass backwards and forwards through it to their work, and thus enjoy its beauty and its unpolluted air, without the effort and loss of time which would result from a visit to the Botanic Gardens or other park elsewhere, whereas if it were appropriated for railway purposes they would not only lose this great advantage, but the length of their journey would be increased. The beauty of our beautiful city would be very seriously interfered with if utilitarian buildings, iron-rails, and railway trains, with all their bustle and confusion, steam, dust, noise, and excitement were substituted for trees, grass, and flowers, and there can be little doubt that the houses now surrounding the Park, would change their character and be very seriously interfered with, and that the Registrar-General's Office, the Supreme Court, and St. James' Church would have sooner or later to be removed, thus adding seriously to the cost of the proposed extension. It becomes necessary now to consider who will be benefited, and these may be divided into two classes, viz., the long-distance passengers, and the short-distance or suburban passengers, consisting principally of persons who live at such distances from Sydney that they are able to go backwards and forwards to their homes every day. With respect to the former, who are generally burdened with heavy luggage, it is a matter of very little moment whether they have to hire a cab from Redfern or from St. James' Church, but it cannot be denied that the proposed alteration would be of sensible benefit to the latter, principally in the saving of time, but it must not be forgotten that such benefit would be enjoyed by only a small section, who reside or have offices situated within a short distance from the terminus (say, for instance, not exceeding at the outside half-a-mile), and that.

that passengers who reside at Miller's Point, Darlinghurst, Darling Harbour, and other such places would not receive the slightest benefit, for it is impossible to carry the railway to everyone's door. Having cursorily examined the plans of the principal cities of Great Britain and of the Continent, I have not found that their railways, as a general rule, run to the centres of business, and if these great cities, with their large numbers of inhabitants, are content with railways terminating in their suburbs, Sydney, which is small compared with most of them, cannot have much reason to complain.

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Having visited Brisbane, Melbourne, Adelaide, Auckland, Wellington, Christchurch, and Dunedin, I know that their railway stations are not in the centre of business, although they certainly are nearer to it in each of these cases than in the case of Sydney. I find that what may be considered the constitution of Hyde Park was granted by His Excellency Lachlan Macquarie, by notice published in the *Sydney Gazette* of 6th October, 1810, which dedicated the Park to the recreation and amusement of the inhabitants of the Town of Sydney. It therefore follows that the citizens cannot fairly be deprived of any portion of the Park without their consent, even if that consent be withheld in a dog-in-the-manger spirit, which, however, can hardly be imputed to them, because, as far as the permanent inhabitants, consisting mainly of the poor and labouring classes, are concerned, the parks are their only gardens and recreation-grounds, while the suburban residents, for whose convenience the Park is proposed to be taken, have plenty of open spaces and fresh, wholesome air, and in almost all cases private gardens of their own.

When, a few years back, an attempt was made to appropriate a portion of the Park for railway purposes, a large open-air meeting, over which I presided, was held in the Park, a resolution protesting against the proposition was carried unanimously, and the project was abandoned. At the late meeting held in the Town Hall under the presidency of the Mayor, an immense number of citizens attended and unanimously passed resolutions condemnatory of the proposed appropriation. I contend, therefore, that unless a much larger number of citizens than that which attended the late meeting (say, not less than two or three times the number) shall give their consent, the will of so large a minority, if it should be a minority, must be respected, even though there may be no other way of bringing the railway into the business portions of the city. As to the sentimental aspect of the question, I consider that that is entitled to due consideration, for a great part of the pleasures of life are made up of sentiment, and if that is to be excluded we may almost as well drop down to the position of Chinamen or blackfellows. On the other hand, the sentimentalists are entitled to say that the attempt to resume the Park instead of adopting some more expensive scheme, is a mere commercial matter, and a question of pounds, shillings, and pence, which ought not to prevail where the health, happiness, and enjoyment of the people are concerned.

1291. Has any one of the cities you visited as many parks or recreation grounds as Sydney has? They seem to me to be plentifully supplied, quite sufficient in proportion to the number of inhabitants.

1292. I suppose in Hyde Park you have an area of about 48 acres dedicated as a park? Yes.

1293. Out of that area it is proposed to take 10 acres for railway buildings and sidings:—do you think that the taking of that land will very much inconvenience the people in getting to their recreation-ground, or utilising the Park as much as they do at present? Not so much as if they took the whole of it, but then the fear is that, when that part is once taken, another piece will be wanted, and then another piece, and having given up a part, the whole will sooner or later be sacrificed.

1294. Your great objection, as President of the Trust, to the taking of this Park is that, in the near future, you will be called upon to part with some more of the Park? That is the greatest objection.

1295. If you got a guarantee that they would not use any more of the Park, your objection would not be as strong as it is? We cannot get such a guarantee.

1296. If the Commissioners were willing to say that for any further extension they would go down to Circular Quay, would not that get over a good deal of your objections? No; because I do not see that they can pledge themselves, or their successors in any way. The remaining portion of Hyde Park is so convenient that the great fear is that it will be taken, and no pledge can be sufficient to protect it.

1297. That is the danger in conceding this portion of 10 acres? That is the greatest danger.

1298. How many years is it since the meeting you presided over was held? It was held three or four years ago. It was held when a proposal was made to do the same thing which is now attempted to be done.

1299. How long have you been a trustee of the Park, and the President of the Trust? I have been a trustee since 1879, and President of the Trust since the death of Sir Alfred Stephen two or three years ago.

1300. You are one of the first trustees who were appointed? Yes.

1301. There were no trustees to look after that Park till 1878 or 1879? I do not know how it was managed, but the present Trust was not in existence till then.

1302. Really that land was not properly dedicated for a reserve or park till 1878? It was dedicated in 1810, as I mentioned in my statement.

1303. For other purposes, but not for a recreation ground or park? Well, I will read to you the words of the proclamation:—

Saturday, 6th October, 1810.

His Excellency the Governor, being extremely desirous to do everything in his power that can in the least contribute to the ornament and regularity of the town of Sydney, as well as to the convenience, accommodation, and safety of the inhabitants thereof, has already, in the prosecution of these views, divided the town into five separate districts, and given directions for the erection immediately of a proper watchhouse in each district for the protection of the inhabitants from night robberies

The whole of the open ground yet unoccupied in the vicinity of the town of Sydney, hitherto known and alternately called by the names of the common, exercising ground, cricket ground, and racecourse, bounded by the Government Domain in the north, the town of Sydney on the west, the Brickfields on the south, and Mr. Palmer's premises on the east, being intended in future for the recreation and amusement of the inhabitants of the town, and as a field of exercise for the troops, the Governor has thought proper to name the ground thus described Hyde Park, by which name it is henceforth to be called and denominated.

LACHLAN MACQUARIE.

By command of His Excellency,

J. T. CAMPBELL, Secretary.

1304. You would be here to object to the giving over of any portion of the Park, even if you were not on the Trust? I might not feel myself so much bound to appear as I do now; but I should have the same objection to it as I have now.

1305. You are aware of the proposal of the Commissioners to meet the claims of those who wish for a recreation ground? I think so.

1306. An area of 16 acres is proposed to be given by resuming land at the Benevolent Asylum ground and the old Cemetery:—do you not think that that will be more convenient for a larger number of people than is the north-western portion of Hyde Park? It will be more convenient for the people who reside in the neighbourhood of it, but not so convenient for the people who now use Hyde Park.

1307. It will be more convenient for a larger number of people than Hyde Park is at present? I do not think for a larger number, but certainly it will be convenient for some.

1308. It is simply the convenience of a population of 30,000 persons in the vicinity of the proposed Park as against the convenience of a population of 15,000 persons in the vicinity of this portion of Hyde

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Park? I say the Park is used, not only by the people immediately fronting it, but by people from Surry Hills, Woolloomooloo and other places; and if you count them in, I think you will find that they comprise a larger number of people than the number who will be inconvenienced by the proposed new park.

1309. *Mr. Black.*] Do you not think that Hyde Park is used by people from all parts of the Colony and all parts of the world? Certainly.

1310. *Mr. Fegan.*] Would not the other ground, if resumed and beautified as proposed, be taken advantage of by people who come into the city? No; because it is too far off.

1311. Too far off the city? Too far off the main parts of the city.

1312. Does not that prove that it is time then that greater convenience was given to those large numbers in the city, and who come to the city? I do not know. I do not think that the argument tells in that way at all.

1313. If the larger number will visit Hyde Park, and the proposed park is too far for them, does not that show that some greater facilities should be given to that large travelling public who frequent Hyde Park and the Domain? I do not think it follows. They have a good many conveniences as it is—they have omnibuses and trams, and are likely to have more trams.

1314. You know that some steps were taken to resume that part of Hyde Park for railway purposes many years since? I do not know what steps were taken, but they eventuated in nothing.

1315. At that time circumstances were a little different from what they are now? At that time a large number of business people lived at their business places in the city, but since then they have gone to live in the suburbs, and they come in every morning to their business? I think some more have gone than were here at that time.

1316. Considering that the largest portion of our business people live out of town, do you not think it will be a great benefit to the community to have a railway into the city? It would be a great benefit to them, but I look more to the injury done to the poorer classes who cannot have these suburban residences, who live in Sydney, and must continue to live in Sydney on account of saving expenses.

1317. You do not take all the Park from them, for they will still have 30 acres in Hyde Park? You do not take all from them, but the main objection is the fear that that Park will be ultimately entirely sacrificed.

1318. I understand that is your greatest fear, but if it were possible to give you a guarantee that no further encroachment on the Park would be made, your opposition would be comparatively small in this case? It would be weakened a good deal.

1319. *Mr. Hassall.*] Do you think it is necessary to extend the railway system into the city? I think it is a very open question. I have not at all made up my mind that there is any actual necessity for it. It would certainly be a very great convenience to a certain section, and it would be a great convenience to me personally, but I am not prepared to say that the sacrifice to bring the railway there is equal to the benefit we would gain by its extension.

1320. Speaking individually, you think it would be a benefit to bring the railway to the city? To me, personally, it would.

1321. Your opinion, I suppose, is shared by thousands of others who would be similarly benefited? It is shared by a good many—by all within reach of the benefit.

1322. Those who habitually use the railway as a means of access to the city would be benefited by the proposed extension? I do not say all, but certainly a good many would be benefited.

1323. If it is admitted that it is desirable to extend the railway to the city, can you point out to the Committee any more convenient site than the site at St. James'-road? I cannot point out any site which I consider more suitable.

1324. You admit in your statement that the site is unexceptionable, being in the heart of the city? That is my opinion.

1325. And, therefore, the city, or any portion of the city practically would be easily accessible from that point? Well, it would facilitate access to a very large part of the city.

1326. Do you not think that in the event of the railway being extended to the city, they might run across lines of tramway to strike the railway at convenient points? Quite possible.

1327. But I think you say, granted all the convenience which might accrue from the station it would not be worth the sacrifice of a portion of Hyde Park? A portion, and I am afraid ultimately the whole.

1328. *Mr. Fegan* said that if you had a guarantee that no other part of the Park was required, there would not be so much objection to the extension of the railway in this way as there would be if it were proposed that the whole of the Park might be required? No doubt, if such a guarantee were given, and if we could see that the guarantee was worth anything. I cannot conceive it is possible to give any guarantee which will bind the future.

1329. I can only judge from the evidence brought forward by the Railway Department on this subject? I have read *Mr. Eddy's* evidence. He was perfectly sincere in saying that he did not want to take any more; but I cannot think that that will bind his successors. The spot being so convenient I think may ultimately be appropriated, in spite of *Mr. Eddy's* ideas.

1330. Does it not strike you that in the event of any further accommodation being required that accommodation will be in the direction of proceeding further north, towards Circular Quay, which might result in the construction of a circular line of railway? I think that is very likely indeed.

1331. From the proposed terminus round by Circular Quay and back again on that line of railway, and also providing a starting point for an extension to the eastern suburbs? Yes; but I notice that *Mr. Eddy* said that there is no necessity for providing for goods traffic at present.

1332. I am alluding only to the passenger traffic? I do not see that the passengers want to get so far. You would take them away from the centre of the city if you took them down there.

1333. Judging by the fact that no other traffic than the passenger traffic will immediately be provided for, it is not probable that any larger area of Hyde Park may be required when it is distinctly stated by the Railway Commissioners and the constructing authorities that the portion which is now asked for will be ample for all requirements for many years to come? I cannot quite see that. As to this idea about carrying goods, people's ideas may alter, and future Commissioners may say that it is quite necessary that we should take these goods down to the wharfs, and have a railway along the wharfs, so that we can deliver them on board ship. *Mr. Eddy* combated that idea, and said that it would be of very little advantage. If he had remained as Chief Commissioner, I would have had no difficulty on that score; but he is gone, and his ideas sooner or later will disappear too.

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1334. You state that thousands of people use the north-western portion of Hyde Park in passing to and from the city. Considering that you have St. James'-road on one side, and Park-street on the other, it would not be necessary to make any very great detour to arrive at any portion of the city, which would be practically accessible from the portion of the Park which is required for railway purposes? The detour would not be a very large one, but there would be a sensible difference in it, and we find in the Park itself that if a person wants to go from one point to another point, and he has to go round a little corner, he will invariably go straight, and destroy the grass.
1335. If he can. That shows the desire of people to go straight to their business, and if it were not for the necessity of going through the Park, they would not go through that Park for the purpose of seeing it? They simply go there, because they are compelled to go there on the way to their business, and being so compelled, they get the benefit of the Park.
1336. It is proposed to take not the whole of the northern portion of the Park, but practically a fourth of the Park? Yes.
1337. On one side you will have Park-street as a means of access to the city; on the other side you will have St. James'-road, and if anyone wishes to get to the vicinity of Market-street, he will be able, by an overhead passage, running practically through the centre of the railway station, to pass from the central avenue in Elizabeth-street? Of course, that eases the matter to a certain extent; but you compel the people who now pass through the Park to use dusty roads instead of a verdant park.
1338. You do not mean to say that you would have a dusty road from the centre of that Park, or a dusty road either in Park-street or in St. James'-road? You cannot help it.
1339. I have yet to learn that asphalt is dusty? There is a good deal of dust in Sydney on some occasions, even in asphalted streets. Leaving out the question of dust, there is a hard road to walk over, instead of a nice smooth turf.
1340. Do you allow the people to walk across the turf as they like. You cannot stop it.
1341. Although you put notices to keep off the grass as much as possible? And they will not.
1342. With regard to the statement that you prefer trees, grass, and flowers against steam engines, railway cars, and all the concomitant noises of railway traffic, do you think it would be preferable to keep the trees, grass, and flowers as compared to the great advantages which will be conferred, not only on the suburban traffic, but also on people visiting Sydney from every colony in the group? It is a difficult thing for me to say. I am a believer in trees, plants, and flowers. I have been a gardener all my life, and therefore I have a great affection for them. I cannot very well get rid of that. I know dozens of people who would rather have trees, flowers, and grass than steam, smoke, and dust.
1343. If that idea had been carried out we should have had no city of Sydney to-day? No doubt, if you followed it out absolutely.
1344. Again, you state that no advantage would accrue to the western portion of the city—that is, along the foreshores of Darling Harbour—because it would be too far for the people to walk to reach their places of business? Very little benefit would accrue to them by the extension of the railway.
1345. Is it not a fact that people who use that portion of the city for their business operations generally choose some suburban residence which is easily accessible—they would practically use the water as a means of transit between their residence and their place of business, I do not say in all cases, but to a great extent? I do not know. I daresay a great many of them would live at Balmain, for instance—some, but not all.
1346. You, if carrying on a business in Sussex-street, would say, "I would choose as a place of residence some suburb which is easily accessible for my place of business"? Certainly. I have done it myself in my own case.
1347. Therefore, to a great extent, the objection to this proposal on that score would be done away with, because people then would not go and reside in a suburb which was not so easily accessible as another? That is perfectly true, to a large extent.
1348. People generally adapt themselves to their surroundings? Yes.
1349. Governor Macquarie's proclamation was that this land, describing the boundaries as he did, should be available for the recreation and amusement of the inhabitants of the town of Sydney? Yes.
1350. At that time the town of Sydney was only a very small town? Very small.
1351. It was not the city of Sydney, but the town of Sydney? The town of Sydney; and the Park, as appears by that proclamation appears to be outside the boundaries of the town.
1352. But the city has extended in so many directions that the circumstances of the present day are altogether different from the circumstances at that time? Very different.
1353. You will admit, I believe, that many of the people who carry on business operations in the city do not reside within its boundaries? A great many people do not; if they have any sense, they will reside outside the city.
1354. Suburbs have been founded practically year by year? Yes.
1355. And provision has been made for the residents of the various suburbs in the shape of parks and recreation grounds irrespective of Hyde Park? That is so.
1356. So that practically, viewing it in this light, what was suitable for the requirements of the people in the days of Governor Macquarie is not altogether suitable for the requirements of the people at the present day? No; but I cannot apply that to the Park. I think the Park is more suitable now than it was even then, because the places outside are covered with houses. There is all Woolloomooloo monopolised. That was practically a common when I was a boy; there was much more room to move about. But now, all that accommodation having gone, the Park becomes so much more useful.
1357. Looking at it from this point of view: that you propose to take a certain area in a particular locality, and it is admitted, in fact, proved beyond all shadow of doubt by the evidence, that the population to be served by that area as a park is only 15,000; that within a short distance you have another area—a suburban area I may term it—where a park would be very beneficial to 30,000 persons, and that you propose to give in exchange for the portion of the land to be taken almost double the area, in the more thickly-populated locality;—do you not think that that would be an advantage to the public generally? An advantage to the public generally as a mass; a disadvantage to the persons who now use Hyde Park, but a greater advantage to those who front the new park. You are robbing Peter to pay Paul, as it were.
1358. If you rob Peter to pay two Pauls, it does not matter? Peter would not like to be robbed in any way.

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1359. You stated that if you do away with the sentimental aspect of the question you bring us down nearly to the level of blackfellows or Chinamen? Not the sentimental aspect of the railway extension only, but sentiment generally.
1360. Did the question of sentiment enter into the proceedings taken to acquire this country from the original inhabitants—the blackfellows? I am afraid there was not the slightest sentiment in it.
1361. If a question of sentiment were to enter very materially into this project, we might revert to the olden days when the blackfellows were the possessors of this country, and sentiment was not allowed to stand in the way of taking their country from them, and let them do the best they possibly could? We are more civilised now. I have been looking through Cook's Voyages lately, and I see that he hoisted the British flag wherever he landed, whether it was populated or not.
1362. If we are to take any notice of one meeting held in the Town Hall on the resumption of the north-western corner of Hyde Park, we might suspend our judgment until the other meeting is held to-morrow night, to ascertain what the feelings of those people may be? That is only fair.
1363. *Mr. Fegan.*] And over that meeting the Mayor is also to preside? The Mayor can have no feeling in the matter. I believe he is in favour of the extension; but he is quite right in holding two meetings.
1364. *Mr. Hassall.*] I take it that you appear here as the representative of the trustees of the Park, and that you practically object to any portion of the Park being taken for railway purposes? I do; and I may say that the trustees are quite unanimous.
1365. That is, unanimous on the subject? Of course they are to some extent biassed, but still they are quite unanimous.
1366. Yet, admitting that it may be desirable to extend the railway into the city, you cannot point out a more convenient site than that one? There is no site equal to it; that is quite clear.
1367. *Mr. Roberts.*] How many gentlemen constitute the Hyde Park Trust? Mr. Alderman Chapman (formerly Mayor of Sydney), Mr. Alex. Dean, Mr. W. W. Stephen (who succeeded Sir Alfred Stephen), Mr. Charles Moore (lately of the Botanic Gardens), Dr. E. P. Ramsay, of the Australian Museum, and myself are the only ones who attend, and I do not think there are any more.
1368. Are the Committee to understand that the trustees generally concur in your protest? Every one except Dr. Ramsay, who has not been present lately at any of the meetings, as he has been ill.
1369. Do you know the view which he holds on the question;—do you regard him as an opponent of the view held by yourself and other members of the trust? No; I think he would agree with us, but I cannot say that with certainty. I have not asked him.
1370. Are Cook Park and Phillip Park under the control of your trust? They are.
1371. In the event of this scheme being carried out, do you not think that Cook Park and Phillip Park might be made more attractive to the citizens of Sydney, and thus make up to some extent for the deprivation of portion of Hyde Park? Undoubtedly, that must follow.
1372. Will not the area that will probably be more extensively used be equal to the area in the north-western section of Hyde Park? I do not think it would be used any more extensively than Hyde Park is at present. I do not think it would make any difference in that respect.
1373. Phillip Park is not very attractive at present? No.
1374. *Chairman.*] It could be made so? It could if we had sufficient funds.
1375. *Mr. Roberts.*] Has the improvement of Phillip Park received the consideration of the trustees? No. We have not had the means to improve Phillip Park, and therefore it was of no use to consider the question. We are quite willing to improve it if we only get the means.
1376. Have the trustees applied to the Government for money, with a view to improve Phillip Park? Constantly; that is to say, they have often applied for more money than has been allowed them, so as to enable them to improve, not only Hyde Park, but Phillip and Cook Parks also. But on the whole the allowance made them has not been illiberal, though it has not been sufficient to enable them to improve Cook and Phillip Parks, except to a very small extent.
1377. Unsuccessfully? Yes.
1378. *Mr. Hoskins.*] You get an annual grant of £1,000? They give us £1,000 a year, and sometimes they give us a little more for certain things which we point out are necessary to be done.
1379. *Mr. Roberts.*] Is £1,000 a year the maximum sum allowed for Hyde Park, Phillip Park, and Cook Park? No; sometimes they have allowed a little more for certain objects, or various purposes which have been pointed out to them. But these allowances have always been made rather grudgingly, so that we cannot calculate on getting any great increase.
1380. Is this annual grant of £1,000 to cover the three parks? That is all we have.
1381. The trustees use their own discretion as to the way in which it shall be expended? Just so.
1382. Do the trustees have to pay for the lighting of Hyde Park? The Government pays for that.
1383. In addition to giving the endowment? Yes.
1384. Has any record been kept by your trust as to the number of people who pass through Hyde Park? When the former proposal to resume part of Hyde Park was made, Sir Alfred Stephen took a great deal of pains, and had people there posted to count the number of people who used the Park. I believe the number was 30,000 or 40,000 daily.
1385. Have you any figures to show the Park is enjoyed by a greater number of people now than it was five years ago? No.
1386. Is the number you give the aggregate number of persons who passed through Hyde Park, or only the number of those who passed through the north-western section of the Park? I assume that it represents the number of persons who entered the Park, and departed from the Park. You must halve that number if you want to get at the number of people who used the Park on that occasion.
1387. *Chairman.*] That is 20,000 persons over all the Park, not over this section of the Park? I think that is it.
1388. The inference will be that a fourth of the 40,000 people used this fourth of the Park? Not so, because there is a much greater traffic in the part which it is proposed to take than in the other parts.
1389. Was it 40,000 persons a day or a week? A day.
1390. *Mr. Roberts.*] It is almost an impossibility to find out the number of people who go there at any time to get fresh air? No; the whole thing is only an approximation, but a pretty near one.
1391. Is it not a fair thing to assume that the majority of these 40,000 persons were only using Hyde Park

Park as a short cut to the city;—they did not go there for any purpose of remaining there for any time? Not many of them. Of course if you go there now, you will see loafers lying about in dozens and remaining all day.

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1392. If the north-western portion of the Park be taken for railway purposes, and you still receive £1,000 a year from the Government, you will be able to improve the remainder of the Park to a much greater extent than you can at present? Provided that we have not to spend any of that money on the new portion proposed to be given to us. If we have to spend money at the burial ground it will take a great deal of money.

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1393. It is difficult to say whether the new parks would be under the control of the trustees of Hyde Park, being so far away? It is impossible to tell yet. If we have £1,000 to spend on the residue of the Park we can make more improvements there than we can now.

1394. In the event of this project being carried out, would not the Domain be more largely availed of than it is? Not more at all, I think.

1395. How do you arrive at that conclusion;—do you regard the Domain as being too far from the centre of the city? Yes; the charm of the Park is that people are compelled to pass through it on the way to their business, and get the benefits of it without going there specially. If they have to go for these benefits specially to the Domain, they will waste a good deal of time, and they will not do it; but this Park benefits them in spite of themselves, as you may say.

1396. You would class the Domain, I suppose, with the Centennial Park, which requires a special visit to enjoy it? Not so much; but something in that category.

1397. Are you aware that if this project is carried out arrangements will be made to completely and attractively cut off the station from the central avenue, and neither the station nor the shunting or passing of trains will be likely to be objectionable in any sense? I am aware that is proposed to do that; but I cannot tell whether it will be done. It may be done, or it may not. The present idea, no doubt, is to do it.

1398. The Committee are assured that it will be done, and that the station buildings themselves ought to be an ornament to the city? No doubt they ought; and, I think, if Mr. Eddy were alive, and the present Commissioners were to deal with the matter, they would carry out what they propose; but we do not know who will be the Commissioners by-and-bye. So that, unless the work is done instantly, there may be a change of idea.

1399. I think you mentioned that the character of the houses round the Park would be altered;—suppose Elizabeth-street were to become a business street instead of a residential street such as it is, do you see any objection to that? You cannot tell; any change may be detrimental. It may be found beneficial; but I think it is more likely to be detrimental. These houses will be used for an inferior purpose, and the houses themselves become inferior.

1400. Are you not of opinion that the street will be altogether altered in its character—that it will become a business street, somewhat similar to Pitt-street, perhaps to George-street? It might.

1401. And the north-western part being cut off in the way I have mentioned, are you not inclined to think that it would not be unpleasant in any way to the frequenters of the eastern portion of the Park? Do what you will, I think it would be unpleasant to them; but it is a matter of opinion. It is very hard to change the centres of business. You will have to do a great deal to take the business away from Pitt-street and George-street and bring it up to Elizabeth-street or any other place.

1402. I am not saying that such will be the case; I am only saying that, owing to the large traffic which will be brought into Elizabeth-street, that street will become a business street in addition to Pitt-street and George-street? It is quite possible that it might.

1403. As a trustee of Hyde Park, and more particularly as the President of the Trust, and being fully seized of the great responsibility of representing the citizens of Sydney, you are altogether opposed, I suppose, to even an inch of Hyde Park being taken? I am. I may say that I and the rest of the trustees have always opposed attempted encroachments on the Park. There have been several attempts to get bits for one thing and another.

1404. Is it not a fact that a short time ago the trustees refused enough space for a cabmen's shelter? It is perfectly true.

1405. Only on the ground on which you feel called upon to oppose this proposal—that is, not to allow an inch of Hyde Park to go? Not solely on that ground in that case. We thought it would become a very offensive nuisance; otherwise we might have given way possibly to that.

1406. If it were possible to give you a pledge that no further encroachment should take place, would you view with any favour the proposed extension of the railway to Hyde Park? In the first place I could not get such a pledge as would satisfy me. In the second place I do not know that my difficulty would be at all removed; there would be some mitigation, no doubt, which would be considered. I look at the thing, and I consider it as a matter which will affect not only one portion, but ultimately the whole of the Park.

1407. What leads you to suppose that in the near future the whole of the Park will be absorbed for railway purposes? Because Sydney has grown very fast, and is growing still, and will grow to a very large city sooner or later, and the requirements of a larger city than the Sydney of to-day will bring about a necessity for a larger railway station.

1408. But does it not appear to you that in the event of a future extension of the railway other areas in the city might be utilised to give the required accommodation, instead of having all the work carried out at Hyde Park? There is only one direction in which you could go. You could go down to Government House and take that land, and I do not look with very much favour on that.

1409. *Chairman.*] Will it not make a better park eventually than Hyde Park,—round by the water? It will make a very nice park indeed; but you have not the advantage of having the people going there perforce as you have here, and that is why I say Hyde Park is the park of all parks.

1410. *Mr. Roberts.*] You would not regard with favour, owing to your love of trees, grass, and flowers, the utilisation of any of the Governor's or Inner Domain, to the smallest extent for railway purposes? It might have to be done; but I should consent to it with the very greatest reluctance—I do not say that I would refuse.

1411. *Mr. Black.*] You have been asked some questions relative to the value of the Cemetery at Devonshire-street and the value of Hyde Park to the people of Sydney;—I suppose you look on this matter of Hyde Park, not merely as a local question, not as a question which will benefit or prejudice the people

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in its immediate neighbourhood, but as a question which will have an effect, either for good or evil, in its alteration on the people of the whole country? I cannot say that I have looked at it in that light. I look upon it more as a local question.

1412. Do you mean to say that you look on the matter of the diversion of Hyde Park from its present use as merely a local question—as one of mere value to the people who front Hyde Park? Mainly for the people who front it and use it.

1413. It seems to me a very extraordinary view to take? There is another aspect—if you destroy Hyde Park, you destroy one of the beauties of Sydney.

1414. That, it appears to me, is not a local question? That is not local, I admit.

1415. Going further with this matter of local view, do you not think the value of Hyde Park as a place of resort will be depreciated not only by the portion taken, but also by the use the portion taken is to be put to? I think it will depreciate the remaining portion of the Park.

1416. Because of the noise? The noise, dust, smoke, and steam.

1417. That will be not only because of the presence of the station, but because the line will pass through the south-western section of the Park, and will, in certain portions there, be open for the purpose of ventilation? Yes.

1418. Do you not think that that south-western section of the Park will be in less favour as a place of resort if the line is constructed through it? Certainly, much less.

1419. Do you not think that the atmosphere will be so laden with smoke and soot that the growth of plants, flowers, and trees will be interfered with? I think so.

1420. And their beauty destroyed? Partially.

1421. Do you not think that in addition to the value of the land proposed to be resumed in Hyde Park for railway purposes there should be added an estimate of the destroyed value of that portion which fronts the land resumed? Certainly; considering the advantage and disadvantage of the whole transaction, that should be added.

1422. Do you know exactly what is the area it is proposed to resume? I see it is stated that it is about 10 acres.

1423. Would you be surprised to learn, on official information, that the station-site and the portion proposed to be added to Elizabeth-street will be 12 acres 1 rood? No; I am not at all surprised.

1424. And that the portion covered by the line in transit through the south-western section of the Park will be 1 acre 20 perches? I should have thought that it would be rather more, because I understand that six lines are to be taken to St. James'-road.

1425. If the construction of the railway will depreciate the value of the Park as a place of resort, will it not, in your opinion, also interfere with the usefulness and the pleasure the people feel in some of the fine buildings which surround it? Certainly.

1426. Do you not think that the Supreme Court, the Museum, the Grammar School, St. James' Church, St. Mary's Cathedral, and the Synagogue will all suffer from this extension? They will all suffer some detriment.

1427. That will not apply to the College, or the Museum, or St. Mary's, at present? Not much, because they will be some distance removed; but it will interfere a great deal with the Supreme Court, St. James' Church, and the Registrar General's Office.

1428. One of the pathways from the city to the Museum will be blocked and closed, and people going to the Museum will be compelled to make a detour? Certainly.

1429. In ways, direct and indirect, these buildings will all be interfered with? —

1430. Hyde Park being on a ridge has a fall on each side? Yes.

1431. On that account it has facilities for being laid out as a place of beauty that are not possessed by all portions of land to an equal extent; it has gentle slopes, and views may be obtained from it? Yes; land that is very irregular sometimes can be laid out with more beauty than land almost level, but at greater expense. The view we get from Hyde Park is, of course, accidental, but there it is, and nothing you can do to the land will lose you that view.

1432. If this land is of such solid value, and its value as a park cannot add to any value it may possess for railway purposes, would it not be better that some inferior land elsewhere should be used for the inferior purpose of a railway, and that this beautifully-situated land, of almost unsurpassed situation, and with fine natural surroundings, should be taken away from the purpose to which Nature and the forethought of our fathers have devoted it? Certainly; there can be no question about that. It would be very much better to use inferior land for what you are pleased to term the inferior purpose, which may be, in some respects, very superior. Of course, then comes the question of getting such land. That I am not prepared to deal with. It is more an engineering matter than anything else.

1433. Do you not think, apart from any saving in cost which may arise in the matter of resumption by using Hyde Park land for the purpose of a railway, the construction of a railway station at St. James' road will, of necessity, involve the resumption of valuable city land in order that the approaches to the station, by way of city streets, may be wide? I think it is very probable. It is proposed by this scheme to widen Elizabeth-street, for instance, and Park-street, I think; and it may be thought necessary to widen other streets also.

1434. Park-street will have to be raised to admit of a tunnel being carried under it? Yes.

1435. You were asked just now if you did not think it would be some advantage that the area of Hyde Park should be reduced in order that your grant, being spent over a smaller area, would be more beneficial to the remainder? If it is an advantage, I do not think it is an advantage worth considering in comparison with the loss of the symmetry of the Park. By taking away the finest part you leave, as it were, the scrag ends.

1436. Do you not think it would be a useless expenditure of money to improve Hyde Park, when it is within the bounds of probability that in fifteen or twenty years' time you may be asked to concede an additional portion for railway purposes? Certainly.

1437. *Mr. Hoskins.*] Are you aware that steam and smoke are belched from railway engines through airshafts in the Temple Gardens in London, where there is a much denser and damper atmosphere than there is here, and that no complaint has ever been made of any injury being caused to trees and shrubs in the gardens? I know nothing about the Temple Gardens, but I do know that these things do damage trees, and I know that in Park-street some of the trees have been absolutely destroyed by the dust from the roads.

1438.

1438. Has any representation ever been made to you, as President of Hyde Park Trust, that persons, especially females, are deterred from crossing through Hyde Park from Market-street to Boomerang-street in consequence of the rude and, in some instances, indecent remarks passed by men lying on the grass close to the walks? No representations have ever been made to me as President, but I know as a fact that such things have happened.

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1439. Do you not think that the number of persons who traverse that walk, judging from what you have heard on the subject, would be likely to be considerably more than otherwise if such insults were not offered to people? I think people are deterred from travelling through the Park on that account, especially timid women.

1440. Then if that portion of Hyde Park is enclosed for the railway, do you not think it will have a tendency to prevent such abuse as you have heard of from taking place, and as I know has taken place there? I do not think there will be any tendency to reduce the difficulty, but it would transfer it to some other portion of the Park.

1441. Are you aware that the necessity, or the alleged necessity, for extending the railway from Redfern to Sydney arises not only from the wish of many people to have it extended to the city, but also because Redfern station is reported by the officers of the Department to be almost unsuitable owing to the cramped-up room for shunting the trains and carrying on the operations of the railways? I believe there is a very great necessity for increased space. I have read Mr. Eddy's evidence, and I quite agree with Mr. Eddy that there is a very great necessity for extension in some shape. I do not appear here as an opponent of railway extension into the city, but simply as an opponent of railway extension into Hyde Park.

1442. *Mr. Lee.*] If you are opposed to the railway going to Hyde Park, and you are firmly impressed with the fact that there must be a removal from Redfern, would you suggest a way out of the difficulty? That is an engineering matter I cannot deal with. I do not see there need be any removal from Redfern, because it is possible that arrangements may be made there which will give the required space. I am not capable of judging of that.

1443. Accepting for the time being that there is an absolute necessity for its removal, and arriving at that absolute conclusion upon the evidence of experts whose evidence cannot be ignored on a matter of this kind, must the movement to extend the railway from Redfern cease because the people would reluctantly part with a portion of Hyde Park? I will not go so far as to say that no extension shall be made if it necessitates the resumption of part of Hyde Park; but I say that every effort should be made to find some other site if possible. Perhaps it is possible—perhaps it is not. Mr. Eddy was more capable of dealing with that question than I am.

1444. In view of the evidence of the men who alone are considered capable of giving reliable evidence on this question, such evidence cannot be ignored by you or myself, and having come to the conclusion on the evidence of the experts that there must be an extension from Redfern station, the question arises shall Redfern site be retained, with all its dangers and inconveniences, because it is not advisable to give up a portion of this beautiful Park? I do not go quite as far as that, but I do say that every attempt ought to be made to get further accommodation at Redfern rather than take the Park. If the accommodation cannot be got there, perhaps the Commissioners may be driven to take the Park.

1445. The reason why I asked that pointed question was because Mr. Eddy said before the Royal Commission, "I would point out that it would be unwise to spend a very large sum of money in connection with the present site at Redfern, or any site closely adjoining, because you could not charge any additional fare to recoup the interest on the large expenditure"? I believe he said that.

1446. That opinion is corroborated by all the experts on the matter, and private engineers have now had an opportunity for many years to perfect schemes other than that of Hyde Park; and the various Commissions, having had the advantage of having all the various schemes laid before them, and the recent Commission, having had an opportunity to judge of them, inevitably came to the conclusion that Hyde Park is the best scheme;—do you not think that in face of evidence of that character there is a substantial reason given why the extension should be made to Hyde Park? I do not think it should, because it is a mere matter of pounds, shillings, and pence. The Commissioners say that they cannot get any other kind of extension which will produce a revenue. Give up that, and there may be a dozen sites equally fit.

1447. Are you of opinion, then, that the railway should be extended to Devonshire-street, and a central station made there, notwithstanding the fact that no additional revenue will be obtained? It will be an improvement to extend the railway to Belmore Park.

1448. Are you of opinion that it would be better to remove the station over Devonshire-street than to take a portion of Hyde Park? I cannot say.

1449. The difficulty which presents itself to the Committee is this: That the Park is State property, that the railway is State property, and that in the interests of the public, and the public alone, it is desirable to extend the railway for public convenience to Hyde Park;—in view of that fact, and in view of the large portion which will be left for recreation purposes in the Park, do you think the State will be doing wrong in absorbing that small portion;—do you not think that out of consideration for the public convenience the trustees would be justified in withdrawing their opposition to the State absorbing a small portion of the Park? In the first place, I do not consider that the Park is State property. I think it is the property of the people of Sydney.

1450. Sydney only? Sydney only. That is stated in the proclamation, and it has been used in that way for the benefit of the people of Sydney all along from 1810.

1451. Surely the trustees would not, at this stage, raise such a point as that? I think we are bound to raise the point.

1452. If it was solely for the benefit of the people of Sydney, then they have the power to prohibit country people from going into the Park? I do not think the trustees would set up that position.

1453. Notwithstanding the dedication itself, you are aware that the Government have power at any time to revoke it? I do not think they are likely to exercise that power, except for purposes of this character.

1454. Except for purposes of absolute necessity? Yes.

1455. I am only putting the case before you as one of real necessity, that is in view of every other route being exhausted, and no other route found to be so suitable and so economical as this route—would not the trustees be justified in withdrawing their opposition to the resumption of this portion of Hyde Park? But I am not convinced of the absolute necessity to bring the railway into Sydney at all; it is arguable.

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1456. If you are not convinced of that, you must admit that the next best thing is to bring it to Devonshire-street, and let it remain there? I dare say that would be a very good thing.*
1457. There is no alternative? It would satisfy a good many people.
1458. It would involve an enormous expenditure, and bring in no additional revenue? I do not know why you should not put a penny on if you go over Devonshire-street, to where it was originally proposed to start the railway, and where a wall stood for many years as the commencement of it. It would be some appreciable benefit to bring it down to Belmore Park.
1459. Would the Committee be correct in inferring from your evidence that whether the railway is extended or not, or whether it can be profitably extended or not, no portion of Hyde Park should be taken for railway purposes? I am in a difficulty in answering that question. Of course I admit that under certain circumstances it may be absolutely necessary to come in and take Hyde Park.
1460. The difficulty which presents itself to this Committee is that it seems to be a matter of necessity to take a portion of the Park now? I am not quite prepared to admit that yet.
1461. *Mr. Black.*] With regard to these men who make comments on passers-by in the Park, do you not think they could be more expeditiously and less expensively moved by a policeman than by a railway train? Yes; I think the railway train might move them, or make them permanent fixtures.
1462. Do you not think the removal of these men in any direction does not obliterate them, but simply alters the base of their operations? I think so.
1463. You do not think, I infer from your evidence, that there is no alternative but Hyde Park? I do not say that. There may be or there may not be; I do not go into that question.
1464. *Chairman.*] With regard to the people passing through the Park, you do not know how the number was taken? The number was taken by men stationed at the entrances.
1465. The same people may enter one portion of the Park, walk into Sydney, come out to their luncheon, go in again, and return in the evening; it is quite possible that you have four times the real number? It is just possible.
1466. You do not know really how it was taken? It was taken by stationing men at the principal entrances.

David Kirkcaldie, Chief Traffic Manager, Department of Railways, sworn, and examined:—

- D. Kirkcaldie.
29 July, 1897.
1467. *Chairman.*] You are the Chief Traffic Manager in the Department of Railways? Yes.
1468. Have you had an opportunity to see the evidence which was given in connection with the late Royal Commission on City Railway Extension? I have.
1469. You have seen the evidence which was given by the late Chief Commissioner, Mr. Parry, and others? Yes, and the evidence of Mr. McLachlan and Mr. Harper.
1470. Did you agree with the evidence they gave? I did.
1471. Do you believe it is correct in all the main principles? I do.
1472. With regard to the difficulty and danger to work the Redfern station, are you in agreement with them? I would not say it is absolutely dangerous in working the station, because you can work any station without danger, but it has never been so congested as it is, and the risk is considerably greater than it was a few years ago. In 1877 we had not more than eighty trains out of and into Redfern in twenty-four hours. At the beginning of 1888, when the locomotive establishments had been removed to Macdonaldtown, and all light engines had to come from there to begin a day's work, and go back after they had finished, the number of trains and engines passing through Redfern yard on the main line, taking three ordinary days in 1888, had increased from 80 or 90 in 1877 to 340, 363, and 355. And in 1897, taking three days in January, the numbers had increased to 555, 547, and 561. If we come to exceptional days—on last Eight-hour Day, the 5th October, we passed through the yard 701 independent trains and engines in twenty-four hours independently of the shunting operations in the yard.
1473. *Mr. Kegan.*] And 90 per cent. of that traffic would be done within limited hours? Yes. On the 22nd June last we had 681 trains and engines in twenty-four hours; from 4 o'clock in the afternoon of June 22 to 1 o'clock in the morning of June 23 we passed 324 trains and engines through Redfern yard, independent of shunting operations. That gives an average of thirty-six trains an hour for nine hours. To look at it in another way: When I joined these railways, a little over twenty years ago, the only two platforms in the station were what are now called No. 5 and No. 6 platforms. Of course there were the two docks, No. 3 and No. 4, but no one ever thought of starting trains from there any more than we do now. At the present time we have eleven platforms, and still we find, at certain hours of the day, that these platforms are altogether inadequate to meet the rush of traffic. As a matter of fact, the northern mail train is so long that we find a difficulty in getting a proper platform to start it from without projecting beyond the platform, as it has to do now frequently. Therefore I take it that the time has come when relief will have to be found somewhere.
1474. *Chairman.*] Is that imperative? It is imperative. It will give you a fair indication of the amount of work which goes on in the yard when I tell you that on an ordinary day the movements of the signals and point-levers in the signal-box, at the end of the platform, number fully 8,000; on a holiday, such as Easter Monday, it is fully 11,000.
1475. All these operations must increase in the future? Yes.
1476. It is imperative, therefore, that Redfern yard must be dealt with? It is absolutely imperative that something must be done.
1477. What can be done with Redfern yard;—would the extension of the railway to St. James'-road, approved of by the Royal Commission, by turning Redfern station to some extent into a passing station, obviate any danger or serious difficulty there? Entirely.
1478. So that is a radical cure for the state of the yard? Yes.
1479. Would any extension into Prince Alfred Park be an improvement? I think it would be a most difficult matter to improve Redfern yard.
1480. First, looking at an extension on the eastern side towards Prince Alfred Park, and going, as it were, round the corner from the tunnel, do you view with satisfaction any extension of that kind? I do not. I think it is simply putting off the day which must come, when we must have an extension to the city.
1481. You have had an opportunity of seeing Mr. Norman Selge's map on the wall? Yes. 1482

* NOTE (on revision):—In giving my answers to Questions 1456, 1457, and 1458, I was mistaken in thinking that they related to Hay-street.

1482. You see the proposal in hatching, and the yellow lines of the resumption, and you see also the location of the station building;—will you state your views in regard to his proposal? Briefly, I should say that you were going to spend an immense amount of money to get over the danger which, to a certain extent, obtains at Redfern station, but it is going to be of no utility as far as the public are concerned, and we are not going to derive another shilling of revenue out of the traffic. I have no idea of what the estimate of this work is, but it certainly will cost a very large sum, and it will be of no public utility.
1483. It embraces the resumptions, as shown on the plan, of which the Committee have not yet an estimate, the readjustment of Redfern yard, the erection of new buildings, and the construction of the new approach to Darling Harbour? Yes.
1484. Each of these four items enumerated will be considerable? They will be very considerable.
1485. It might eventuate, perhaps, in as large a cost as the city railway? It might. I think the expenditure of any large sum in that way is to be deprecated if it is possible to get the railway into the city. The great thing is to give the public all the advantages which can possibly be given to them. In carrying the railway into the city you do that, and at the same time you carry out a work which is going to pay for itself from the start, and you are going to give a large population living in Sydney a chance to go to the suburbs, for they will not take a tram to the station, and then take a train.
1486. The proposal before us means the expenditure of a large sum virtually to render Redfern yard safe? Yes.
1487. Having no connection with the extension of the railway to the city? None whatever.
1488. If the railway be extended further north than Redfern these works are unnecessary? Yes.
1489. Have you had an opportunity to see the scheme proposed by the Railway Commissioners, dealing with the traffic at St. James' road? I have.
1490. In your opinion, will it be sufficient for the traffic? Yes; there might be little matters of detail which could be altered with advantage, but taken generally the scheme is one which commends itself to me.
1491. It has been feared by some people that it means eventually the absorption of the whole of the Park? I do not think so at all.
1492. Why? Because I think we will be able to conduct an enormous traffic there by some little modifications, such as might be pointed out, without absorbing any more of the Park.
1493. I think the Chief Commissioner explained that you would have relief by an extension to Circular Quay, and to the eastern suburbs for the passenger traffic? But I think apart from that we can find plenty of relief up at Redfern station by having these six lines right up to Redfern station. All you can want down here will be platform accommodation. You can get plenty of storage at Redfern.
1494. Will the Hyde Park station, in your opinion, do all the trade which will ever require to be done from the area which legitimately should be served from that centre? I think so decidedly, until the time comes when you want railways right round the suburbs of Sydney.
1495. Then you will seek for new centres? Yes.
1496. Not by the extension of this? No.
1497. *Mr. Lee.*] Since the railway depôt has been established at Redfern, have the smoke and steam and other outputs from the engines been the means of blackening and destroying the property in the locality? I have never heard of it.
1498. Has it destroyed any property on the western side in George-street? I have not heard of it.
1499. Or in Devonshire-street? I have not heard of it.
1500. Or in Prince Alfred Park, or anywhere in the vicinity? I have never heard of it.
1501. Do you anticipate, if the railway is brought into Hyde Park, these offensive matters will be destructive to property in the vicinity? I do not think so.
1502. Do you think it will interfere with St. Mary's Cathedral? I do not.
1503. Or with the Synagogue? I do not think so; and my opinion is based on the fact that the railway runs through the Princes-street Gardens in Edinburgh for, I daresay, a mile, parallel with Princes-street, which, I suppose, is one of the finest streets in the world. It is a beautiful park, and no inconvenience is caused there by the railway.
1504. *Mr. Black.*] Is it not a fact that the people of Edinburgh very much regretted that that park was ever devoted to railway purposes? No.
1505. They used to do so about thirty years ago? I never knew of it, and I was then connected with the company which has its lines of railway running through the gardens.
1506. *Mr. Lee.*] Suppose the line were brought round to Circular Quay—I would not say in what way, but in some way—and that at Circular Quay the terminus was 13 ft. 6 in. below the surface of the roadway, would you be able to conduct the goods traffic under these conditions? I think you must discard the idea of working the goods traffic in connection with a city railway.
1507. I do not want you to dwell on that point, but to state whether on the bald fact, if you had to deal with the goods traffic on a line 13 ft. 6 in. below the surface of the roadway, you would be able to do it economically or efficiently? Certainly not.
1508. *Mr. Fegan.*] You mentioned the progress which the traffic, both goods and passenger, has made during the last twenty years:—are you expecting the proportion to increase in the future as much as it has done in the past twenty years? I see no reason why it should not. If you carry the railway into the city, I see no reason why the traffic should not continue to increase in the same proportion as it has done in the past; and even if it increased by one-half the amount it has done during the last twenty years, we will not be able to conduct it where we are.
1509. In your opinion it will increase? I see no reason to think otherwise.
1510. Therefore, it is only a matter of a very short time when, if things are allowed to remain as they are at Redfern, you must make a move somewhere? Yes; otherwise the traffic must be carried on in a way which will neither be creditable to us nor satisfactory to the public. We will have the same difficulty as we had years ago before we had the quadruplication of the suburban lines—the difficulty of getting trains along.
1511. Is it not a fact that the Chief Commissioner looked upon the tunnel at Redfern as a very dangerous point in the working of the trains? It is a very undesirable thing to have a tunnel near a railway yard. The signalman, who is exactly over the tunnel, cannot see what is going on underneath, and, therefore, we have to keep a man on the ground to indicate to him whether there is anything standing in the tunnel, which, perhaps, for a moment he may have forgotten.

- D. Kirkcaldie. 1512. Do you remember the accident which took place a few months ago, and in which some persons were not killed but slightly injured? I do.
- 29 July, 1897. 1513. Did not Mr. Eddy then point out that whilst the traffic was so congested at that point it was impossible to have things as you would like there? I think he did.
1514. Therefore, that points out that he was dubious of carrying a much greater traffic with any safety? I know he told me that a good many times.
1515. Can you state from memory what that railway accident cost you when several persons were killed two or three years ago? I really could not tell you.
1516. Will you be good enough to get the information for the Committee? I will try to get the information before I come back. [*Vide Appendix.*]
1517. It was owing to a mistake that that accident took place? Yes, both accidents happened in that manner.
1518. Are all your lines interlocked there, or only a portion of them? All the main lines are interlocked, and everything leading to the main lines.
1519. A portion is worked by a flag? No.
1520. *Chairman.*] On a heavy day it is worked by a flag to the east? Yes, but that is supplementary to the fixed signals.

FRIDAY, 30 JULY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	FRANCIS AUGUSTUS WRIGHT, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

The Honorable Charles Gilbert Heydon, Q.C., M.L.C. sworn, and examined:—

- The Hon. C. G. Heydon, Q.C., M.L.C. 1521. *Chairman.*] You are a Member of the Legislative Council of New South Wales, and an old resident of Sydney? Yes.
- 30 July, 1897. 1522. *Mr. Hassall.*] You attend, I understand, to make a statement as to the effect on the business of the law courts if the railway is extended to St. James'-road? I was asked to come strictly to state what the result of extending the railway to the north-western corner of Hyde Park would be in the conduct of business in the Supreme Court. Assuming that a large number of trains come in, and that no special precautions were taken to prevent the sound reaching the Supreme Court, my opinion is that it would simply prevent the doing of business altogether. I do not think the courts could carry on business owing to the noise, but whether the plans include any special provisions to prevent the noise, and whether they are sufficient I do not know, and I am incompetent to judge.
1523. Have you seen the plans of the proposed station? No.
1524. From the map here you will notice that a considerable space is left between the station building and the Supreme Court? I see by the plan that there is to be a large space between the end of the railway and the block of buildings which includes the Supreme Court. There is no doubt that that station building would deaden the sound to an extent which would vary with the thickness of the walls and the height of the building.
1525. The whole of the station will be covered in nearly up to Park-street? I do not know the thickness of the walls, but presumably they would be thick, and walls on both sides. I am not competent to say whether they would so completely deaden the sound as to prevent the trains being a nuisance; but judging from the effect of the trams in Elizabeth-street and King-street on the business of the courts, then I would say certainly, unless the sound were very completely deadened; indeed, it would be almost impossible to carry on the business of the court. The court fronting Elizabeth-street is almost useless, and in the court which is near King-street, although there is an intervening room, the conduct of business is made very difficult indeed, in consequence of the King-street trams. New courts have been erected behind these and nearer to the Park, and unless the noise of the trains was completely deadened, I do not think the business could be done conveniently in those courts.
1526. The evidence of the Commissioners and the railway authorities goes to show that there will be no whistling either in entering or in leaving the station, and also that the trains will arrive and depart at such a slow rate of speed that they cannot be compared to the trams running alongside the Supreme Court, either in King-street or in Elizabeth-street.
1527. The rooms which are affected by the noise of the trams abut right on to the street? The Elizabeth-street one does, and there are a couple of windows through which the sound comes. The other court has a large room between it and King-street, so that it does not immediately adjoin King-street, but even in that court the noise is found to be a very great drawback, and makes business troublesome to everybody.
1528. Even here in this very room, with the trams running constantly backwards and forwards, it is not possible for us to hear the evidence as plainly as we otherwise would do? No.
1529. But considering that there will be a considerable space between the Law Courts and the station buildings, and that you have the whole of that building between the Law Courts and the trains, do you not think that they, to a certain extent, will deaden the sound altogether? The intervening building will deaden the sound to a certain extent.
1530. You will have not only one thickness of wall, but several thicknesses of wall through which the sound would have to penetrate in order to be a source of annoyance to the occupants of the Law Courts?

Walls

Walls all have openings, and if you have a wall without an opening there has to be an open roof. You cannot have a wall so that the sound is entirely shut out. The rate at which the trains would go, and the diminution in noise in consequence of their going slowly are matters experts can speak about very much better than I can. I can only say that one of the courts is practically useless in consequence of the Elizabeth-street tram, and in the other court, work is made very difficult, annoying, and troublesome in consequence of the King-street trams; and it strikes me, with deference, of course, to anything which the experts may say, that the annoyance of the railways on the other side can hardly be less than that of the trams. I think that is all I have to say.

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1531. If there was no possibility of any noise arising to militate against business being carried on satisfactorily in the courts, I presume you, as a representative of the higher branch of the profession, would have no objection to the extension of the railway to St. James'-road? As a barrister I should have no objection, but as a citizen I might. I was not asked to come to speak of that aspect of the question.

1532. Having had an opportunity to see the plan of the station building, and remembering that it is proposed to erect a very large substantial building at the end of the railway station, do you think any great inconvenience would be caused if the project were carried out? I cannot speak positively about it, because I have not an expert knowledge of these matters, but I cannot help thinking in my own mind, that there would be an annoyance occasioned to the business of the Supreme Court even with that building, and with all the yards being covered over.

1533. If that had the effect of deadening all sound no inconvenience would be caused? If there were no noise there would be no inconvenience.

1534. *Mr. Roberts.*] From what trams do you experience the most inconvenience? The steam trams cause the greatest inconvenience, but that may be because the Court, which has a frontage to Elizabeth-street has no intervening room, and no double thickness of walls.

1535. Do you know that it is contemplated to substitute electric traction for steam traction in Elizabeth-street? No.

1536. A sum of £100,000 has been voted by Parliament for that purpose;—do you regard the position of the Supreme Court as suitable under any circumstances, and that that will be the permanent location for the Court? No.

1537. It has been generally understood that the Supreme Court should be removed to somewhere at the top of King-street? That has been generally understood for such a great many years that I am afraid that it will be generally understood for a great many more years; but I think that if the railway comes to Hyde Park that will be an additional reason for moving the Supreme Court.

1538. *Chairman.*] It should be moved? I think it will be moved.

1539. *Mr. Roberts.*] Would you like to suggest a site which would be suitable for the Court? No; I have given no thought to that. I do not think you find in any other part of the world a Law Court with a tram to the north, a tram to the west, and an immense railway station to the south.

1540. But, in view of the substitution of electric traction for steam traction, is it not a fair thing to assume that the noise would not be magnified, even if a railway station were built in the north-western corner of Hyde Park, especially as St. James'-road would divide the Supreme Court from the station building, which would be of a substantial character? I do not think that is a fair way to look at it. I do not think you should say, "Well, we are going to create an annoyance certainly on this side, but then we will diminish the annoyance which exists on that side, and that will make matters square." It seems to me that that is not a reasonable way to look at it.

1541. If the business of the Court can be carried on now, perhaps not as quietly as could be desired, the noise would be no worse than it is now, even supposing that the trains came down to St. James'-road? I am speaking a good deal in the dark as to the additional noise which the extension of the railway would create. I am speaking with deference to the opinion of experts, and to a great extent in ignorance of the thickness of the walls of the new structure, so that I can only say as to that in a general way. I believe it will be an annoyance, but whether it will be a greater annoyance than removing the present steam trams would compensate for, I am not able to say.

1542. The steam trams, I understand, will be done away with, because electric trains are more up to date and can be worked more economically? I do not think they would be anything like as noisy.

1543. *Mr. Hoskins.*] Are you aware that it is not intended that the station at St. James'-road shall be a depôt for a large number of unused carriages and trucks, which would necessitate a great deal of shunting. The trains will be brought up to the station and taken away; and the engines will not be kept there, but will be taken to Eveleigh? How many trains, may I ask, will come in and go out in a working day.

1543½. The trains will simply discharge the passengers at the station, but no trucks and carriages will be left there to be shunted about, and which has caused so much noise at Redfern? I do not understand that a train which is being shunted makes any more noise than a train which is coming in or going out.

1544. The forming of trains causes the noise? It will make a more continuous noise, I suppose; but it will not make any greater noise.

1545. *Chairman.*] It is stated by the railway authorities that the number of long-distance and suburban passenger trains in and out of Redfern during an ordinary day is 324, and of this number thirty-eight would be during the busiest hour of the day? I gather from the figures which have just been mentioned to me that there will be a train arriving and departing in less than every two minutes.

1546. Make it every five minutes? That train would take some little time to come in and go out, so that there would practically be a continuous noise.

1547. *Mr. Hoskins.*] Do you really think there will be as much noise as there is now, with 220 trams a day running along Elizabeth-street? I cannot say whether it will make as much noise as the trams, which, certainly, are very noisy.

1548. In Devonshire-street do you hear much noise from the station;—does the moving of trains about Redfern yard cause disturbance or noise there? When I have been in Devonshire-street I have been in the street. You always hear a great deal of noise in a street; but you do not notice it. If you go into a room to conduct business which requires quiet, you will very soon find out whether it is noisy or not.

1549. *Mr. Trickett.*] In judging of the amount of noise which the trains will make, have you considered that their own impetus will bring them in against a dead platform, and that when they are leaving the station the engine would be about 500 feet distant from the platform at which they arrived;—it is not as if it were a passing traffic;—have you thought of that matter? No; I have not made any special investigation into that. If one were to make a scientific inquiry, one could stand at certain distances and notice

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notice the speed and the noise I only spoke in a more general way, in which any one could speak of it. Trains always make a noise, it seems to me, however slowly they are coming; and it is a noise which travels a long way.

1550. *Mr. Clarke.*] Mr. Eddy, when he was before the Royal Commission, made this statement in reply to a question I asked:—

2710. Might it not cause those who attend the Supreme Court, St. James' Church, and St. Mary's Cathedral—the latter of which is not likely to be removed—annoyance? I think not. We will take care not to run the trains during service time. We do not do so now.

? Will the Commissioners take care not to run the trains during Court time, because that is the time I came here to speak about. Mr. Eddy seems to admit here that it will be necessary to diminish the number of trains on Sundays during service time. Now, St. James' Church is no nearer the railway than the Supreme Court; as a matter of fact it is not so near, and St. Mary's Cathedral is nothing like as near, yet Mr. Eddy recognises that there will be an annoyance from the trains, because he says, "We will take care not to run the trains during service time." It would be quite impossible for him to take that precaution during Court time, so that I take it that if it would be an annoyance to the church it would be an annoyance to the Court. His evidence seems to confirm my view.

1551. Mr. Eddy was also asked this question—

2708. *Mr. Clarke.*] In the event of the main station being formed at St. James' road, might not objection be taken to it by those who attend the Supreme Court, St. James' Church, and St. Mary's Cathedral, as an eyesore and an annoyance, because of the smoke? I do not think the station would be an eyesore. I think it would be an ornament, and there would not be enough smoke to cause annoyance. The Supreme Court is recognised by everyone as being rather too noisy at the present moment, and the sooner it is removed from its present position the better.

? I consider that answer absolutely confirms the opinion I formed before I came here. Mr. Eddy, when he is asked whether the railway will be an annoyance to those who attend the Supreme Court says, first of all, "I do not think the station would be an eyesore"—I am not saying that it would—and then he says, "and there would not be enough smoke to cause annoyance." I do not say that there would be enough smoke to cause annoyance. As to all the rest of it he says, the sooner the Supreme Court is taken away the better. He does not say that there will be no annoyance to the Supreme Court. He says, "The Court had better go and let the railway come."

1552. The Supreme Court will have to go at some time? That is another matter. If it is removed to another part of the town there will be no annoyance from the railway, but if it is where it is, I think there will be an annoyance from the railway.

1553. *Mr. Wright.*] Fronting St. James' road there will be a station building two or three storeys high, 380 feet long by 60 feet deep, with a colonnade in the front for foot passengers, and outside the colonnade a covered way 25 feet wide for cabs, with a clear space of 60 feet between the kerb and the Registrar-General's Office, and Elizabeth-street will be widened by 30 feet, and the whole of the lines within the area will be covered in. I will now refer you to a question which Mr. Hoskins put to Mr. Deane, the Engineer-in-Chief, on the question of the probable noise in the station:

Mr. Hoskins.] Do you not think if that view of yours were carried out, and the Registrar-General's Office were resumed for railway purposes, it would lead to the Judges of the Supreme Court and the lawyers finding fault with the noise at the termini, and the whistling of the trains, and finally to the resumption of the court buildings? I do not think they would hear a sound, because it would be all covered in. The buildings at the front of the station would be a break to any sound or whistling, and the platforms and lines would be covered by a large roof. I do not think that any inconvenience would be experienced from the whistling of the trains.

That is the evidence of the highest expert we have on this matter, and I think you will admit that very great importance must be attached to his evidence? I do not say it should not.

1554. With a distance of 145 feet between the terminus of the railway and the Supreme Court, the station building, three storeys high and 60 feet deep, must effectually prevent any sound from reaching the Court. In answer to another question Mr. Deane says, "positively you would not hear the trains at all; you would not be aware of their existence";—do you not think that the Committee are justified in attaching considerable importance to this evidence coming from the man it does? I do not say that because my opinion is what it is, the opinion of other people is not entitled to weight.

1555. Possibly that evidence might modify your own opinion? I attach a good deal of weight to his opinion, but what I came here to give was my own opinion.

1556. What I am trying to point out to you is that by the best witnesses at our command we are assured that no annoyance will be occasioned to the Supreme Court; in fact, that people in the vicinity of the Court will not be conscious that there is a railway station near there? I hope they are right.

1557. The great noise caused by steam traction is owing to the use of heavy motors, which weigh 14 or 15 tons, but with the introduction of electric traction you will have only the noise of the rolling of the carriages, which will be smaller in size than the present cars? You would be surprised at the noise occasioned by the rumbling of the cable trams.

1558. The electric traction is the least noisy of all systems? So much the better.

1559. I suppose but for these matters you have mentioned there would not be the smallest doubt in your mind about the effect of the trains coming into the station? I suppose everybody will admit that precautions must be taken, but whether those precautions are sufficient I am not expert enough to say.

1560. *Mr. Fegan.*] Your chief objection is to the inconvenience and the annoyance which will be occasioned by the engines to persons in the Supreme Court? Noise generally, which necessarily arises in and about a large railway station.

1561. I think you said that sooner or later you will have to remove from that site, that the buildings are not suitable for the Court's business? I did not say that; I was not asked to form any opinion about the necessity for removing the Court. As a matter of fact we have five court-rooms there in which the business could be done very well, if it were a quiet place. They are very good court-rooms, and are not well adapted for anything else. Unless there was some good reason for it, I should think it would be a pity to go to the expense of putting up another building.

1562. They can be utilised for many years to come under present circumstances? I think so, for a long time to come.

1563. The Committee, as well as the Royal Commission, are assured that the traffic has become so congested in the yard at Redfern that the officers cannot deal with it with that safety they would like to do;—and a proposal is made that a certain route shall be taken to ensure greater safety, and also to return the cost of the construction;—under these circumstances, do you think that the inconvenience caused by the noise

noise should stand in the way? That is a matter I am not able to say a word about as a question of fact. That must be taken on the word of the railway experts of the country, but when it is put to me that Redfern station is unsafe, and that, therefore, you must come to Hyde Park, I say that is a *non sequitur*. I say you can enlarge your yard without coming to Hyde Park.

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1564. If this extension is constructed it will bring in a revenue, and pay at once for itself? You mean that by taking the place which costs nothing, you are able to pay the interest on the cost of construction.

1565. No;—in other words, there has been an agitation for a considerable time to get the railway into the heart of the city. It is pointed out that in Edinburgh and in other large cities in Great Britain the stations are built right in the heart of the city. Liverpool, for instance, has three stations—the Lancashire and Yorkshire, the London and North-western, and the Midland—in the heart of the city. Considering the enormous expense of resuming the necessary land to widen the tunnel at Redfern, and considering the increase of traffic during the last ten years, the managers of our railways say that the best site they can recommend for a terminus is the Hyde Park site;—under these conditions, is it not fair to give the managers of our railways the credit of knowing the requirements of the traffic better than others? I do not understand that they say that is the best site merely as a site. What they say is, that it is the cheapest site. The Railway Commissioners do not want to have to be burdened with the interest on a larger expenditure than they can possibly help, and they are very keen about it. I do not understand that they say that if Sydney were a vacant piece of ground, with no houses on it, that corner of Hyde Park is the best possible site they can get for a station. What they say is, that it is the best site, considering that they can get it for nothing, and will have to pay no interest on the cost of it.

1566. Has it not come under your notice that the Commissioners are willing to put aside £100,000 to resume the Cemetery opposite Redfern station, and to set apart £1,000 out of the earnings of the year to beautify that park and keep it in good order? I understand that they have made some offer of that kind, and of course it is a very important matter to consider. If you will pardon me, I would point out that you are leading me into a general discussion of the whole merits of the scheme. What I was asked to come here about was the Supreme Court. I am not able to discuss the whole scheme.

1567. You would not care to give an opinion on the scheme? No. I was not asked to come here to give evidence against the railway coming to Hyde Park, but to give my opinion of the result of the railway extension on the conduct of the business of the Supreme Court. It might very well be that, although it would make the business of the Supreme Court very inconvenient, or even impossible, still, it would be a proper thing to do. I do not say anything at all about that. But as the Committee has to consider the thing on all sides, there was that one aspect of the matter I knew a little about.

1568. You do not wish to go into other matters? No; I would rather not give an opinion as to whether I approve of the scheme or not. I have not made up my mind about that.

1569. Do you think you will have as much noise from the trains, which will be covered over, as you have from the steam-trams? As well as I can judge, I should think we should. I have never known any railway station that had not a great noise—a deal of noise about it.

1570. I suppose you know that it is not intended to take the goods traffic as far as St. James' road? No, only passengers.

1571. *Chairman.*] Has there been in existence for a considerable period an agitation to remove the Supreme Court buildings? No; not what I should call an agitation. It has been spoken of occasionally, and I know that the Courts for a considerable time were considered to be too few, and not to give sufficient accommodation, but now there are two extra Courts, and very convenient ones.

1572. Do you consider that the building, as it is to-day, is suitable for carrying on the business which is done? Fairly suitable.

1573. The question of noise, or the question of disturbance, after all, is a matter of fact? It is a question of fact.

1574. You have explained that, taking into consideration the distance that the trains will be from the Court, and the amount of intervening matter, you are not quite clear in your own mind whether there will be any disturbance, but you think it is worth considering? I think there will be some disturbance.

1575. But whether it will be a material one you are not prepared definitely to say? I cannot say that it will be enough to prevent the business from being carried on.

1576. Mr. Deane and Mr. Eddy are two gentlemen whose opinions are entitled to very great weight? Yes.

1577. With a full knowledge of the distance separating the trains from the Court, and also a knowledge of the buildings which will be between the station and the Court, it may be almost a matter of fact that there may not be much interference with the Court? From Mr. Eddy's answers, it seems to me that it would be just the opposite. He admits that they will have to diminish the number of trains during service time.

1578. Show me an answer from which you can infer that he believes there will be a noise? The answer to question 2710 is quite clearly directed to St. James' Church and St. Mary's Cathedral. There is no answer in regard to the Supreme Court at all.

1579. Do you think the answer "I think not" does not cover the whole question? It is perfectly clear to my mind that it does not cover the whole question, and the matter is rendered still clearer by the answer to Question 2708.

1580. You cannot find any answer where he would lead you to believe that there is to be any annoyance at all? I have not read Mr. Eddy's evidence, but he certainly nowhere there—there may be other answers—commits himself to anything in the remotest degree approaching a statement that the main station being in Hyde Park will cause no additional annoyance to the Supreme Court, and I should certainly infer the contrary from what he says.

1581. He is asked a question in regard to three buildings, and his reply in regard to those three buildings is, "I think not"? Why is not he going to run trains in service time, if the trains will make no noise.

1582. You recognise that it is a matter of fact that the disturbance depends on two things—the distance and the intervening matter? It will be a matter of fact when the station is constructed. At present it is a matter of opinion.

William Edward Hargrave Hammond, Builder, sworn, and examined:—

1583. *Chairman.*] What are you? A builder.

1584. *Mr. Roberts.*] Have you prepared a statement on this subject? Yes; a rough statement

W. E. H.
Hammond.

1585.

30 July, 1897.

W. E. H. Hammond. 1585. Will you read your statement? It is as follows:—

RE THE CITY RAILWAY.

30 July, 1897. I propose to fill in Darling Harbour to the Pymont Bridge, and to obtain the material from Glebe Island. I may mention that it would be necessary to have that part of Darling Harbour that would not be used for the lines for goods-sheds.

Description of the line.—I would start from the present railway line at about midway between Fig and Quarry streets, as shown by line; thence crossing Darling Harbour to a point 100 feet west of Market-street, and 150 feet from the high-water mark on the present water side; thence to King-street at 150 feet from high-water mark, on the present water side; at King-street I would have the central station. I would resume land on the northern side of King-street; then continue on to Erskine-street, at 150 feet from high-water mark, on the present water side; thence to Margaret-street, as shown by line; thence over as near to the 150 feet as possible to high-water mark; thence on just beyond the A.S.G. Company's, at about 300 feet from Little Argyle-street, and above high-water mark. I would start to tunnel and continue as shown by line under the Observatory Park, and thence crossing George-street, reaching the waters of Sydney Cove; then keeping 150 feet from high-water, on the present water side. I would here make provision for No. 2 station; thence continue to a point near to the Water Police Court; thence taking the hill by tunnel under the Inner Domain, as shown by line, to Woolloomooloo Bay; then filling in Woolloomooloo Bay to make the terminus station. I propose to fill in all water by building retaining-wall and utilising the material from the tunnel to fill in. I propose not to interfere with the shipping only where the bay would be filled in. I propose to fill in Woolloomooloo Bay for the terminus. I would not interfere with the ferry-steamer traffic. I would make provision for it. I propose to make provision for four sets of lines—two for goods and two for passengers. I have also considered Paddington, Woollahra, Pymont, Balmain, &c., but as the time is so short I only wish by the present sketch to convey to you a rough sketch and description of a city railway.

1586. What acreage in Woolloomooloo Bay do you propose to fill in? Sufficient for the terminus—I should think about 20 or 30 acres.

1587. From that point you propose to extend the railway to the eastern suburbs? Yes.

1588. Do you propose to make a loop to join Redfern station or to join any portion of the existing lines of railway? That would be an after consideration—from Randwick.

1589. For the present you would stay at Woolloomooloo Bay? Yes.

1590. Have you prepared an estimate of the cost of the work or the cost of the land resumption? There would be very little land resumption, but I have not gone into any estimate of the cost at present.

1591. Do you view with favour the proposal to extend the railway to St. James'-road? No.

1592. On what grounds do you object to the proposal? Because it is not a suitable place.

1593. Do you object to the Park being taken from the people, or do you regard the site as being not sufficiently central? My objection to the Hyde Park extension is that it will not serve the whole of the people. For instance, there is no goods station. It does not serve the wharfs and the shipping, and I think all railways should serve the shipping.

1594. Are you not aware that the goods traffic will continue to go to Darling Harbour, and that the station at Hyde Park will merely be for the convenience of passengers? Suppose I am coming down from Parramatta to go to Manly, I have to get out of the train at St. James'-road and to walk down to the boat.

1595. Not necessarily, for you can get a tram? I can do the same at Redfern at present. It would cost me no more probably than to take a tram from Hyde Park.

1596. Would it not be more convenient to go by that route than to go by the route you suggest? In my opinion, to reach Circular Quay *via* Darling Harbour is very little longer than to go *via* Hyde Park.

1597. Would not your scheme involve a large amount of land resumption in going round the eastern shores of Darling Harbour? It is simply resuming water and filling in, and giving the people the same wharfage accommodation on the new frontage.

Myles McRae, Produce Agent, sworn, and examined:—

M. McRae. 1598. *Chairman.*] What are you? A produce agent.

30 July, 1897. 1599. *Mr. Black.*] Do you confirm the evidence which you gave on the 13th April last before the Royal Commission on City Railway Extension? Yes.

1600. And you desire to make an additional statement? I wish to mention that in Melbourne fully 10,000 artisans, mechanics, workmen, and tradesmen go home to luncheon every day, travelling as far as Malvern, Camberwell, Essendon, Port Melbourne, Brighton, St. Kilda, Footscray, Williamstown, and other suburbs, but here it is impossible for people to go home to luncheon on account of the time they would lose in going to and from the station at Redfern, as well as extra expense. Calculating the loss in time to each individual going to and from Redfern daily at half an hour, and calculating their earnings at £124 16s. each, per year, on the basis of eight hours a day, the 40,000 passengers who land at Redfern daily lose in time during the year no less a sum than £312,000, which is a big item. According to the reduced scale of charges which the late Chief Commissioner proposed to charge for the extra distance to St. James'-road, the passengers will save something like £3 5s. per head per annum, which is a big amount to the working classes. I am confident that there is no other route to compare to Mr. Eddy's route. There are a few genuine oppositionists, but otherwise you have only to ask the people where they live, and that will explain everything. The Redfernites, the Haymarketites, the Paddingtonites, and the property-holders along the Darling Harbour eastern frontages are opposed to Mr. Eddy's scheme, but not one of them, so far, has dared to question its directness or utility. Some of the residents of the eastern suburbs are afraid if the residents along the suburban railways are landed at King-street as they are by tram, and placed on an equal footing with them, they will lose in prestige; while the Haymarket and people in the immediate vicinity of Redfern are opposed to the railway passengers being brought beyond Redfern; they say that it is the proper place to dump them down. On the other hand, persons who own, and purchased properties in boom times along the eastern water-frontages are determined that not an inch or blade of grass of Hyde Park shall be touched—the proper thing to do is to resume, regardless of cost, the eastern water-frontages. Any disinterested citizen who will honestly examine Mr. Eddy's scheme in all its bearings will be struck at once with the master-mind that propounded it, proving beyond dispute the only axe he had to grind was in the public interest.

1601. Excuse me, I hardly think that that is evidence; it is a statement of opinion? I am opposed to a route which would pull down the warehouses and the wharfs which cost so much money, and will not suit the passenger traffic, and therefore I am in favour of Mr. Eddy's route, because it is reproductive. When

I was in Melbourne I discovered that the Harbour Trust charged 3s. and 4s. a ton wharfage on produce. In straightening the Yarra they did not have to resume a single foot of land on either side; it belonged to the Government; the dredging was similar to that of Cook's River, and I think the amount they expended was £2,500,000. They do not allow any hay to remain on the wharf on Sunday. If not removed it is carted by them to the Queen's warehouse; the owners have to pay double cartage, storage, receiving, and delivery.

M. McRae.

30 July, 1897.

1602. *Mr. Wright.*] Where is the relevancy of this evidence? What I wish to explain to the Committee is that if we expend £5,000,000 or £6,000,000 in constructing a railway round the eastern wharf frontages, the wharfage would be of such an exorbitant character that it would absorb half the value of the produce when it is selling cheap. It would wipe out the agriculturist of the northern rivers in one act. The land tax, although severely felt, would be a fleabite to it, in comparison. I speak from practical experience. I oppose that route because it would be unproductive. I consider it would be suicidal on the part of the Government to attempt to pull down what wise men built up—sufficient accommodation for the next fifty years. I had an expression of opinion from the country and metropolis four years ago in favour of Mr. Eddy's route, and got replies from eighty or ninety municipalities. I notice that Mr. Cropley has recently got eighty or ninety replies, so that the country is in favour of the route. I am at Redfern daily, and because I am in favour of Mr. Eddy's route some of the interested parties are ready to jump down my throat. Their chief argument is that the railway must not be extended, and the Park must not be touched. I reply: "In lieu of the 10 acres utilised, you get 25 acres of lung-room where it is most needed." They say, "We do not want it"; their real opposition is against the crowd being brought beyond Redfern, believing they would lose in business; this feeling extends to the Haymarket.

1603. *Mr. Humphery.*] Will you give reasons for or against the proposed extension instead of making an argumentative statement? I am in favour of this route, because it does not close a single street, because it does not interfere with the business relations of the city, and because it is reproductive.

1604. *Mr. Hoskins.*] And because it is the least expensive way of getting into the city? Yes. I consider the creation of a larger area for lung-room is a compensation for the 10 acres taken from Hyde Park.

1605. *Mr. Black.*] You stated that the people who opposed this proposal do so because they live in certain places? Yes.

1606. May it not be as fair to say that those who support the proposal do so because they live in other localities? I know that I suffer in time and money through the railway not being extended to the city, and I represent thousands of ratepayers, and they are all unanimously in favour of this railway extension.

1607. Your motives are no more disinterested than are those of others who you say oppose this proposal? I do not say that at all.

1608. It appears to me so from your evidence? They take a "dog in the manger" view of the matter.

1609. They do not see why they should do anything to benefit you at their expense, when something else might be done which would be benefiting them? It would not cost them a farthing, because it shows a surplus after providing for interest and working expenses. The railway must be extended.

1610. You have told the Committee that 10,000 working men go home to luncheon by train in Melbourne;—how far do they have to travel to reach the railway station? The greater number of them are fronting and near the railway stations—Spencer-street, Flinders-street, and Prince's Bridge railway stations; nearly all the principal streets terminate in Flinders-street, almost abreast of the two last-named stations. It takes from five to twenty minutes, according to the distance, to get to and from the railway stations from their business premises where they work; where it takes fifteen or twenty minutes they only live a few miles out of the city. Hence, they have sufficient time.

1611. Suppose you construct a railway to Hyde Park, from what distance from that station would workmen come in order to go home to luncheon? It is according to the time they have to spare,—say a quarter or half a mile. It would serve a very large area; but now, on account of the distance to Redfern, it is impossible for men to go home to luncheon. I am certain there are ten luncheon-houses in Sydney for each one existing in Melbourne on that account. 100,000 people travel by train in Melbourne to our 40,000 in Sydney.

1612. *Mr. Clarke.*] I suppose if another site could be found it would involve the resumption of a large quantity of land on which houses are built? Yes; it would close streets, it would be expensive, and I do not think the country is in a position to stand the expense.

1613. Is it not a fact that the working classes, as a rule, bring their luncheon with them? Some of them do, because they cannot go home by train; a great number lunch in town.

1614. Do not a good many of the working people live out of town in the suburbs? The extra expense and the loss of time are prohibitive. I know numbers who once lived 8, 9, and 10 miles out of town, but had to return to the city. Some of them had to come in at 5, or half-past 5, or 6 o'clock, and then had to walk in from Redfern. They found that they had to live in the city.

1615. In former times a great many of the working people resided in Kent-street and Sussex-street and at Miller's Point, and a good many of these people have removed to the suburbs? Yes, the eastern suburbs.

1616. Do you think it is likely that they will come back to the city? I know a tremendous lot of working men, and they say they cannot live in the suburbs on account of the loss of time and the extra expense.

1617. The extension of the railway to St. James'-road would benefit not only the working classes, but all classes in the suburbs, as well as country people who wish to be brought as near as possible to the business part of the city? Yes; and it will cause a big development in the western and Illawarra suburbs. I believe it will result eventually in a reduction in the fares—the same as in Melbourne, where they charge 22 or 23 per cent. less than we do, because they carry 100,000 passengers a day, as against our 40,000 passengers a day; passengers pay better than any other traffic.

1618. Do you not think the construction of the electric tramway in George-street will be sufficient accommodation to give without extending the railway to the city? No; because there is a breakage in the journey at Redfern. That tramway will be suitable for local traffic, but it will not suit suburban railway passengers. I consider the station at Redfern is positively dangerous.

1619. *Mr. Wright.*] Is your opinion purely disinterested? Yes.

TUESDAY, 3 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James' road.

Thomas Brown, Esq., M.P., sworn, and examined:—

T. Brown,
Esq., M.P.
3 Aug., 1897.

1620-1. *Chairman*] I understand you have a statement to make with reference to the proposed extension of the railway into Sydney? Yes; and I have also here a small plan, upon which I have pencilled in blue the route by which I should like to see the railway extended.

1622. Will you read your statement? Yes; the scheme to which I wish to draw the attention of the Committee is almost identical with that which I outlined to the Royal Commission. The statement which I have prepared it as follows:—

In the construction of a city line, I take it that the main considerations which will weigh in favour of such an extension are:—

1. How best to meet the requirements of city traffic, as a farther extension of present railway arrangements.
2. How to meet these arrangements at a minimum of cost to the State and inconvenience or loss to the public by way of resumptions, interference with vehicular or pedestrian traffic, and withdrawals of areas set apart or required as public parks, &c.
3. An extension which will best adapt itself to existing tramway arrangements, and can be made readily to harmonise with the best suggested methods of connecting with the North Shore railway and tramway systems when such a connection is determined upon.

Any railway extension into the city must be by one of the following methods, or some combination of them, viz.:—

1. Level or open cut.
2. Overhead or viaduct, and
3. Underground or tunnel.

Each of these methods, when applied to city traffic, is beset with many difficulties, so much so that in large cities the level or open-cut is practically out of the question.

The overhead has also its serious disadvantages, and the underground is not without its drawbacks. The disadvantages peculiar to the underground system are namely, access, motive-power, ventilation, and light; but recent discoveries have very considerably minimised these disadvantages—so much so that, in recent years, the advance in all large cities (European and American) has been in the direction of replacing all other systems by the underground. In this connection it is to be noted that Sydney possesses peculiar and special advantages in the direction of underground railway construction by reason of its sandstone formation and ridge elevations.

Bearing in mind these several requirements and advantages, the scheme which suggests itself to me as best calculated to meet same is briefly set out as follows, and embraces an extension by viaduct or level from Redfern termini to Pier-street Bridge, Darling Harbour, and thence by tunnel from vicinity of Trades and Labour Hall, Dixon-street, to intersection of Liverpool and George streets; thence under George, York, and Harrington streets to vicinity of Essex-street; and thence to the Old Commissariat Stores, Circular Quay, as outlined on accompanying tracing.

The details of this scheme are as follows:—

1. BY VIADUCT.—Starting from a convenient point in Redfern yard, near Cleveland-street tunnel; thence by easy grade, passing over George-street West, at a sufficient elevation to clear street traffic; thence over existing goods line to the higher level of Pier-street bridge, where a semi-terminal station would be erected: or
2. BY LEVEL.—Starting from Redfern yard the passenger line could be carried on same level as existing goods line, and parallel with it, but wholly on eastern side of this line so as not to interfere with it, to the lower level of Pier-street bridge, where the aforesaid semi-terminal station could be erected.

Of the alternative methods of reaching the desired point of Darling Harbour suggested, I am disposed to favour the viaduct; for, although a little more costly at outset, the increased facilities and advantages offered would more than compensate for same. There would be ample room; the goods traffic lines would not be interfered with, and there would be easy access to Pier-street station for Ultimo and Pyrmont passenger traffic. The apparent objections to a level line along the route are a heavy grade at George-street tunnel, limitation of space in view of future expansions, and inconvenience of access to lower-level station, also interference with Harbour-street traffic in extending city-wards.

Now, taking up the question of extension city-wards. The line would be carried from the higher or lower level of the Pier-street station, whichever may be determined upon, to a point in the face of the abrupt rise to the left of the Trades and Labour Hall, where the ridge formation leading down towards Dawes Point begins. At this point (near Trades' Hall) the line would enter a tunnel, and so continue until it emerged at Circular Quay. The line of tunnel-route would be to corner of Liverpool and George streets; thence along George-street to the Town Hall; thence by curve between Town Hall and Victoria Markets into York-street; thence by way of Wynyard-square, Church Hill into Harrington-street, continuing along Harrington-street to a point about 1 chain beyond Essex-street; and thence by a direct line passing under George-street and emerging at the old Commissariat Stores, Circular Quay, where a terminal station would be erected.

From the entrance to Commissariat Stores to Flood's Wool-pressing Stores in direction of Dawes Point, a distance of 24 chains, is a 66 feet roadway abutting on to wharf frontages, which could be utilised for shunting purposes in connection with Circular Quay terminus, and thereby the difficulties inseparable from a dead-end terminus would be obviated. Further accommodation of a like character is also obtainable when required over the lands lying between the roadway and George-street North, and also by extending on to Dawes Point.

An extended service and increased working facilities could be obtained by carrying the underground service from the Church Hill station along Kent-street to north-west corner of Observatory grounds, and thence by a 12-chain curve to the old Commissariat Stores; thus affording railway facilities for Miller's Point, and increasing working facilities; but this is more a question of future development rather than of present requirement, or at least it presents itself to me in that light.

The question of supplying the connecting link between the North Shore tram and railway systems and the Sydney systems is one of increasing importance, and must be dealt with at no very distant date. One of the primary objects of a city extension should be to readily accommodate itself to such a connecting link. It seems to me that this line most readily adapts itself to such a connecting link with Milson's Point, either by a sub-harbour connection or by a bridge. The sub-harbour connection could be made by extending from Circular Quay station by way of Dawes Point, and thence across to Milson's Point. A bridge communication could also be carried across from Milson's Point to Dawes Point, and find ready railway communication under this system in the direction of Church Hill.

The distances covered by this proposal are by viaduct or level from Redfern tunnel to Pier-street Bridge, Darling Harbour, about 72 chains; Pier-street to tunnel entrance, Dixon-street, 21 chains; tunnel entrance to George-street, 10 chains; George-street from Liverpool-street intersection to Essex-street, 84 chains; Essex-street to Commissariat Stores, 7 chains; Commissariat Stores to Dawes Point, 24 chains; or a total line length of 218 chains, not including the Milson's Point link or the Miller's Point circle indicated.

Au

An alteration of motive-power would be required in order to work the tunnel system, and that alteration had better be made at the Pier-street station. This station would give much needed railway facilities to Ultimo, Pyrmont, and Darling Harbour, including the Technical College. Station facilities could also be provided at corner of Liverpool and George streets, which would serve Brickfield Hill, also at Wynyard-square, opposite the General Post Office, and at Church Hill, near Charlotte-street, with a terminal station on site of Commissariat Stores, Circular Quay. Of course the allocation of intermediate station sites is a matter of detail.

T. Brown,
Esq., M.P.

Aug., 1897.

The motive-power for tunnel-working could be either by electricity or compressed air. Recent improvements have rendered both methods adaptable to underground working, but, for purposes of ventilation and advantages in working lifts, the compressed air may be worthy of special consideration, particularly in view of the recent alleged improvements in the Hardy motor.

To show how far this scheme is capable of meeting the conditions and requirements indicated at the outset, I would point out:—

1. That the line of extension from Liverpool-street follows the main artery of city traffic, and with stations at the points indicated, best serves the traffic for which a city extension is required.
2. By carrying the line down to the proposed Pier-street station the populous centres of that part of Ultimo, Pyrmont, and Darling Harbour, including the Technical College, will be served.
3. This line will require the minimum of resumptions, and such resumptions will be of full value to the State for all time.
4. This proposal leaves the public parks, together with the Devonshire-street Cemetery, untouched.
5. Street traffic is in no wise interfered with, and there are no level crossings.
6. The existing tramway service is not impaired, there being no competition therewith, and no alterations are necessary.
7. The total cost of construction, and public inconvenience occasioned thereby, will, I think, compare most favourably with the other proposals submitted, and the earning will be very much greater.
8. The scheme affords a means of a direct connection with the North Shore rail and tram systems, in conformity with proposals which seem to command the weight of expert opinion.

1623. You have no estimate of cost? No; but I am of opinion that the probable resumptions, because of surface disturbance, would not exceed an area of 17 chains. About 10 chains would have to be resumed at the Dixon-street entrance to the tunnel, and about 7 chains more would have to be taken where the line comes from Essex-street across George-street. But after the railway had been completed, the track would be covered over, and the whole, or nearly the whole of this land could then be put to use again.

1624. You do not propose to pay for the surface disturbance where you propose to tunnel? Only for a distance of about 17 chains. The line would pass under streets for most of the way, and I do not consider that there would be any disturbance there.

1625. Do you consider that the streets are wide enough for a tunnel such as you propose, to prevent interference with the buildings on each side? I think so.

1626. Of course, the disturbance would depend a good deal upon the character of the material tunnelled through? Yes; but I believe that the sandstone would prove satisfactory material.

1627. How many lines do you propose to bring down to the Circular Quay? I have not entered into details, but I think that a double line would be sufficient for present requirements. I regard the scheme purely as an extension for city traffic.

1628. Do you contemplate bringing the long-distance traffic into the city? That traffic could be brought into the city, but I do not propose to bring it in, because I think it can be fairly well served at Redfern.

1629. You think there is no need to bring it into Sydney? Yes.

1630. From what distance would you bring trains down to the Circular Quay? I would bring all the suburban traffic into the city.

1631. And nothing besides the suburban traffic? Well, that would be a matter for future consideration, but I do not think it would be necessary to bring anything but suburban traffic into the city.

1632. If you propose to make your arrangements simply for city and suburban traffic, your scheme is not so large as that which we have before us? Well, it could very easily be made to carry all the traffic coming to Redfern by laying down an additional double line of rails, though that, of course, would increase the expense. What is required most urgently just now is accommodation for suburban and city traffic. If it should be found necessary to bring the long-distance traffic to any of the points I have mentioned, the scheme might be made to answer that requirement by the laying down of another double line of rails; then ample accommodation would be given.

1633. You recognise that in a climate such as ours steam traffic through tunnels would be objectionable, and, therefore, you suggest that somewhere immediately south of Darling Harbour another kind of motive power—electricity or compressed air—should be applied? Yes; so far as my reading goes, it is impossible to have satisfactory steam-traction through tunnels, and it is also objectionable to have steam traffic in populous centres. My reading goes to show that, particularly in America, the tendency is to replace steam power by other power. I consider that it would be wise to change from steam to either electricity or compressed air at Pier-street.

1634. You recognise that that would involve some little delay? Possibly there might be some delay; but I cannot find that there has been any obstacle to a change of this kind in America. Of course, I am not an authority upon these subjects; I have to depend upon my reading. I find that on the New York and New Haven line of railway, between Berlin and North Berlin, there is a system of the kind I suggest at work. That line is about 12 miles long, and electric power has taken the place of steam there, with the result that the fares have been reduced from 25 cents to 10 cents. So far as I can ascertain, the change answers all requirements. I got my information from the *American Engineer* of June last.

1635. On the line you mention the trains are run by electricity right through; they do not stop and supplement another traction power by electricity? Well, in my reading, I came across a case where they unhitched steam motors, and hitched on other motors while the trains were moving. I do not see that there will be any great difficulty in making a change here, because at the Pier-street station you can have V-shaped points, and immediately the train pulled up, and while the passengers were being got rid of, the steam-engine could unhitch and run off, and its place be taken by the electric or compressed air motor without loss of time.

1636. Your idea is not impracticable, but it is regarded by the authorities as economically unwise. It would involve a delay of, perhaps, two or three minutes, and would mean the employment of an extra staff of men, while there are other difficulties connected with it? I have admitted that I am not an authority upon these matters. I am only going by what I have read in the scientific journals.

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1637. You would be approximately something like 10 feet above the water-level at your terminal point at Circular Quay? I think hardly so much; but I have not looked into that matter.*

1638. Well, we will take the height as approximately between 10 and 15 feet. You propose from there to connect with North Shore; but do you know the depth of water between McMahon's Point and Dawes Point? No; I have not gone into that part of the scheme minutely. I was guided more particularly by a scheme submitted to the Royal Commission by Mr. McMaster.

1639. I think that Mr. McMaster proposed to take the line across from Fort Macquarie. The depth between Dawes Point and McMahon's Point is very considerable. I believe it is something like 80 or 100 feet. In order to tunnel under the harbour with a reasonable grade, it would be necessary to commence to descend at a considerable distance back from the foreshore. On the other hand, if you proposed to cross by a bridge, which would have to be about 180 feet above the water-level, you would have to commence to ascend from a long way back from the commencement of the bridge. In the one case you would have to start from about Hunter-street, and in the other from about Wynyard-square? Yes; I contemplated crossing to Milson's Point by an underground tunnel, but I found that to get anything like a reasonable level I should have to go back a considerable distance—to Church Hill, if not further. But in reading the schemes submitted to the Commission, I saw a proposal to carry the line under the water by means of a large cylinder, and it suggested itself to me that the difficulty in the way of getting an easy grade for a tunnel would be overcome by the adoption of this idea.

1640. But in any case the top of the tunnel would have to be 40 feet below the level of the water, and that would make it necessary to commence with the ascent of the line a long way back from the foreshore. Turning, however, to another aspect of the case, I would point out that at the terminus of any railway you must either have a loop line or you must have a considerable area upon which to shunt the trains. You suggest that the land immediately south from Dawes Point, taking part of Dawes Point if necessary, will be sufficient for that purpose? Yes, and as traffic grows you can make a circular line, branching off at the top of Church Hill, and going round Kent-street to the Observatory and back to the Commissariat Stores, with a curve of 12 chains radius.

1641. That loop would be practically all tunnel? Yes; I think that for the present traffic you would get an outlet by carrying the terminus further along towards Dawes Point, so as not to have a "dead end" at the Circular Quay station.

1642. Have you any idea of the width required for a terminal station;—I think that we have it in evidence that there would not be sufficient width immediately west from the old A.S.N. wharf? Well, the station I contemplated would commence at the corner of the wharf, on the site of the old stores. I did not measure the land there; but there seemed to me to be a fairly good width between the Quay and George-street North. The width there is quite as great as the width of the present Redfern station.

1643. Of course, the traffic at the Circular Quay would be much less than that at Redfern, because there would be no long-distance traffic? Yes: I can ascertain for you exactly what the width is.

1644. Another point which has been suggested is this: That in any tunnel scheme there is sure to be vibration, which may entail large claims for compensation? Yes; but I think the depth of the tunnel would minimise the vibration sufficiently, except over the 17 chains which I have referred to.

1645. If your scheme is worked out, and found to be more expensive than that referred to us, will you still be prepared to maintain it? Well, if another scheme can be brought forward, which will serve the traffic better or equally well, and at a less cost, I shall not be prepared to maintain my scheme.

1646. How do you view the resumption of the Park? My objection to the resumption of the Park is that I do not think it is a good principle to take land dedicated for a park for other purposes. I can see that while the park lands of the city may not be fully required at the present time, a time will come when they will be required; and it would be very difficult to get the Government to resume land for a park later on.

1647. Do you not think it possible that under a certain set of circumstances a railway may ameliorate the conditions of the people more than a particular area of park land? Railways contribute to the amelioration of the conditions of the people; but you may have a large population which cannot avail itself of the railway.

1648. Can you imagine a set of circumstances in which a community would either have to give up part of a park for a railway or go without a railway and keep its park intact;—would not the former arrangement be the more comfortable one? Yes; but I do not think the people of Sydney are called upon to give up part of the Park for a railway, or the railway for a park.

1649. Do you know the area of park land around Sydney? I do not know the exact area, but I know that the area is fairly large. Still, in view of possibilities, I do not think that it is too large.

1650. Have you paid any attention to the question of giving approach to the city from the eastern suburbs? I have considered that matter, but not very minutely.

1651. *Mr. Trickett.*] Do you contemplate working in connection with the eastern suburbs in the scheme which you have suggested? I think that such a connection could be worked in.

1652. Where would the eastern suburbs line join your proposed line? Well, you could carry it round the Quay and under the Domain. I have seen a proposal to that end.

1653. *Mr. Hoskins.*] Suppose nearly 200 acres of park land are still left after the north-western corner of Hyde Park is taken away, do you not think that we shall have more park land than is given to most cities? Yes; but most other large cities are now trying to get park land.

1654. *Mr. Humphery.*] Has your attention been [directed to the suggestion that another park should be provided near the Benevolent Asylum by taking a piece of land larger than that which it is proposed to resume for the railway for that purpose? Yes.

1655. Would not the gain of a park near Devonshire-street neutralise the loss of 10 acres of Hyde Park? Hardly. I hardly think you can replace Hyde Park by a park near Devonshire-street, though I admit that a park there is very necessary. Another aspect of the case is this: We have been fifty years or more in bringing Hyde Park to its present stage of perfection, and if we destroy it, and attempt to replace it by constructing another park at Devonshire-street, I suppose it will take the same length of time to bring the new park to a similar stage of perfection.

1656. *Mr. Hoskins.*] If £1,000 a year is expended upon it? Yes. With regard to the expenditure upon the proposed park, I do not think that it makes much difference whether it comes out of railway earnings or from the Consolidated Revenue. The people must pay it all the same. 1657.

* NOTE (on revision):—On further consideration I find that it will be desirable to have the Circular Quay station on a level with high-water level, so as to ensure a sufficient tunnel headway under George-street West. This would still be an open station, and no material inconvenience would be entailed upon passenger traffic thereby.

1657. *Chairman.*] That is your great objection to heavy resumption? Yes.

1658. Did you read the late Mr. Eddy's evidence? I did.

1659. Perhaps you may remember that he had the strongest objection to tunnelling. He told us that it had been found very disadvantageous in other parts of the world where the temperature was not nearly so high, and he was sure that it would be found most unpopular in Sydney. He was asked if his objection to tunnelling would be removed by the adoption of electric traction, and to that he replied, "I do not think that we can deal with a state of things which does not exist." He was asked, "If we had electricity would a good deal of the objection be removed?" and his reply was, "Undoubtedly; but we have not arrived at that state of things yet." I suggested that the Commission might inquire into what is known as Hardy's method of using compressed air.

1660. *Mr. Wright.*] Has that method been practically applied anywhere? Yes, it has been applied in America. It was reported upon for a large syndicate in Liverpool, and the report was a most favourable one. I find from the scientific papers that the inventor of the Hardy motor has improved it, and I have an extract from the *Sydney Daily Telegraph* of the 21st July last, giving the results of experiments in connection with this improvement. I should have preferred to make an extract from scientific papers, but I have not yet been able to obtain the information in that way:—

If compressed air is to do half that is claimed for it, it should prove a dangerous rival to electricity as a motive power. According to the *London Echo*, an engine of this kind has been exhaustively tested on the Manhattan railroad of New York, hauling trains of ten heavily-loaded cars over 8-mile trips, and has stood the trial. In appearance it is but little like the traditional steam-engine. Its motor consists of thirty-five Mannesmann rolled steel tubes, 9 inches in diameter, and varying in length from 15 feet to 21 feet. These cylinders contain air stored at a pressure of 2,000 lb. per square inch. The air goes from these at a reduced pressure of 150 lb. to a vertical re-heater in the car. This re-heater resembles an ordinary boiler, and is charged with water at a temperature of about 350 degrees, and can be maintained at that temperature by a small fire. Through this water the air passes to be heated to the proper temperature; it then goes directly to the working cylinders. In New York the State Railroad Commissioners have recently recommended compressed air as safer and more desirable than any other power. Its advocates claim that in actual working it costs 1½d. a mile less than electricity; it also costs far less to instal. In Washington it was recently found that a compressed-air tramway can be laid down at a little over a fifth of the lowest estimate for laying an electric line with an underground trolley.

1661. *Chairman.*] Perhaps you know that the resident population within a radius of half-a-mile from Hyde Park is 15,000, while the population within the same distance from the Benevolent Asylum is 32,000, and that the area proposed to be taken for a park at Devonshire-street is considerably larger and quite as high as the portion of Hyde Park proposed to be resumed for railway purposes? Yes. I would point out, however, that the land in Devonshire-street to which you refer lies between Belmore Park and Prince Alfred Park. The residential population surrounding Hyde Park is not, however, the main factor which determines the use of the Park. Hyde Park is a rendezvous for a large number of people who come to Sydney to do their business, which would not hold good at Devonshire-street, because it is not close to a large business and manufacturing centre. Then, again, upon holidays and Sundays the people from the suburbs crowd into Hyde Park more than they do into any of the other parks. Upon those days there are ten times more people in Hyde Park and the adjacent parks than in any part of the city.

1662. I think your statement in this respect is debatable. The largest number of people will always be found in the Botanic Gardens? Yes, in the Gardens and in the Domain; but most of the people who frequent the Gardens and the Domain pass through Hyde Park.

William Henry Flavelle, sworn, and examined:—

1663. *Chairman.*] You are in business in Sydney? I am.

1664. *Mr. Hoskins.*] In what part of Sydney are you in business? In George-street.

1665. I understand that you are prepared to make a statement embodying your views upon the proposed extension of the railway into Sydney? Yes. So far as the general public are concerned, the chief reason for advocating a scheme which takes away a portion of Hyde Park is based upon what I consider to be a misstatement—namely, that the Redfern yard is not large enough for the terminal traffic. As I know all the termini in both London and Paris, having lived some years in each of those cities, I maintain that the area of the Redfern yard, if properly utilised, would be ample for all purely terminal traffic, as distinguished from suburban traffic. To show how much that space has been misused, I would instance the large sprawling areas which have been cut out of it for other than railway purposes. For instance, in the front you have the cab-stand, the omnibus-stand, and the terminus tramway. Then there is the over-large accommodation which is provided for the mortuary station, and the waste space in front of the goods terminus, and where the Railway Institute has, in my opinion unwisely, been built. If the Redfern yard had been properly laid out, as the St. Pancras station in London is, for example, it would be ample for all the legitimate requirements of the railway, providing that you took out the cab-stand and the omnibus-stand and put them into Devonshire-street. You could take a strip of land three times as wide as Devonshire-street out of the Cemetery and the Benevolent Asylum grounds, and by moving the Botany tram-line on to that strip you would have plenty of room for the cabs and omnibuses, while within the station area proper you would have ample room for all railway requirements. I maintain that 27 acres of land are ample for a purely terminal traffic, and, of course, I take out the suburban traffic. We have in London and in Paris—one with a population of 5,000,000 people, and the other with a population of 2,300,000—two large cities which afford us very useful examples of what has been done, and what can be done in the way of dealing with railway traffic in large centres of population. In London they have not attempted, to any large extent, to bring any but suburban traffic into the city. The one exception is the Great Eastern railway, which takes all its traffic to Liverpool-street. The Great Northern Railway Company, however, do not come further into London than King's Cross for their general terminus. Of course, they recognise that the suburban traffic must be taken into the city, and they take it in on two lines of railway to Farringdon-street, very wisely retaining King's Cross, which is well out of the city, as the terminus for long distance traffic. If you except Cannon-street and Charing Cross stations, you will find that the creation of a large railway terminus in any particular locality is attended by a decrease in the value of the property in that locality. If you take King's Cross, or the London Bridge station, for example, you will find a common class of buildings round those stations, while the establishment of termini in those places, so far from attracting a good class of trade, has driven it away. Neither in Paris, nor in London, will you find a valuable class of trade centred round a terminal station, with the two exceptions which I have already made—Charing Cross and Cannon-street. It seems that the class of person who hangs round terminal stations has an injurious effect upon property. At any rate it is the universal

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universal experience in Paris that terminal stations do not improve property. In Paris there is not a single good property immediately surrounding a railway station, and I speak from an experience of some years. That in itself constitutes an objection to bringing the terminus of a railway into the good part of the town. As regards the needs of suburban traffic—because I take it that long-distance traffic should not come into the good part of the city—I do not see why, if we are going to spend money to provide for suburban traffic, we should provide exclusively for the traffic from the Illawarra and western suburbs. Any satisfactory scheme must also make provision for two other groups of suburbs—the North Shore suburbs and the eastern suburbs. I complain that the Hyde Park scheme is not so comprehensive a scheme as we should have, inasmuch as it only provides for the western and Illawarra suburbs, and makes no provision for the other suburbs. I, therefore, suggest a scheme which I think will make the necessary provision. Before I go on to that matter, however, I would point out that if you are going to provide for suburban traffic in the city you must try and split that traffic. The weak point of the scheme referred to the Committee is that the whole of the traffic is concentrated at one station, and it will probably be found that the streets of Sydney are too narrow to provide proper outlets for traffic from such a station. A wise scheme would so split the traffic that people would be able to get out where they wanted to get out, and you would have the traffic distributed from various points. I am not an engineer; I am a jeweller. I simply come here as one who has an interest in the city, and who wishes to see it properly developed; I do not pretend to any engineering knowledge whatever. What I would point out is, that you have already got the railway as far as Sussex-street, and you could bring it underground from Sussex-street to Wynyard-square, putting your first station at Wynyard-square, and taking in Wynyard-square and Church Hill if necessary. You would then take a line with rising gradients to the old Fort-street Public School, and there you would be at a sufficient elevation to be able to pass on by means of a bridge to North Shore. Such an arrangement would bring the North Shore people to that part of the town where they want to go. People coming from North Shore do not want to go to Hyde Park; most of them want to get more into the heart of the town. The second part of my scheme is to take the line with a dropping gradient from Wynyard-square down Church Hill to the Circular Quay and Dawes Point. I do not consider that you will want any large amount of room for such a line, because I do not think that you will have very much traffic beyond Wynyard-square. Your main traffic would be through Wynyard-square, so far as North Shore was concerned. All that would be necessary for the extension to the Quay would be sufficient ground for two pairs of rails. The eastern suburbs would be provided for by a raised line going round the Circular Quay, on the principle adopted in the case of the Liverpool elevated railway, and through a tunnel to Woolloomooloo Bay, utilising the large area already resumed there, and eventually going on by another tunnel to Rushcutter's Bay, and so to the eastern suburbs. The two lines would meet at Dawes Point. The bulk of the traffic, however, would not run down to Dawes Point, but on the line crossing from North Shore. With regard to the capacity of two pairs of rails, I may state that the Metropolitan railway, which I saw when it was building—and I know the whole run of it from the start—carries on two pairs of rails twenty trains an hour during the busy part of the day, and runs passenger traffic for twenty hours of the day, using the remaining four hours for goods traffic on certain days, and for repairing on other days. From that it will be seen that it is possible to run 400 trains a day over one pair of rails, where you have no shunting, and can run the trains right through. Under my proposed scheme you would be able to run this train right through Wynyard-square to North Shore, and shunt it there. You could run trains from Homebush to Hornsby and back again. With regard to a matter which was mentioned here to-day, the difficulties of underground railway construction, when the Metropolitan railway was made—and that is the railway which everyone takes his cue from, Mr. Eddy like everyone else—it was combined with a street-resumption scheme, and the stuffiest and worst part of that line was the part between the Edgeware-road and Gower-street. When they made that part of the line they did not fully understand the necessity of ventilation, and what amount of ventilation was required, and consequently they did not put in enough ventilating-holes. Afterwards they found it a very difficult thing to improve the ventilation, because a road had been made over the railway, the crown of the tunnel coming within 3 feet of the surface of the road. In the same way, when they made the line from Charing Cross to the Temple, they made a road over the railway, which consequently rendered ventilation difficult. But by going diagonally from Sussex-street to Wynyard-square, as I suggest, you will have no roadway above the railway, and you will be able to make your ventilation perfect. I have been through the St. Gothard tunnel twice, and in each case I have travelled outside on the platform. A remarkable feature about that tunnel is that the smoke disappears, and no one understands how. You can ride from one end to the other of it—a distance of several miles—without getting any smuts upon you, and you can breathe comfortably all the way through. So that if, on the one hand, the Metropolitan underground railway, which was constructed when they did not understand tunnel work, is quoted, on the other hand you have the St. Gothard tunnel, which is the greatest development of tunnel construction. It would be worth your while, I think, to inquire why the St. Gothard is so well ventilated. With regard to the vibration caused by an underground railway, I may say that I have lived in a house over an underground railway. For the first six weeks or so we could not sleep; but afterwards we got so accustomed to our surroundings that we hardly knew when a train was passing, and the house has always remained in perfect order. London is particularly badly situated for tunnel construction, because it is built upon very treacherous clay. Here, however, we have sandstone, which is much better for tunnel construction. In London they have to “shore up” in many cases, and you are continually coming across quicksands and springs in the clay. My objection to the removal of the terminus into the city is that there is ample room at Redfern. In Paris, instead of bringing the railways into the city, they have what they call the *ceinture* railway. With regard to the depreciation of the value of property caused by an open railway cutting, I would instance the low value of property beyond Farringdon-street. Clerkenwell and that locality has been seriously injured by the open cut made for the Metropolitan railway there. At Hatton Gardens land is at a high price; but as soon as you get past the open cut you find a serious depreciation in values, caused mainly by the isolation consequent upon the open cutting. That is an argument in favour of a tunnel in place of cutting a huge gash through the city. The scheme before the Committee has been recommended upon the ground of cheapness. I take it that no one really wants to have any part of the Park resumed unless there is some insuperable objection to all other schemes. Let us follow out the argument of cheapness which has been advanced in favour of this scheme, from a ratepayer's point of view. It is proposed to bring the whole of the

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the traffic of a country as large as the German Empire and Italy put together on to 10 acres of Hyde Park, and it must be remembered that we have to provide, not only for the present, but for future traffic. All the traffic from the Hyde Park station will be thrown on to King-street, which is a very narrow street, and through which there is a cable tramway running crossed by a steam tramway in Elizabeth-street. The result will be that later on we shall have to widen King-street. But it is worth while to remember what land in King-street is worth per foot. The cost of resumption there will be as large as any resumption you might make for railway purposes on the western side of the city, because land in King-street is at present worth anything from £500 to £800 a foot. Market-street is a very narrow street, and it does not bring you down into the heart of the business part of the city. Nearly all the traffic from the railway station will therefore have to come down King-street; but, notwithstanding all the disadvantages of that route, the widening of King-street might cost anything from £500,000 to £800,000, and that is an amount which cannot be fairly thrown upon the ratepayers. But, on the other hand, it would not be fair to cause a block of the traffic there just to save the money of the general public. This is a point which has struck me most forcibly in regard to this scheme. As to the question of the amenity of the town, I will instance two towns in the Midlands. I was living in Paris when Haussemann was making the Avenue de l'Opera and most of the boulevards. He started with the idea that the beauty of a town contributed enormously to its welfare and to its richness, inasmuch as it brought a good class of people to it. He maintained that if you built an ugly sordid-looking town, you drove people away. Therefore, when he made a large street he took care to have a fine building at the end of it. He would not have a railway station in the middle of the town, and I have the same views that he held with regard to the meanness and sordidness of terminal stations. He carried his ideas so far when he was building the boulevards that he made it a condition that the houses there were not to be constructed on any other than one plan, and at the present time you cannot put a pot of climbing flowers or a creeper into a window there. In Paris they will not tolerate anything ugly or nasty in connection with their buildings. Here, however, you are proposing to put a terminal station in the middle of the town.

1666. But we do not propose to build a mean-looking station? Well, you will create mean surroundings. That is proved by the experience of other towns. To go back to the Midlands, you have there the two towns of Birmingham and Wolverhampton. The Birmingham people are particularly public-spirited men. I am sorry to say that the Wolverhampton people are rather the reverse. In Birmingham the man who takes a public interest in the welfare of his town is the man who does the best business, because he is considered to be a man who is trying to do his duty to his fellow citizens, and he is not carped at because he takes an interest in public affairs. There they have covered up their railway termini very carefully, and everything has been done to improve the town, with the result that while business people establish their rough-looking workshops at Wolverhampton they put their business offices in Birmingham, and the proprietors of these various factories invariably live in Birmingham. The people of Wolverhampton simply went in for having a sordid, utilitarian, dirty manufacturing town, and they have their reward, inasmuch that all the workshops are at Wolverhampton; but the fashionable city is Birmingham, and the people of Birmingham reap a pecuniary advantage from having preserved the amenity of the town.

1667. *Chairman.*] Do you want to keep Hyde Park for the fashionable people? Fashionable people spend more money than other people, and if you can make a town nice without any additional cost, you may as well do it.

1668. *Mr. Hoskins.*] You deprecate having large terminal stations in the middle of a town, because you allege that their existence tends to depreciate the value of property in their vicinity, and causes small mean houses to be erected in their neighbourhood. On this point you referred to Paris. Now are the houses near the St. Lazare station mean and sordid? In my opinion they are. I was living in Paris in 1867, and I was there again last year.

1669. Are the houses fronting that terminus mean buildings? The business in the neighbourhood is poor, and the buildings themselves are nothing like so good as the buildings a bit further away.

1670. Are not the buildings in the vicinity of that station as good as those within a quarter of a mile of the Avenue de l'Opera? No; they are not, and the trade there is poor. I admit frankly that the houses there have been constructed in accordance with the provisions of the Building Act, because in Paris you must put up the regulation five or six storeys; but so far as the retail and general business of the neighbourhood is concerned, it is inferior to the business done a quarter of a mile off, while the residential sites in the neighbourhood are not as good as residential sites elsewhere.

1671. I stayed in a hotel within 100 yards of that railway station, and that hotel was always full of English people? Of course there are always hotels near railway stations.

1672. What about the Gare du Nord;—are there not good houses near there? There are good houses near there; but the business done there is inferior to the business done further away.

1673. But you admit that the houses themselves are not inferior? Where they have pulled down old houses they have put up better buildings; but in the majority of cases the buildings and the residential sites are inferior to buildings in positions elsewhere.

1674. What about the buildings near Charing Cross? I made an exception of the Charing Cross railway station.

1675. What about Shoreditch? That is an exceedingly poor place.

1676. Are not the buildings about there as good as the houses 500 yards from the railway station? No. In my statement I excepted Cannon-street and Charing Cross stations.

1677. You say that the area of land available at Redfern is ample for all railway requirements? Yes, if it is properly utilised.

1678. Will you not admit that the opinions of our late Chief Commissioner, who held very important positions in connection with the London and North Western Railway, and who for a long time was manager of the Caledonian Railway, are of value? They ought to be.

1679. His evidence was that the area of land at Redfern was not sufficient for the requirements of the traffic, and that they wanted a great deal more;—did he mean after taking out the suburban traffic? That is the point. It may be true that the area is not sufficient if you leave the suburban traffic to be dealt with there; but the point is, is not the area large enough for a purely terminal station after the suburban traffic has been eliminated.

1680. He stated that the area of land there was too small for railway requirements? Yes; but did he state specifically that if you provided a scheme for removing the suburban traffic the area at Redfern would not be large enough.

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1681. According to Mr. Eddy, that was not the point. I suppose you admit that he was competent to give an opinion? Well, he did not state that the Redfern yard was not large enough for purely terminal work.

1682. Mr. Eddy distinctly stated that the area of land embraced in the Redfern yard was not sufficient for the purposes of a station, and that they required a great deal more room. He further stated that the railway management would be better and more economical where there was a large central station instead of several small stations? Very likely. But he did not state that if you split the traffic up as it is split up in London, the Redfern yard would not be large enough.

1683. He said that the proper way to deal with the traffic was to have a large central passenger station. You told us that the upshot of making a large terminal station was to have a hideous building. The plan before the Committee does not show the proposed station building to be hideous? Well, I have never seen a handsome railway station. Railway station architecture is, to my idea, the apotheosis of hideousness.

1684. Unfortunately, your statements involve a considerable amount of argument, and you do not stick to your opinions;—you said that if we had a terminal station at the north-western corner of Hyde Park it would necessitate the widening of King-street and the resumption of a large amount of land there by the Government? Yes, unless the Government throw it on to the ratepayers.

1685. Do you know that it is proposed that an approach should be made to the railway-station through the present High School ground? Yes; but how about King-street beyond Castlereagh-street?

1686. The approach to the station would be up Market-street, along Castlereagh-street, and across the High School ground; and there would be another approach up King-street? The traffic from the railway-station would want to go further north than Market-street. You might make your beautiful approach, but the traffic would go down King-street.

1687. But the approach I speak of provides against the overcrowding of King-street, which you fear? No; it only partially provides against it.

1688. It takes away half the traffic in King-street? It provides for part of it; but it does not provide against the blocking of King-street between Castlereagh-street and George-street. The bulk of the people coming from a railway station will want to go to parts north of King-street, and King-street is barely wide enough for its present traffic.

1689. How will the traffic become more congested if you have another approach? But you will not have another approach. All you will have will be a sort of square in front of the railway station. Nothing is proposed to relieve the traffic in King-street, between Castlereagh-street and George-street.

1690. But people will have no need to go down King-street? They will go down the street which suits them best.

1691. You were speaking about there being no great objection to tunnels, and you said that the underground railway in London was the first tunnel that was made, and that the people who made it did not know how to provide ventilation;—is it a fact that the Metropolitan railway tunnel was the first large tunnel made in England? No, it was not the first large tunnel made in England; but it is the first large tunnel made under a town. Of course we had the Box tunnel made by Brunell. It is a most curious thing that some of these tunnels are well ventilated, while others are not.

1692. Did you ever go through the Thames tunnel? Yes.

1693. Is it badly ventilated? I have not been through it since the East London Railway went through it.

1694. Do you know the number of air-shafts along the Metropolitan railway is very great? Yes, you can see the steam coming up from them; but apparently they are not numerous enough.

1695. We have tunnels in this Colony—upon the Illawarra and Western lines—which have been constructed of recent years; but the atmosphere in those tunnels is very disagreeable? Well, you may take the St. Gothard tunnel as an example to the contrary; there the ventilation is perfect.

1696. But do you know that there is only about one train a day through that tunnel, and that a special description of coal is prepared for use there? The same description of coal might be used here.

1697. Are you not aware that the working of tunnels under towns is attended with much more danger and expense than the working of trains elsewhere? I do not think that the danger is greater. I do not think that the Metropolitan railway shows as large a percentage of accidents as other railways per 1,000,000 passengers carried.

1698. You spoke about all the traffic on the Metropolitan line being worked upon two sets of rails? Yes.

1699. Do you know that that is a circular railway, and that therefore large termini are not required? Yes; but I remember when there was not a circular railway, and large termini were not required then.

1700. Do you propose to have a circular line? No. I propose to run right over to North Shore. You can get as much shunting room as you wish for at Hornsby, and at the other end you could shunt at Parramatta or Homebush.

1701. Do you think it would be convenient to shunt and re-form trains at Hornsby? You would not re-form them if they were only running to Homebush and back.

1702. Suppose the load taken by a train was much less than was anticipated, would you not take off some of the carriages? I would keep the same trains running from Hornsby through to Homebush and back again. That is what I would call the area of the maximum suburban traffic. In London they run the trains right round the circle, though the traffic in the outer district is only one-third of that in the city.

1703. Would you not have an unnecessary amount of running at times when there were few passengers? No, because you would soon have the northern suburbs as closely peopled as the western suburbs are now. Those suburbs would probably be more closely peopled in time than are the western suburbs now.

1704. Do you know that the proposed terminus at Hyde Park is to be a terminus for the Illawarra, the Southern, the Western, and the Northern lines? Yes; and a nice congestion you will have there.

1705. How do you propose to take the railway from Sussex-street to Wynyard-square, and thence to Circular Quay? Chiefly by tunnel.

1706. Where have we the railway in Sussex-street? There is a goods station in Sussex-street now, at the end of Sussex-street. You would begin with an open cutting, and then you would have to tunnel. The line would be part tunnel and part open cutting.

1707. You would have to tunnel all the way from Darling Harbour? Yes, but you could have plenty of air-shafts. You could have air-shafts probably every 20 or 30 yards.

1708. Have you any idea of the probable cost of this tunnelling? No.

1709.

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1709. Your objection to the scheme now before the Committee is, I take it, that it is an inexpensive scheme, and that you think that money should not be a consideration? No; I do not say that. I consider that the scheme before the Committee is only nominally a cheap scheme, because if it is carried out, it will be necessary to widen King-street. Even if you only give up a piece of land in front of Hyde Park, it is worth money, and must be paid for, or has been paid for. I maintain that by the time you have done with the widening of streets, and have made your extensions—because you must have extensions to deal with the eastern suburbs and North Shore traffic—your scheme will be just as expensive as mine, and will give no better service.

1710. You say that the Redfern yard is quite large enough for all requirements, and at the same time you say that a strip of the Cemetery and the Benevolent Asylum ground should be reserved? Yes. I will take the omnibuses and cabs and tramway out of the Redfern yard, and I would have the station practically level with Devonshire-street. Then, by widening Devonshire-street, you would have plenty of room in it for all the cab, omnibus, and tram traffic.

1711. Is it not a fact that in London, as well as in other large towns, the cabs are allowed to go into the railway-yards? Yes; and I would make Devonshire-street practically the station yard. I would treble its width. Besides, it must be remembered that I propose to take the suburban traffic away from Redfern, and two-thirds of the present traffic must be suburban traffic.

1712. Would it not be very expensive to bring the suburban traffic to Wynyard-square in the way you suggest? Yes; but when the Metropolitan railway was first made it cost £1,000,000 a mile, and yet, when I was in England, it was paving 5 per cent. I left England in 1879, and the stock then stood over par. That railway cost £1,000,000 a mile, and I believe that the extension into the city cost more than that; yet it paid.

1713. Do you know that for years the Metropolitan railway did not pay 2 per cent.? The Metropolitan District Railway did not, but the Metropolitan railway was paying 5 per cent. when I left London.

1714. Do you think that this Colony, with a population of 1,300,000, would be justified in tunnelling right through Sydney through sandstone formation, to improve the railway accommodation of suburban residents? Decidedly. I think that the extension would be one of the best-paying assets the Colony would have.

1715. But you have no estimate of cost? No; but I know that the underground railway in London has paid, and I believe that this extension will pay.

1716. London is a city of 5,000,000 inhabitants—we have a population of only 400,000? That is all at the present time. I do not think that my scheme would mean more than a mile of tunnelling.

1717. I suppose you consider that the persons responsible for the management of the railways of this Colony ought to disregard financial considerations, providing they carry out your views? I am not going to answer a leading question like that. It is absurd. I never made such a statement. I did not say that they were to disregard all financial considerations.

1718. Do you think that the Government would be justified in going to the expense of tunnelling right through the city, as you propose, to make a railway to carry suburban passengers only? The Government will not carry out this scheme until it gets expert evidence as to the cost. I presume that the Committee will get expert evidence upon the cost of all these schemes. To put a series of leading questions to me is not, to my mind, calculated to bring out direct evidence.

1719. We have had evidence from other people who propose tunnels, but they have all been appalled at the cost? You will have to get at the cost.

1720. We know pretty well what the cost will be? If you know pretty well what the cost will be will you state it. I am afraid you are rather taking up the position of an advocate.

1721. *Mr. Humphrey.* You propose to bring the suburban traffic along the Darling Harbour goods line? Yes.

1722. Do you think that that line would carry all the suburban traffic, which is nine-tenths of the whole of our traffic? The statement that the suburban traffic is nine-tenths of the whole of the traffic disposes of the idea that the Redfern yard will not be large enough for a terminal station after the elimination of that traffic.

1723. Do you think that the suburban traffic could be brought over the present goods line? It could be brought along the route of that line, though not on the rails that are now being used. I presume that fast-passenger traffic is always carried upon heavier rails than the rails which are thought good enough for slow goods traffic. The line will have to be ballasted and relaid.

1724. But do you propose to use the existing track, or to put down three or four more lines of rails? I propose to use the track of the present line, but not the identical rails now in use.

1725. Are you not aware that the grade down at Darling Harbour is a very steep one? I know that it is. I have watched the heavy goods trains coming up it.

1726. Experts have assured us that that line would be quite unsuitable for passenger traffic? The grade is very steep, because they try to bring the trains up close to the Redfern railway station. If they came up near to the tunnel, they would get a better grade.

1727. Do you not think that it would be very undesirable to work the goods and passenger traffic on the same lines? No; but there have been other schemes for bringing the goods traffic into town. It has been suggested that it might be brought down to Glebe Island and through Camperdown.

1728. Is it your view that the goods traffic should be provided for elsewhere? Yes, if it could not be carried on in four or six hours of the day. On the Metropolitan line they run goods trains between 12 and 4 a.m. Here, if we do not begin running passenger trains until 5 or 6 a.m., and leave off at 12, we will have five or six hours in which to run goods trains. On the Metropolitan line they deal with an enormous goods traffic in four hours.

1729. Do you suggest that the goods traffic here should be carried over the line in four or five hours of the day and the suburban passenger traffic at other times? Yes.

1730. You would make the Darling Harbour line do the whole of the work? Yes, on two pairs of rails.

1731. Have you been through Liverpool? I have been through Liverpool on my way to New York; but I do not know the town well.

1732. Have you been to Glasgow? Yes.

1733. Do you remember the principal railway station there? I do.

1734.

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1734. Do you remember its being removed from the south to the north side? No. I only know Glasgow from a visit of two or three weeks which I once made there.
1735. You are not prepared to speak as to the position of that station? No.
1736. Do you know anything of the Lancashire and Yorkshire Railway? I know that it runs into Liverpool.
1737. Right into the city? Yes.
1738. You do not know the area of that station? No.
1739. We have been told that it is $9\frac{3}{4}$ acres;—do you know Birmingham? I have been there twice.
1740. Do you know the New Street station? Yes; and on one side the houses are particularly mean and sordid.
1741. Is that a central terminus? Fairly so.
1742. Do you know the area of it? I do not. It is a through station. It is not a terminus, strictly speaking. There are very poor buildings alongside the railway there—particularly mean buildings. There is a railway terminus near Regent Park, which is a good residential suburb, with a very large number of really good houses in it. I own property there myself; but the resumption of land for this terminus has lowered the value of property round about. I think the terminus I speak of is the terminus of the Manchester and Liverpool Railway. The effect of making that terminal station was to convince the public that their property was being depreciated, and they opposed the scheme.
1743. When you were speaking of the Metropolitan railway, in estimating its cost were you estimating the average cost of the whole line, or the particular cost of 1 mile? When I remember the Metropolitan railway it only went as far as Moorgate-street, and there was very little room for shunting, though they shunted trains every three minutes. It was the portion between Moorgate-street and the Edgeware-road that cost £1,000,000 a mile.
1744. What was the distance? I cannot say. The extension into the city cost a great deal more.
1745. When did the company pay 5 per cent.? It was paying 5 per cent. when I left England about 1879.
1746. Are you aware that at the present time the dividend is only $2\frac{1}{2}$ per cent.? I do not know what it is now.
1747. The total length of that line is 67 miles, and its total cost £12,000,000? Yes; but that line runs up to Harrow, which I remember as a village. I was speaking of that part of it which goes through a thickly-populated district—from Edgeware-road towards the city. You cannot lump the cost of extending the line to Harrow to get an idea of the cost if taken into the city.
1748. *Mr. Hoskins.*] The trains to Harrow load up very well? Yes.
1749. *Mr. Humphery.*] All that you meant to say was that a small part of that line cost £1,000,000 a mile? I think 4 or 5 miles of it, if not more, cost that. I do not call that a small part for a metropolitan railway.
1750. Has that part of the line been profitable? Well, it looks like it. When only that part was in existence the line paid 5 per cent., and now, I understand, it only pays $2\frac{1}{2}$ per cent. That looks as if the extension were the unprofitable part.
1751. Is it your opinion that the extension into the city from Redfern will be profitable? I think it will be; I think the tendency is for every extension into the city to pay well. I remember when the Great Eastern Railway Company's shares were down £48 or £50, and less; but they extended their line from Shoreditch to Liverpool-street, at an enormous cost per mile, and that extension has made the railway very profitable, so that, I understand, the shares are now above par.
1752. So that, while you object to the taking of a portion of Hyde Park, you are of opinion that an extension into the city will be very profitable? If you only bring in the suburban traffic.
1753. Even if the cost of extension be very high? Yes.
1754. Have you lived in the railway suburbs for many years? No; but I am perfectly aware that the suburban people ought to have a railway into town.
1755. You are quite of opinion that the railway should be extended into the city? Yes; for the convenience of suburban passengers.

WEDNESDAY, 4 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Varney Parkes, Esq., M.P., sworn, and examined:—

- V. Parkes, Esq., M.P.
4 Aug., 1897.
1756. *Mr. Humphery.*] Do you desire to give evidence touching the proposal to extend the railway into the city? That is the object of my coming.
1757. Have you seen the plan of the proposed route exhibited here, and the report of the Royal Commission which inquired into the whole subject? I have not seen the plan, but I know the purport of the Commission's report. I came here to give general evidence, as a man who, being in a constructional occupation, and having a great acquaintance with the city, has formed certain ideas which I should like to lay before the Committee—ideas with regard to the effect which I consider the adoption of the Commission's report would have upon the future progress and development of the city.
1758. You desire to make a general statement? I would like to make a short statement. For something like eighteen years I have very vigorously followed the occupation of an architect, and during that time
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Esq., M.P.
4 Aug., 1897.

I have put up extensive buildings in different parts of the city, and have naturally become thoroughly acquainted with all the localities round about it. Of course any man who uses his reason in the pursuit of a professional occupation will always look to the future progress of a great town like this. My object in coming here was simply to state that I consider that the day for carrying surface railways into great cities has entirely gone by. We in this Colony have no possibility of watching the course of progress in great European countries, except by reading; but any man who is enthusiastic in his profession will read very much upon the subject of new developments. The system of railway communication in use in all the great cities of the world is fast becoming an exclusively underground system. Not only do surface railways require a lot of space, but they hamper all sorts of trades by the smoke and noise which they cause. In Sydney, where we have narrow streets and small allotments, which you generally notice, because of the incongruous designs of the buildings, it is necessary for professional men to consider the future development of the city. I fear that the railway, if extended in the manner recommended by the Royal Commission, will be a mistake. It must be admitted that the most direct route from Redfern to the Circular Quay is the most proper route for an extension of the line. Therefore, no doubt, it is the wisest way to come through Hyde Park. But it would be a very poor improvement upon present arrangements if the railway stopped at St. James'-road. The essential thing is to extend the railway so far into the city that country people can transfer direct from it into the ships lying at the wharfs, and can get direct access to the means of communication which we have across the harbour. Then, too, the question of connecting with North Shore is one that cannot be overlooked, and I say emphatically that all the evidence goes to show that a bridge cannot be constructed from North Shore to Sydney, and that any communication must be beneath the water. I would draw the attention of the Committee to the fact that already 47 miles of electric railways have been constructed under the city of London, and there are schemes and company promotions for hundreds of miles of electric railways under various great cities. These in the course of a few years will all be in working order. Within the last five years electricity has developed in an astonishing way, and within at least the first ten years of next century, we shall have done away altogether with the wretched, noisy, and dirty system of tram locomotion. There cannot be the slightest doubt that the traction within the first ten years of next century will be by electricity, and the traffic will not only be clean, but noiseless, because it will be conducted entirely upon indiarubber tyres. There will, too, be greater speed. These matters, I think, the Committee are bound to take into consideration. Would it not, therefore, be a better plan, instead of having what is practically a surface line, to take the railway along the proposed route, but underground. I might point out that the only thing that is preventing the extension of the railway into the city is the proposal to take a part of Hyde Park. Why not remove that objection to the scheme by having an underground railway. It is mere sentiment to say that tunnels are smoky and dirty. The proposed extension, if carried underground, would not require a tunnel so confined or so lengthy as that on the Northern line, near Woy Woy. Tunnels are constructed at the present day by means of a steel shield, followed by a steel tube cased in concrete, and the proposed tunnel need not be circular—it may be oval, to accommodate four or five lines of rails, and can be well ventilated and made in all respects superior to what is termed an open cutting. When you come to King-street there is no reason why an area of 300 or 400 feet should not be excavated, and at the bottom of that excavation the necessary buildings and platforms might be made. You would then have an open-air railway-station. That would be what might be termed a calling station, and the railway could be carried from there on towards the Circular Quay to the Government House grounds. There is an excellent dip of land there, which allows for the construction of the best class of wharfage and station accommodation. This arrangement at once overcomes the objections to the present scheme on the part of those who desire to see the Darling Harbour railway extended round to the Circular Quay. My object in coming here this afternoon is—first, to remove the sentimental feeling against underground railways. If in the future it is decided to take the railway on to North Shore, the extension can be by means of a tunnel. The highest point on the Sydney side of the city above sea-level is Flagstaff Hill, which is only 90 feet high, and any bridge across the harbour must, according to the evidence of the experts who have given evidence upon various schemes having for their object the ascertaining of the best means of crossing the harbour, be at least 180 feet high. The deck of such a bridge would be 90 feet above the highest point of land on the Sydney side, and it would be enormously difficult to get an approach to it; therefore, any harbour connection must be by tunnel, and such a connection could be made without any difficulty at all by tunnelling from Fort Macquarie to Milson's Point. I see a very great objection to a surface line stopping at St. James'-road. In the future the railway must be extended;—never mind what the Committee recommend, or what Parliament sanctions; the situation of the city will force an extension. Works of the kind we are considering can only be carried out in conformity with the physical features of the country, and the situation of Sydney in that respect will necessitate the bringing of the line down to Circular Quay, and the making of connections from there round the margin of the water. But if you bring the line to St. James'-road, as proposed, and then extend it, you will have to entirely destroy the splendid site for public buildings which is given by the ridge on the eastern side of Macquarie-street. The Hospital buildings, the proposed new Parliamentary buildings, the site for buildings in the Inner Domain, and the Law Courts will all be interfered with. Of course, an alternative would be to run round by way of St. Mary's.

1759. But have you observed that any extension from St. James'-road would be underground? Well; if one part of the railway is underground, why should not the other part be underground, so as to keep the line on a level.

1760. You have not read the report of the Royal Commission? No; but I understand the nature of the Commission's recommendation, and I know the levels of the city.

1761. I thought you were probably unaware that the rails to the eastern suburbs, and for an extension to the Circular Quay would run below the level of Macquarie-street? That would be in an open cut. I think that the line should be 100 or 120 feet below the level of Macquarie-street.

1762. To have them 18 or 20 feet below the surface would not be sufficient? No; they should be in a tunnel. Of course the construction of a tunnel gives an opportunity for the adoption of electricity when it is desired to try it in the future.

1763. How would you arrange a passenger station 100 feet below the street level? That would be very easy. With the magnificent hydraulic pressure which you have in Sydney, it would be nothing to hoist up lifts 40 or 50 feet square.

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1764. *Mr. Wright.*] Why do you want to be 100 feet underground? Because that would prevent interference with any future basement construction, which is a thing you must make provision for. You must not in any way hamper the building of the city, if you can help it. Then, again, you would get a fairer gauge of the level for inlet and exit.

1765. *Mr. Humphreys.*] At that depth you would be down to the level at which you would tunnel to Milson's Point? Yes; the grades in no case, so far as I can see, would be more than 1 in 100. The Macquarie-street ridge is a place destined for the construction of public buildings. Nature made it for that purpose, just as artifice could have made it. It is a magnificent ridge, commanding all points of view. As to the objection to the taking of the Park, that is merely a sentimental objection. The Park should be left for the construction of great public buildings. There is no doubt that the city must have these places, and it is not necessary to cramp our great buildings. In my opinion, Hyde Park would be the proper place to have the Houses of Parliament. Anyone designing the city would never dream of putting great public buildings into a crowded space. Besides you can never tell what the contingencies of a nation may be, and wherever Parliament meets the Parliament buildings should have an enormous space around them, not only to give room for public ceremonies, but also that in times of strife they may be capable of defence and isolation. In every country in the world the Parliamentary buildings are so placed that troops can be thrown round them at a moment's notice, and so that room is provided for any great public ceremony. In all probability, when we come to have greater wisdom in these things, Hyde Park is where our Parliamentary buildings will be erected.

1766. Are you not aware that a site has already been selected? Yes; and so long as it remains only a site very little harm is done. What one Parliament does another Parliament may alter; but where you can, without any difficulty, take a railway underground, why should you destroy valuable surface and disfigure the appearance of the city. As a public and as a professional man, I look forward to the magnificent development of this city as the most picturesque, the cleanest, and the least inconvenient in the world, and it will be so if we carefully guard these things. To bring the railway into the city by a surface line would be quite unjustifiable. With regard to the line running round to the other side of the city, there is no doubt that the only extension that can be made is an extension for goods traffic. So far as my judgment goes, I do not think that any sort of line on the other side would be serviceable unless it skirted the water's edge, and then it should join this passenger extension. It will be just as inconvenient for people to take a cab to the wharfs or to their hotels from St. James' road as from Redfern. Again, if the proposed scheme were carried out, St. James' Church would be ultimately destroyed. I think it would be a wise thing to take the station to the site of the present Girls' High School. I think that that would give ample accommodation for a call station, provided that the main station was constructed somewhere down near Government House. Those are briefly the opinions which I hold upon the question of railway extension into the city. The Commission were, no doubt, perfectly right in recommending the most direct route. The only objection I have to their proposal is that they recommend a surface line.

1767. You propose not to go through the Park to Macquarie-street, but to go through the Park as far as the site of the Girls' High School? I would come through the Park to about Market-street, and then take a curve on to the site of the Girls' High School.

1768. That is where you would have a daylight station? Yes.

1769. Have you considered all the objections which have been urged against the tunnel scheme? Yes; I have read them through very carefully.

1770. Would you approve of the adoption of a tunnel scheme if steam traction is to be continued to be used? Yes; I do not see the slightest objection to it. We have a double line of railway running through a tunnel $1\frac{1}{2}$ mile long, near the Hawkesbury, and there is no inconvenience caused by that arrangement. That tunnel you cannot ventilate, because it is something like 150 below the surface, but there is nothing to prevent your having a good system of ventilation in the tunnels I propose.

1771. But have you considered the large number of trains which would have to pass through the tunnel you propose? It would not matter if the trains ran every five or ten minutes.

1772. With regard to the North Shore connection, you are quite clear that it should be by tunnel and not by bridge? Yes, and I have studied the matter very carefully. If we had close to the water's edge high points from which you could carry a suspension bridge it would be different. Not having those high points, we should have to build towers to carry the bridge, and the grades approaching the bridge would be very strong. The alternative would be to put piers in the harbour, but any one who has studied the effect of the ebb and flow of tidal waters, where there is no river to create a scour, must know that a pier 100 or 200 feet wide would be a block to the traffic. If there was such a rock in the harbour the Government would blow it out to give easier navigation. I consider that a bridge connection is simply impossible.

1773. Apparently the only difference between your views and the recommendation of the Commission is that you would extend the railway into the city through a tunnel instead of on the surface? Yes, and I would continue it on to near Government House.

1774. I suppose you recognise that the advantages of substituting electricity for steam could be applied to either scheme, and the nuisance created by steam would be minimised? The adoption of electricity as a motive-power would do away with all nuisance if the line were carried on the surface; but my objection to the destruction of the surface would still remain. An open cutting—and you must have roads on each side of it—destroys the uniformity of the city, prevents the proper regulation of the traffic, and is always the source of a certain amount of danger, if it is not well guarded. Why break the surface of the ground and destroy the city if you can carry the railway underground.

1775. Of course it is a matter of argument? I do not think it admits of argument.

1776. Touching the present terminal arrangements at Redfern, have you given them any consideration? I know that they are most ill-arranged and jumbled together.

1777. You quite agree with the evidence tendered to the Royal Commission that some immediate change must take place at the Redfern station? No sane man could say otherwise; we must have a change. To have the railway yard congested as it is is certainly a source of danger.

1778. From your knowledge of the passenger traffic, do you think that there should be an extension for both long distance and short distance passenger traffic? I do not think it would be worth while to relieve the traffic at one congested point to congest it again at Hyde Park. That would be absurd. The real thing to be done is to carry the line right through to the Government House grounds, where you will have plenty of room to deal with both long-distance and suburban passenger traffic.

1779.

1779. I suppose you have given some consideration to the inconvenience experienced by suburban passengers at the present time? Yes.

1780. Will you briefly state whether, in your opinion, there is a loss of time in transferring from the trains to the trams and other means of conveyance into the city, and whether the tram system is sufficient to meet all requirements, keeping in view the proposed electric tramway in George-street? Yes; I hold very distinct opinions upon this point. Although I was only a young man at the time, just commencing my professional career, I thought, when they were first putting down our tramways, that a great waste of money was being entered upon. Where you have a tramway in the streets over which vehicular traffic is passing it must always require repairing. Our tramways must, up to date, have cost nearly twice as much as the railways would have cost. The inconvenience of transferring from train to train is most aggravating to travellers. Ever since I was a schoolboy I have travelled backwards and forwards from the city to Liverpool, and I know that this transfer is a source of great annoyance and inconvenience to passengers. I think, too, that it was a blunder on the part of the Government to enter upon the construction of an electric tramway in George-street to relieve the Elizabeth-street tramway. I think that the George-street tramway ought never to have been built, or it ought to have been built, not as a line to take the railway traffic, but perhaps to take the Glebe Point traffic. It should, too, have been underground, like an electric railway. The trams never have been an assistance to the suburban and country passenger traffic, and it is absolutely essential, if things are to be done properly, for the railway to be extended into the city to the furthest point.

1781. *Mr. Black.*] Do you think the space available at the site of the Girls' High School is large enough for a station such as you propose? I think so. On the eastern side you are not surrounded by buildings there, and the site is quite capable of extension. For a calling-station, I think it is large enough.

1782. I suppose you are familiar with that part of Hyde Park upon which it is proposed to erect a railway station? Yes.

1783. Have you noticed that there is a considerable slope from the centre walk to Elizabeth-street? Yes; there is a good slope.

1784. Would you be surprised to learn that there is a drop of nearly 15 feet? I daresay there would be a drop of 10 or 15 feet.

1785. Then, to get a level surface, a good deal of cutting-away would have to be done? Yes.

1786. Would not such a cutting destroy the appearance of the locality? Yes; if you take a quarter or one-half of Hyde Park for railway construction you may as well take the whole of it. Not only will you have to make provision for the railway, but you will also have to make provision for trams, omnibuses, vans, and all sorts of vehicular traffic. The whole area of Hyde Park would not be too much for a central station; and, in all probability, the whole of that area would have to be cut down from 15 to 20 feet.

1787. In the scheme which you advocate I suppose you propose to carry off the smoke by means of numerous ventilating shafts? Yes; you can get a terrific ventilation in a tunnel by hydraulic apparatus. As a matter of fact, in the electric tunnels, where the trains practically just fit the tunnels, the rush of air made by the moving trains is so great as almost to blow a person out of the mouth of the tunnel. By the introduction of hydraulic force you could make an enormous draught in these tunnels.

1788. Then, too, it is the tendency of smoke to ascend? Yes; you could make an artificial draught most easily, and without great cost.

1789. Your scheme, as I understand it, would not so much have the effect of lessening the difficulty of marshalling the trains at Redfern, as it would operate to bring people into and through the city? Yes; that is its object.

1790. Have you considered that portion of Mr. Selfe's scheme which proposes to widen the railway yard from Redfern to Eveleigh by the resumption of a large portion of land on the western side? Yes; but I cannot see any object in that. If you are going to centre the railway at Redfern you must resume more land; but I take it that every sensible man in the country has come to the conclusion that it is a most improper thing to keep the railway right out of the city, and that the traffic should be concentrated at the water's edge.

1791. But where at the water's edge are you going to find room for marshalling trains, storing engines, and so on? If you will compare the area available at Fort Macquarie with that available at Hyde Park, you will see that it will be quite sufficient.

1792. Notwithstanding your desire to preserve the beauty of the city at Hyde Park, will you not interfere with its beauty by constructing a central station on the Government House grounds? Yes; but in travelling through the world you must have noticed that the water's edge close to the cities is where all the ships and cranes and lorries work. The water's edge in a great city is always the centre of traffic; but this traffic is low down where it is not seen. You will never prevent the splendid deep water of our harbour from being the very acme of vigorous commercial traffic. What does it matter if you have cranes, and steamboats, and wharfs where I suggest. They will not affect the beauty of the city. Our great public buildings must be put upon elevated positions. You do not think of beautifying the water's edge where the wharfs must be.

1793. I suppose you have heard that the Royal Commission recommended as compensation for the loss of Hyde Park the dedication of the old Cemetery in Devonshire-street as a reserve? Yes.

1794. Have you any idea what it would cost to remove the bodies from that Cemetery and re-inter them somewhere else? I doubt whether it would be necessary to remove them. If you remove them, the cost would be enormous, as you would practically have to excavate the whole area to a depth of 7 feet, because I believe the coffins lie close together, almost touching each other.

1795. Under such circumstances, reinterment would be impossible? If you attempted to remove the bodies, you would have almost to move the entire soil.

1796. You think that a large portion of the soil there is simply disintegrated human flesh? Yes; it must be.

1797. Under such circumstances, removal and reinterment is difficult, if not impossible? Yes; I do not think anybody could think of it. The Town Hall is built upon the site of a cemetery; but they never thought of removing the bodies there. On one occasion when I had to report upon the foundations of the Town Hall, we got a good collection of old coffins and bones.

1798. Do you not think that the relatives of those who are buried at Devonshire-street would object to the use of the place as a park unless the bodies were first removed? The great objection to the proposed arrangement

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arrangement is that Hyde Park is the very pick site of the city for public buildings. There is no relation of value between the two.

1799. You mean to say that for public purposes there can be no comparison between the two sites? No.

1800. You think that Hyde Park is of unsurpassed situation and of beautiful surroundings? No doubt about it. It was a wise thing to dedicate it in the first place.

1801. Do you not think that the excavation of a large area of ground with a heavy embankment on one side, and the erection upon the site thus prepared of buildings with the roof architecture which is inseparable from all forms of station construction would interfere with the beauty of the surroundings, and with the value of public buildings in the neighbourhood? If you sank the station at a great level, you would have a very ornamental approach to it; you would have a very ornamental wall round it; and the buildings themselves, if nicely constructed, would not be objectionable as you looked down upon them.

1802. But I am speaking of the scheme recommended by the Commission? No doubt if you come near the surface there will be an objection. The design before the Committee is, however, a very pretty one.

1803. But it does not show the whole of the station-yard? I do not think any great objection could be taken to a station building as designed. The exception I take is to the impossibility of future extension, and also to the annoyance caused by a surface line.

1804. You do not think it would be possible to get to the Circular Quay from St. James'-road if the proposed scheme were carried out? Not without a terrific destruction of property and of sites for public buildings.

1805. I suppose it would be almost impossible to tunnel from an above-ground station at Hyde Park? The grade would be preposterous.

1806. Then you could only get to North Shore by means of a bridge? Yes.

1807. That would necessitate the overhead crossing of George and Pitt streets? Yes, which would be most costly and unsightly. Such an extension would never pay interest upon its cost. A bridge from Hyde Park to North Sydney would be an enormous undertaking.

1808. It is proposed, in the case of an extension to North Shore to go, not from Hyde Park, but by detour from Liverpool-street? Overhead.

1809. Partially? How far would you go overhead.

1810. I do not think we have any particulars? I should say that that scheme was impossible financially.

1811. Are you aware that the proposed scheme involves the raising of Park-street? Yes.

1812. That would very much increase the difficulty of traction for all real traffic coming from Woolloomooloo? Yes; and there would be very strong complaints against it. The grade from William-street now is almost too great. You see what a difficulty there is with these severe grades, directly we come to wood-block them.

1813. Would not the tendency of such an arrangement be to turn traffic from Park-street and send it round by King-street or Liverpool-street? Yes; the traffic would make a detour.

1814. That would increase the difficulties which now arise from the narrowness of King-street? Yes.

1815. Do you not think that the construction of a central station at Hyde Park, and the consequent concentration of traffic there would make it necessary to widen some of the streets which give an approach to that place? Yes; as I explained before, a central station would have to provide, not only for the railway traffic, but for a vehicular traffic connected with the railway service. As much room would have to be left for foot passengers and vehicular traffic as for purely railway purposes. If I understand your question, you mean would there be sufficient space for the traffic which would be accumulated round the great central railway station in these thoroughfares. I say that there would not. All these streets are very narrow.

1816. If it became necessary to widen them, would not the resumptions cost a tremendous amount of public money? No doubt about it. I am not prepared to say that resumptions would be necessary, though it appears to me that they would.

1817. Do you not think that the construction of a railway station at St. James'-road would seriously interfere with foot passengers going from the city to Woolloomooloo and in that direction? Yes; unless the railway were underground.

1818. I suppose you are aware that one of the arguments advanced in favour of the proposed extension is that it will pay from the beginning—that, in addition to those who now use the trams to get to Redfern, you will get those who take the omnibuses or who come to town in other ways? Judging from my knowledge of human nature, as every public man will judge, I know that the moment this railway is constructed the people will require a cheapening of railway fares. The public are always clamouring for the best accommodation at the most economical rates. The construction of this railway must not be looked upon as a means of bringing revenue to the country, because it is not. The extension is necessary simply for the completion of our great railway system, and it is one of those public duties which the people owe to themselves to see that it is carried out whether it pays or not.

1819. In any case one of the reasons why the people of the suburbs are clamouring for this extension is that they want to be carried for a half-penny over a distance for which they are charged 1½d. at present? It is not only the people of the suburbs, but the people of the country generally who clamour for this extension. The extension must be made; but it cannot be treated as a paying concern, because it will never add anything to the revenue.

1820. Should there be any return from the extension it will be because of the increased distance the public are carried, not because you change the site of the central railway station? No.

1821. If that be so, you may gain revenue without moving the central railway station? I do not think that is a fair conclusion to draw, and it is a very difficult question to answer, because it demands such an amount of argument. If you leave Redfern station just as it is to-day, as the suburban traffic becomes greater, and the country traffic more vigorous, the public will ask the Commissioners to lessen the rates.

1822. It has been stated by the late Mr. Eddy and by Mr. Parry that even if you construct a new railway station at St. James'-road, within twenty-five years other central stations, which they call suburban stations, will also be required. Do you view that as an admission that there are other places in the city available for the construction of railway stations? In the opinion of engineers there are plenty of places available for the construction of railway termini. The great point I make, and the point which I would like to impress upon the Committee, is that we must provide for the adoption of electric traction. So many great minds have been brought to bear upon the development of electrical science that within the

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first ten years of next century you will not only have all electric traction, but you will have traction upon absolutely noiseless principles.

1823. Your argument is that in extending the line we should adopt some scheme which, while equal to present requirements will have due regard to all the possibilities of the future? Yes; and which will save the surface of the city.

1824. It follows, then, that, even if there should be some temporary unpleasantness, as some people have argued there would be in connection with a tunnel scheme, it would not be of a permanent character, and it would be set off by the maintenance of Hyde Park as a possession of the people? I consider the objections to tunnelling as merely sentimental, because, as I have pointed out, it is quite possible to ventilate tunnels perfectly. In my opinion the proper thing is always to take city railways underground. There is no real tangible objection to this course on the ground of discomfort.

1825. Have you considered that, inasmuch as your scheme provides for a connection with North Shore, and there is a return from North Shore by way of Hornsby, it would not be necessary to have so many lines of rail through the city as if there was a dead end before we reached Port Jackson? Yes; that will diminish the necessity of having so many lines of rails. The northern suburbs people, instead of coming in by train in the way they do now, would come through North Shore.

1826. But as we are considering the interests of suburban residents, should we not consider the interests of residents of the northern suburbs? Undoubtedly.

1827. So far it would appear that they have not been considered in this matter? Undoubtedly they ought to be considered.

1828. Are you familiar with the suburbs along the Milson's Point railway? Yes.

1829. Do you consider that with railway connection with the city there will be a great increase of population there? The increase during the last five years has been astonishing.

1830. But if they had direct connection by railway it would be much greater? Nothing could be more satisfactory in the development of a place than the increase of population upon the North Shore. The greater part of it is city now.

1831. It has been said by witnesses that the emission of smoke and soot from railway engines will not be detrimental to the foliage of the trees, nor likely to interfere with the purity of the atmosphere;—do you agree with that statement? It would certainly affect the appearance of buildings. You can see an illustration of the effect of the smoke from tramway motors in the building opposite. When smoke and steam are constantly being wafted on to a building they must affect it; though I do not know whether they affect the foliage of trees. The noise caused by the motors is objectionable, as well as the smoke.

1832. Do you think the noise of the trains would be likely to interfere with the comfort of people residing near Hyde Park? Yes; I think so, if they run on the surface.

1833. Do you think it would interfere with the proceedings of the Supreme Court? If at the present moment the Judges will send out to stop hammering, I do not know what they will do when the trains begin whistling and bustling about. I know that when I was doing some alterations to St. James' Church I was stopped for whole days at the command of the Chief Justice. He would not even allow a pick to be put into a piece of stone.

1834. You are aware that, having regard to the religious sensibilities of those who attend St. James' Church and St. Mary's Cathedral, it is proposed to suspend the traffic during church-time? Yes, that might be done; but I look upon all these objections as petty. The really great thing is the building up of this magnificent city. No doubt there are hundreds of little things in connection with the scheme which might be objected to.

1835. There are various grounds of objection held by different people, and it is through these various forms of objection that antagonism to a scheme such as this is built up;—if you will understand the weight of public antagonism you must inquire into all its causes? Yes; I do not think that the interference with the service at St. James' Church would be a matter worth taking cognisance of.

1836. If the religious sensibilities of those who worship in Protestant and in Catholic churches are to be considered by the railway authorities, should not the religious sensibilities of those who worship in the Jewish Synagogue also be considered? No doubt.

1837. That would involve the suspension of traffic upon Saturdays? Yes.

1838. *Mr. Wright.*] Did I understand you to say that Flagstaff Hill is only 90 feet above high-water mark? It is 89 feet above high-water mark.

1839. Is it higher than the top of King-street? No; I think that the ridge at the top of King-street is a few feet higher.

1840. The scheme submitted by myself as a member of the Stuart Government, in 1884, was to tunnel under Hyde Park, with a station at Liverpool-street, and an underground station at King-street. From there the line would have gone across Macquarie-street, behind the Mint and public buildings, with a partially open station at Bridge-street, and then on to Fort Macquarie with a loop-line to Circular Quay? If that was the scheme put forward, it suggested what is no doubt the correct solution of the difficulty.

1841. There was great public clamour against that scheme? Very likely.

1842. You suggest a tunnel 100 feet deep? When I say 100 feet, I do not give that as the exact depth. What I mean is to tunnel sufficiently deep to meet the case—the depth might be 75 or 80 feet.

1843. If the tunnel is at a depth of 80 feet, what sort of excavation would you have at your railway station;—would not the debris nearly fill up Darling Harbour? There are plenty of places where it could easily be used.

1844. The original proposal was to have a tunnel 50 feet deep? Perhaps that would be enough. The matter of depth does not affect the scheme.

1845. You mentioned 100 feet merely as a rough approximation? Yes.

1846. You think that any extension would be incomplete, unless it went as far as the water's edge? I do not think it would be worth while to bring the railway from Redfern to Hyde Park to have it at Hyde Park.

1847. I understood you to say that you considered the Macquarie-street route as eminently adapted for public buildings? As you come into the harbour, the first thing you see is that ridge. It is like the backbone of a city. You see it from every point of view, and it is there that your fine buildings should be situated.

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1848. Yet you say that you think Hyde Park should be preserved as a site for public buildings? Yes; I am of opinion that Hyde Park is where Parliament House should be.
1849. Do you not think that the piece of ground on the ridge you speak of, between Bridge-street and St. Mary's, is sufficiently large to accommodate all the public buildings Sydney is likely to require for centuries to come? That is all very well, if you are going to crowd these buildings together, separating them only by walls. Public buildings should have open spaces around them. It would be a great mistake to crush them against one another.
1850. You think that the beauty-spots of the city should be preserved to furnish sites for good buildings? Yes.
1851. Have you read the evidence given by the late Chief Commissioner of Railways before the Royal Commission? No.
1852. You are possibly not aware that he thought an extension to the Circular Quay was not warranted by the probable traffic? While I have not read that evidence, I have seen it in the newspapers, and I know exactly what the opinions of the late Mr. Eddy were. I know he said that it was not necessary to carry the railway to Circular Quay.
1853. Are you aware that one of the primary reasons why he supported this scheme was that he could get a large revenue from it without taxing the people more than they are taxed at the present time? That is, if the line is taken to Hyde Park.
1854. Yes? I expect he did say so, but I do not think that is a point worth considering. In my opinion, we ought to look at this question from the point of view of public men.
1855. Do you not consider the late Mr. Eddy an authority? No doubt he was, but even very great men are not infallible. A master architect may make a most beautiful and clever design on one occasion, and may fail on another. So Mr. Eddy might have been at fault in this instance. I think he was.
1856. You think additional revenue would not be obtained by this extension? I doubt it very much.
1857. You adhere to the view that any extension should go underground, and will eventually be worked by electricity? Yes.
1858. Have you been to Europe? No; but I am well acquainted with what transpires there, because I take care to be well posted up in all recent developments.
1859. You are aware that the temperature of London is lower than that of Sydney? Yes.
1860. Are you aware that the tunnels there are insufferably hot? Yes; but you cannot make a comparison between the old underground railway and present-day construction. They have put down 47 miles of electric railway in London, and the ventilation is so great that, as a matter of fact, they are making inventions to provide against draughts.
1861. If we do not alter our railway system from steam to electricity, would you still think that the line should be underground? We should make provision for the alteration. We may not be alive some years hence; but we must not leave things in such a state that people who come after us will say that our ideas were ignominious. It is useless to expend a large sum of money upon work which may be undone twenty years hence.
1862. Your contention is that we should advance with the times, and have underground railways driven by electricity? Yes; but at the present we might be content with steam traction.
1863. If the late Chief Commissioner has pointed out that any application of electricity would not be advantageous, what about underground lines then? Of course, his is only the opinion of one man. I do not think that it should overrule that of every other mortal creature.
1864. But that is also the opinion of several other scientific men? They may be in error.
1865. We must be guided by the opinions expressed by the witnesses who come before us;—notwithstanding the evidence which was placed before the Commission, do you think that any extension into the city should be so planned as not to interfere with public reserves or private property—that the line should go underground? Yes. Wherever you construct a railway in the city you should prevent any interference with the surface.
1866. *Mr. Fegan.*] I understood you to say that the taking away of the Park was a mere matter of sentiment—that sooner or later it must be used for public purposes? It should be left available for public purposes.
1867. You suggest that it should be a site for Parliament House, the Law Courts, and so forth;—the main objection to the scheme we are considering is that it prevents the use of the Park for recreation? The great objection, I believe, is to taking away a valuable piece of land from the citizens which has been dedicated to their use. I do not think there is only one reason for this objection, because I have heard about a dozen.
1868. But that is the chief objection? I consider the chief objection to be that a fine site like Hyde Park should not be used for railway purposes, but should be kept for a better purpose.
1869. You believe that it would be better to reserve it as a site for public buildings, such as new Houses of Parliament? Yes.
1870. If you are to tunnel to a depth of 100 feet, where do you propose to commence to descend? I should tunnel at whatever depth might be necessary to keep the line on a level without incommencing basements.
1871. Would you go under Belmore Park? You could not go under Belmore Park. The tunnel would commence somewhere about Liverpool-street. There is not much difference between the level of Belmore Park and that of Government House grounds. Belmore Park is very low. The tank stream used to run through there.
1872. How would you get over Belmore Park? You would have to run over the surface, I presume.
1873. How would you get over Devonshire-street and into Belmore Park? You would have to go through a cutting across the burial-ground. Then you would be practically on the level of Belmore Park. At the first opportunity, which would be about Liverpool-street, you would commence to tunnel, and you would be able to run a tunnel straight through almost right to the water's edge.
1874. Your first station would be where the Girls' High School now stands? Yes. So far as I can see that would be the only call station required.
1875. You would be some distance underground there? Yes; perhaps 75 feet.
1876. How do you propose to make that station? I think the wisest plan would be to excavate a site for it.

1877. And how would you get to it? That difficulty could easily be got over by using hydraulic lifts.
1878. How would you go from the High School to Government House grounds? I would take as direct a route as possible. I would go right under Macquarie-street, and almost straight down to the water.
1879. What would be the cost of the scheme you propose? So far as the excavation was concerned, if you were to allow a little time for it, you would find that all the stuff would be removed for nothing. The city of Sydney is built upon magnificent sandstone rock, and if you were to allow fifteen months for this excavation, there is not the slightest doubt that you would get back every penny of its cost. I have excavated for building-sites in the city of Sydney, and I have always made money by the excavations, unless I had to remove shale or poor stuff. Wherever we have had rock to remove I have always been able to dispose of it.
1880. I think you will admit that the probable cost of this scheme is an important point? I think that the cost of a tunnel scheme would not be greater than that of a surface scheme. It would take longer to construct, but it would not cost more.
1881. Would you remove Government House? Yes.
1882. What could you build another Government House for? So far as that is concerned, a new Government House will have to be built within the next ten years. I have been told by tradesmen who have been working there that the present building is perished. Under any circumstances it will have to be pulled down shortly.
1883. But the cost of rebuilding it must be taken into consideration as part and parcel of this scheme? I think not, because the building is not worth considering. It is not worth £500 in the argument.
1884. I would like to buy it for that? If you were to give £500 for the material, you would lose money upon the bargain.
1885. Do you not think that the site of Government House is as valuable as, if not more valuable than, Hyde Park? If you come to discuss relative costs there is more land to be resumed under the present proposal than with a tunnel scheme. If you extend the railway from St. James'-road enormous resumptions will be necessary, and in the end, I think, you would find that the cost of the present scheme, if completed, would be a third greater than that of the tunnel scheme.
1886. But how would you compare the two sites I have named? Hyde Park is undoubtedly the more valuable.
1887. From a recreative point of view, is it superior to Government House grounds? Yes, no doubt.
1888. Could not the Government House grounds be taken under the proposed scheme to provide land for recreation purposes? Yes; but water-frontage right in the heart of a big city should never be used for recreation purposes.
1889. Have you made any estimate of the cost of your call station? I have made no estimate. You will find that all estimates given in evidence like this are problematical. Looking at the matter on broad grounds, I have not the slightest doubt that an underground railway would be the cheaper of the two.
1890. You admit, however, that the removal of the railway from Redfern into the city should be carried out without the least delay? No doubt.
1891. Is it not a fact that from time to time the residents of the suburbs have approached the Commissioners to have the fares cut down? Yes.
1892. And time after time their requests have been refused? Time after time they have been granted.
1893. Is it not a fact that two years ago an agitation was got up for the reduction of suburban fares, and that the Chief Commissioner refused to make any reduction, because he said that the railways must be made to pay? Very likely, but I do not recollect it. I have been with deputations asking for reductions in the cost of season-tickets, and they have succeeded. Seven years ago we used to pay £25 a year to travel from Liverpool, now we only pay £18 a year.
1894. I think you will admit that the people of Sydney are in a different position from the people of London or Liverpool, where they have several competing lines of railways, and where, if one railway will not reduce its rates another will? I think that a State railway management is more likely to reduce fares than are the directors of a private company.
1895. That, of course, is upon the condition that the line is paying? Yes; but it has become a well-founded principle that national railways do not pay.
1896. Do not our railways pay? The reports say that they pay, but the same reports say that upon a certain number of lines we are losing £300,000 a year.
1897. According to the evidence of the late Commissioner, a small extra charge would not increase what the people have to pay now, but it would bring in much more revenue to the railway? That might be so until the line had been open twelve months, and then people would bring unanswerable arguments in favour of a reduction, and a reduction would be made. You cannot reckon upon this extension as a payable affair. Railway fares have to be reduced and reduced, and I do not believe we will gain a penny in railway revenue by this extension.
1898. What is the whole length of your tunnels? There would be one a little over half-a-mile in length, and another a little over three-quarters of a mile.
1899. Where does your first tunnel come out? At the site of the Girls' High School. The other tunnel would end just about opposite Government House gates.
1900. What would be the probable cost of the tunnelling? I can only give you a general reply to that question. In tunnelling now-a-days, they work behind a shield, and they do not take out an atom more than they absolutely require to move. The work is done expeditiously, by means of machinery, whereas for open cuttings you must employ hand labour. The excavation of the tunnel must cost less than the excavation of an open cutting.
1901. What would your open cuts from Devonshire-street to Belmore Park cost? Not very much.
1902. Would there be any buildings to remove? Only some old Government buildings.
1903. *Mr. Roberts.*] Is it not probable that, owing to the thickness of the walls of the proposed station building at St. James'-road, the noise of the trains will be kept in, and there will be no interference whatever with the business of the Supreme Court? I might point out that the proposed station building will stand by itself, and that the trains will not run into it. They will be out in the open. Therefore that building will only be a slight check upon the noise.
1904. But the platforms are to be covered over? If they are covered over completely that will not keep in the constant shrieking of whistles, the noise caused by the bumping of buffers, and the hissing of steam from the safety-valves.

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1905. Are you bearing in mind that St. James'-road will divide the stations from the Supreme Court;—will not the trains be a reasonable distance away, so that the inconvenience would be at least very slight? I think there would be considerable noise and hubbub. If you have ever been to a performance in the old Exhibition Building you would know what disturbance is caused by the noise of the trains in the Redfern yard, which is much further away from the Exhibition Building than the proposed station will be from the Supreme Court.

1906. Then if this scheme is adopted the Supreme Court will have to be removed? Yes, I am sure of it. If this scheme is to be adopted it will be better to take the whole block where the Supreme Court and St. James' Church stand, and shut up St. James'-road.

1907. In estimating the cost of the work, do you think that the removal of those buildings and the erection of a new Court elsewhere should be put upon the debit side? Yes; though it would not be many years before the construction of a new Supreme Court would be inevitable.

1908. You recommend the removal of the Supreme Court and St. James' Church? Yes.

1909. But do you think that the noise from the trains will be greater than the noise now created by the trams? A railway station there would be a most intolerable nuisance. The Hospital patients would complain of it immensely. I believe that we made a great error in putting a hospital there; but there it is, the biggest hospital in the Southern Hemisphere. The patients would be terribly disturbed by the noise of the trains.

1910. And you think that the railway would be an inconvenience to the various places of worship round the Park? Yes.

1911. Would there not be the same inconvenience if your scheme were adopted? No; because sound waves do not rise upwards. If a man is working in a quarry you cannot hear him until you get right to the edge. If you go up St. James' spire you can hardly hear the noise of the traffic below, though you would hear it a mile away if you were down on the surface of the ground. The reason is that sound waves travel horizontally.

1912. Is it not a fact that tunnels are only used in railway construction when it is impracticable to get from one place to another in any other way? And where railways are taken through great cities.

1913. Would not a daylight line give much more comfort to the passengers? I do not think so. I think you would completely spoil the city by running a surface line through it.

1914. In recommending the continuation of the line to Government House have you considered whether there would be sufficient passenger traffic to make it pay? Undoubtedly the traffic to the Circular Quay would be enormous. As to the question of the line paying, I do not believe it would.

1915. Do you think the time has arrived when this work should be carried out? Certainly, and the line should be taken right down to the Circular Quay.

1916. In the event of a line being taken across to North Sydney, where would it join the Milson's Point line? It would go across from Fort Macquarie to Milson's Point; but I do not know exactly where it would join the other line.

THURSDAY, 5 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Cash Neild, Esq., M.P., sworn, and examined:—

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1917. *Mr. Trickett.*] You remember being examined before the Royal Commission which inquired into the proposed extension of the railway into Sydney on the 20th April last, when you read a statement giving the particulars of a scheme which you thought it would be desirable to adopt, and gave evidence upon the subject generally? Yes.

1918. That evidence has been verified by our Secretary, and now forms part of the evidence which is under consideration by the Committee;—I would ask you, therefore, whether you wish to alter or to correct it any particular? No, I do not wish to do that; but I have seen a statement in the Press to the effect that Mr. Deane has stated that the proposal to locate a railway station on Cook and Phillip Parks was an impossible one, because of the difference in levels between the highest and lowest points of those parks. (I think the difference was said to be 59 feet.) I cannot credit that Mr. Deane did make that statement; but if the statement was made, I should like to say a word or two with reference to it.

1919. Before you do that, would it not be better to make any general statement which you may have to make in connection with the proposal before us; afterwards I will direct your attention particularly to the evidence given by Mr. Deane on the subject to which you refer? It would be more convenient, perhaps, and would result in a saving of time, if I were furnished with a copy of Mr. Deane's evidence before I prepared any reply that I had to make.

1920. In that case we should be glad to hear any other statement which you may have to make? The first matter to which I should like to refer is this: I share with Mr. Chanter, M.P., the responsibility of the chairmanship of what is known as the Hyde Park Defence Committee, and I wish to place in evidence one or two facts connected with a large public meeting which was held at the Town Hall, Sydney, under the auspices or through the efforts of the committee. That meeting was presided over by His Worship the Mayor, who, on behalf of the City Council, expressed his full sympathy with its object. The

first

first resolution was moved and supported by the Honorable Sir Arthur Renwick, M.L.C., the Honorable Dr. Norton, M.L.C., the Honorable W. R. Campbell, M.L.C., the Honorable John MacIntosh, M.L.C., and the Mayor of Paddington. The second resolution was proposed and spoken to by Mr. W. J. Lyne, M.L.A., Mr. John See, M.L.A., and myself. Other resolutions were spoken to by Mr. Whiddon, M.L.A., Mr. Chanter, M.P., Mr. Chapman, M.P., Dr. Kesteven, and other gentlemen, whose names I do not at this moment remember. The hall, with the exception of the eastern gallery which was closed, was crowded throughout, and the resolutions were carried by overwhelming majorities. The total number of hands held up in opposition did not, so far as I was able to count them, exceed 100. Indeed, I should be quite prepared to say that the number was materially less than 100. With regard to a second meeting which was held at the same place in favour of the scheme, I wish to place it upon record on oath that the Hyde Park Defence Committee had no part or lot in any shape or form with any opposition to the objects of the meeting. So far as I am aware, none of us attended the meeting. Any disturbance that took place was spontaneous on the part of the meeting, and had no kind of origin in the efforts or action of the Hyde Park Defence Committee. As statements have appeared in the Press to the effect that opposition was organised by us, and as the morning newspapers have refused to print short letters denying this charge, I thought I should be justified in placing the facts definitely before you in my responsible character as a member of the committee. The committee had not met for a fortnight, nor the executive for ten days, prior to the meeting to which I refer, and we had nothing to do with the proceedings at it.

1921. Seeing that you have placed your views as to the right route for the proposed extension before the Commission, I should like you to add anything you wish to add to that evidence? I have prepared with a good deal of care two statements from figures given by Mr. Coghlan. One shows the population of the railway suburbs in 1891, and the population of what I may call the non-railway suburbs at the same date, when the census was taken, and the other the assumed populations in 1895, these being the latest figures available. Among the railway suburbs I include Ashfield, Burwood, Canterbury, Concord, Darlington, Drummoyne—which is perhaps not a railway suburb at all—Enfield, Five Dock—this is scarcely a railway suburb—Hurstville, Kogarah, Macdonaldtown, Marrickville, Newtown, Petersham, Rockdale, Ryde, St. Peters, and Strathfield. The population of these suburbs in 1891 was, according to the census returns, 98,010. The non-railway suburbs comprise Alexandria, Balmain, Botany, Botany North, Camperdown, Globe, Hunter's Hill, Manly, North Sydney, Paddington, Randwick, Redfern, Waterloo, Waverley, Willoughby, Woollahra, and Leichhardt, and in 1891 had a population of 177,139. 1922. *Mr. Wright.* Redfern is a railway suburb;—it has a railway station, Eveleigh, in the middle of it? I think that the railway fringes one side of Redfern, but I doubt if Redfern can fairly be called a railway suburb. However, I must leave the figures as they stand. The Redfern Council has carried a resolution in opposition to the Hyde Park railway scheme. In 1895 the population of the railway suburbs was 115,592, and that of the non-railway suburbs 198,523, showing that the suburbs connected with the city by rail are by no means the most populous. The lesson I propose to draw from these figures is that any scheme of railway extension should provide conveniences for the people of suburbs which do not now possess the advantages of railway communication. It is evident that the majority of our suburban populations do not possess the advantages of railway communication, and I submit very respectfully but very firmly that any scheme of railway extension should consider the convenience of this population. If the proposed scheme were carried out, to get to the eastern suburbs would involve a journey to Park-street to reach the railway platform. From Park-street the line goes in tunnel in a northerly direction under Macquarie-street, and enters the Garden Palace grounds. Then, taking a south-east curve, it appears to terminate in the Domain, at the back of the Art Gallery, on the shores of Woolloomooloo Bay. The total length to that point—and I have scaled it very carefully upon the official plan—is about three-quarters of a mile, and the tunnel, being elbow-shaped, would be almost incapable of effective ventilation, to say nothing of the danger which would be created by running trains in such a tunnel. I do not think there is a railway in the world which has a tunnel with so extraordinary an elbow. I submit that it would be unreasonable to expect the inhabitants of the eastern suburbs, who number some 50,000 souls, to say nothing of the inhabitants of Waterloo, Alexandria, and other places, who would be accommodated by a circular line, such as has been proposed, to use such a line. While they were going to Park-street to get to the station, and were being dragged through a tunnel three-quarters of a mile long, back over ground which they had already travelled, they would have time to get two-thirds of their way home by tram. By the time they actually commenced their homeward journey, they would have time to get to the top of Barrack Hill. The proposal recommended by the Commission is eminently unsuited to the interests of the eastern and southern suburbs. Perhaps it would not be improper for me to mention that between ten and twelve years ago I moved a resolution in the Legislative Assembly in favour of the construction of the City and Suburban Railway. I should like to be permitted to add a copy of that resolution, and a statement as to its fate, to my evidence. With respect to the scheme before the Committee, I would like to say that, taking the top of Queen-street, Woollahra, which is practically the boundary of three municipalities—Paddington, Woollahra, and Randwick—as a fairly central point in the eastern suburbs, the distance from there to Park-street by the ordinary vehicular route is $1\frac{1}{2}$ mile, which is exactly the distance to Redfern railway station. The exit from the proposed railway station will really be nearer Market than King-street.

1923. There will be no exit at Market-street? Well, the people would leave the trains at a point nearer Market-street than King-street. I submit that the majority of the inhabitants of the eastern suburbs would, if the proposed extension were made, be no nearer the railway than they are now. The distance by road from Darlinghurst Court-house to Park-street is three-quarters of a mile, which is practically the distance from Darlinghurst to the present Redfern railway station. I do not think these facts have been brought out before; but I hope that they will be useful to the Committee in coming to a conclusion. There are other objections in regard to the scheme before the Committee which have struck me very forcibly. The area of Hyde Park which it is proposed to resume has been stated as only 10 acres; but Mr. Deane, in his evidence before the Royal Commission, stated it as 13 acres 2 roods 38 perches. Other evidence goes to show that $2\frac{1}{4}$ acres would be required for a running-track through the south-western quarter of the Park, which makes the whole area to be resumed within 2 perches of 16 acres. As the whole area of the Park is only 40 acres, this is nearly one-half. We must also take into consideration the inconvenience of the severance which would be caused by these running-tracks. Other very strong and important objections against the proposal have occurred to me. Assuming for the sake of argument that

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that a portion of this 15½ acres is to be thrown into Elizabeth-street, and that only 10 acres are to be used for a station, that makes the matter much worse, because if there is a congestion of traffic at Redfern in a yard of 25 or 30 acres, what must the congestion be in a yard of 10 acres. If the railway authorities cannot conduct their present business in a yard of 25 or 30 acres, how will they be able to conduct it in a yard of 10 acres, especially when we remember that a smaller yard, while it will admit of lengthy platforms, rigidly limits the number of those platforms. Redfern, however, is a fan-shaped piece of ground, affording an opportunity for the construction of an immense number of platforms. I should like also to support the evidence of the Hon. John Macintosh as to the immense litter of buildings at the Redfern station. If these were removed, a vast increase in the area available for platform purposes would be gained. Another objection to the Hyde Park scheme is this. It is proposed to bring the railway from its present level of 3½ feet above sea-level to a height of nearly 100 feet above sea-level, and to leave it there. You bring it to the top of a hill, and leave it in a position almost impossible of sensible connection with the eastern suburbs, and a good connection with the Circular Quay by tunnel; because the length from St. James'-road to the Circular Quay is only about half or three-quarters of a mile, and in that length you have to secure a fall amounting to 60 or certainly 50 feet. So that any future extension from the Hyde Park station will involve awkwardly steep grades. Nothing can be worse than to have steep grades in the middle of a city and in a tunnel. If there is any part of a line where you should have good grades, it is in tunnels.

1924. *Chairman.*] The height of Redfern railway station is 5½ feet, not 3½ feet? Well, that would reduce the grades, of course. I have had to depend upon the newspaper reports for my information in regard to these matters.

1925. The level of Hyde Park, too, is, I think, only 83 feet? Well, what I was saying about the inconvenience of the Hyde Park site is not affected by the height of Redfern. Assuming that Hyde Park is only about 80 feet above sea-level, my remarks still apply with great force. To extend the line from the Hyde Park site to the Circular Quay, a distance of three-quarters of a mile, would necessitate a tunnel with a steep grade, and the plan submitted by Mr. Deane shows that in order to climb down from the top of the hill at St. James'-road to any point in Woolloomooloo from which a start could be made to an eastern suburbs line would involve a tortuous and dangerous tunnel. As regards the question how the vegetation in the parks would be effected, I have some considerable experience as an amateur horticulturist, and I have not been an unsuccessful one, so far as public competitions are concerned. From my knowledge of plants and trees, I have no hesitation in saying that the close proximity of a railway station to which hundreds of trains are coming throughout the day would materially injure the vegetation in the remaining portions of Hyde Park. I do not think the Members of the Committee will require much evidence upon this point, because they cannot have failed to have noticed the condition of vegetation in the neighbourhood of other railway stations all over the world, with the possible exception of a few in tropical countries, such as that at Colombo, where the number of trains per day is very few, and the rainfall is so frequent, and of such volume, as to give the vegetation a cleansing which it could not get under less favourable conditions. There is one other matter in respect to Hyde Park about which I should like to say a little, though I do not wish to labour this part of my evidence. I have obtained a copy of the *Gazette* notice issued by Governor Lachlan Macquarie on the 13th October, 1810, in which he sets aside this Park as a reserve for public recreation. This proclamation was absolutely municipal in its character. It was a proclamation giving their names to George-street, Charlottc-place, and other parts of the city, and Hyde Park was from first to last dedicated to "the inhabitants of the town of Sydney." I have introduced this matter to draw attention to the proviso in the 58th section of the Constitution Act, which, after vesting, or providing for the vesting, of the entire management and control of the waste lands of the Colony in the Legislature, proceeds in these words:—

Provided that nothing herein contained shall affect or be construed to affect any contract, or to prevent the fulfilment of any promise or engagement made by or on behalf of His Majesty with respect to any lands situate within the said Colony in cases where such contracts, promises, or engagements shall have been lawfully made before the time at which this Act shall take effect within this Colony.

I submit that the dedication of Hyde Park was an engagement or a promise made by the Governor in the name of His Majesty to "the inhabitants of the town of Sydney," and that that land is so eminently the property of the inhabitants of Sydney that it cannot be taken from them without an alteration of the Constitution Act. I desire now to give evidence with reference to a plan which I have here, showing a proposal for a circular route. I propose that the line should travel from Redfern to Darling Harbour by the present route, which might have to be widened—but this is an engineering detail. It might be found desirable to proceed on the eastern side of the head of Darling Harbour; but I suggest that, as the Crown apparently attaches very little value to the waterway at the extreme head of Darling Harbour, judging from the proposals which have been made to fill it up, the line might go for some distance on the western side, and cross from the iron wharf either on an embankment or upon a bridge. This would allow the upper waters of Darling Harbour to continue to be used for barge purposes. The railway might be taken across to near the head of Bathurst-street, and a station might be made on the water side of Sussex-street, close to Market-street. The foot of Market-street is the same distance from George-street as the upper end of Market-street. George-street exactly divides Market-street. From there the line would go in a tunnel 30 chains long to a sunken station at the site of the present High School, Castlereagh-street. To what depth it might be desirable to sink that station I do not know, because I have not the levels. If it were argued that there would not be sufficient length there for extensive platforms, I would point out that if two-thirds of the length of the station were open to the air, a little extension underground at each end would be of no consequence. If you had only the extreme ends of the station in the tunnel, and the centre portion of it open, the lighting would be abundantly good. From there the line would pass under King-street by another tunnel about 30 chains long, and would come out in the Domain, near Woolloomooloo. You could have a station about the site of the Government Architect's old premises; or, at any rate, you could have abundant ventilation there if you did not want a station. The line would be carried across Woolloomooloo upon a viaduct, and it would enter the cliffs at Darlinghurst upon the west side of Dowling-street, and go through to Rushcutters' Bay by another tunnel, which would be about 30 chains long. You could have a station at Rushcutters' Bay, which would be a very convenient position for one. From there the line would follow up the creek in a southerly direction, and you could have another station in the valley, near Marshall's Brewery. Following that route you would have very little

to

to pay for resumption, and you would convenience a vast number of people. From the point I have mentioned, another tunnel about 30 chains long would pass under the crown of the ridge in Surry Hills, and would come out on the west side of Riley-street. From there you would go by viaduct or on the level, as it might suit the engineers, to Redfern station, across the corner of the old burial-ground back to the Redfern station. A circular route such as that would serve an immense number of people, and it would not be necessary to have more than two lines of rails, which is all they have in the underground railways in London. I submit this scheme as being exceedingly inexpensive in the matter of resumptions, as having only four tunnels, none of them over 30 chains in length, and as giving the maximum of convenience, not only to the western suburbs, but to the people of the city, to the people of Woolloomooloo, Potts' Point, Darlinghurst, part of Paddington, and to parts of Surry Hills and Strawberry Hills. On the plan which I have exhibited to the Committee the route is only sketched roughly, because I had not the conveniences at hand for better preparation; but I will do myself the honor of sending to the Committee a map upon which the proposed route of the proposed line will be shown in a more workmanlike manner. I submit that this is a scheme which is worthy of a great deal of consideration by the Committee, and the obtaining of expert evidence with reference to its possibility. Might I also point out that my proposed station at Sussex-street might be made the starting-point for either an outer circular line, which would take in the Circular Quay, Woolloomooloo, and the eastern suburbs, returning through Redfern; or it might be made the starting point for a line on a rising grade to connect with any bridge that might hereafter be built to the North Shore. The eastern suburbs outer circle might also start either from Woolloomooloo or from the station which I have suggested at Rushcutter's Bay. This scheme, I imagine, is quite novel; but I think that gentlemen who are acquainted with the extensive system of underground railways which obtains in London will see the advantage of it, and the line will be above ground to a much greater extent than is the London Metropolitan line. I have also prepared information with reference to the size of the railway stations upon the north side of the Thames. There are something over a dozen of them, and I have in my possession scaled plans of London, from which I have carefully calculated the sizes of these stations. I am surprised to find how small they are. Charing Cross station is as nearly as possible in the centre of London. It is only a few yards from the statue of King Charles, which is recognised for traffic purposes as the central point in the city. To reach any of the London railway stations by cab from this point—of course, I except Charing Cross—costs 1s, which means that the distance is between 1 and 2 miles. The only stations which you can reach by cab for 1s. are the Ludgate station, which has an area of half an acre; Cannon-street station, which is a dead-end station, having an area of about 2½ acres; Holburn Viaduct, which is about 1 acre; and Euston. By paying a fare of 1s. 6d., which means that the distance is over 2 and under 3 miles, you can reach Fenchurch-street station, Liverpool-street station, Broad-street station, Bishopsgate-street station, Farringdon-street station, King's Cross, St. Pancras, Paddington, and Victoria. So that almost every station in London, with the exception of Charing Cross, is more than 2 miles from the traffic centre of the metropolis.

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1926. *Mr. Roberts.*] But all these stations are tapped by the underground railway? A good many of them are, but not all. Where they are tapped by the underground railway there are, at any rate, some few yards to walk between the underground railway station and the big railway station. For example, there is no station on the underground railway which is near the Cannon-street station, though there are not many yards between the underground railway station and Ludgate station; but you have to cross over the embankment and walk some few yards besides.

1927. The underground railway stations are generally within easy walking distance of big stations? Certainly. That is only an argument in favour of having a central underground system to connect with the larger outside railway systems. I do not know whether the Committee would care to have any information as to the area of the different London stations. Charing Cross station, for instance, which is entered, not by six lines of rails, but by four, is, according to the scaled plans, 7½ chains long by 2½ chains wide, and has an area of less than 2 acres. That station is a thoroughly representative station, and the immense traffic that is carried on there is remarkable, considering the small area available. The largest station of all is probably Euston station, but St. Pancras and Liverpool street stations are also very large. At the station they have platforms one over the other, and the trains come in at different levels.

1928. *Mr. Trickett.*] I was careful to ask you, in the first instance, if you wished to correct or to alter the evidence which you gave before the Royal Commission in April last? Yes.

1929. I now want to ask you if you propose to substitute this new scheme for the scheme which you then advocated? I am inclined to think that it would give a larger amount of convenience.

1930. You are prepared now to abandon your former proposal? I am not prepared to abandon it; but I suggest this as an alternative scheme. The scheme which I submitted to the Commission is essentially a city scheme. The scheme which I submit to-day involves a large area of what may be regarded as suburban district.

1931. Have you looked up the proclamation dedicating Cook and Phillip Parks to the public? No; I have not.

1932. You will remember that in your former scheme you proposed to take Cook and Phillip Parks, and to close up Boomerang-street? Yes.

1933. Do you not think that that would be an interference with public recreation grounds? I do not know the terms under which these parks were dedicated.

1934. The great objection to taking Hyde Park is that it is a breathing-ground for the city, which it would be a shame to interfere with? I do not think that anyone, except the members of the Bowling Club, makes any use of Cook and Phillip Parks.

1935. Therefore, you do not see any objection to their being taken for railway purposes? No; subject to the terms of the dedication.

1936. I suppose you have no idea what number of people come into town daily by way of Boomerang-street, who would have to go up William-street if your scheme were carried out? I suppose the bulk of the people who use Boomerang-street also use Hyde Park.

1937. I fancy that the largest current of traffic is up Boomerang-street and across King-street? I think there is a very considerable traffic down to Market-street; but King-street is undoubtedly one of the principal points aimed at.

1938. The closing of Boomerang-street would create some inconvenience? I think the inconvenience would be about the same whether you closed up Boomerang-street or closed up the Park.

1939.

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1939. The 13 acres 2 roods 38 perches mentioned by Mr. Deane includes that portion of the south-west quarter of the Park which would be required to give access to the station? Then I must have been misled by the statements made by the Minister in the House, and by the evidence published in the newspapers.

1940. If Mr. Deane has stated that the area of Hyde Park required to be resumed for the purposes of the proposed scheme is only 13 acres 1 rood 19 perches,—I suppose you will accept his figures? Certainly; but I suppose Mr. Deane has not altered his evidence as to the total area of the Park, namely 40 acres. If that be so, it is proposed to take one-third of the Park, instead of nearly one-half as I stated.

1941. I suppose you are aware that the approach from Nithsdale-street to Park-street will not be all tunnel—it will be partly what they call cut and cover? Yes.

1942. That will not seriously interfere with crossings? No; not so far as the footways are concerned.

1943. The line will be designed so as to avoid interference with traffic as much as possible? I did not imagine anything else.

1944. You propose in your new scheme to go from the foot of Market-street to the site of the Girls' High School; I am told that that distance is about 1,584 feet, and that the rise would be about 60 feet;—does not that suggest itself to you as a rather steep grade? Yes; but I think that I said that the station at the High School site would be a sunken station.

1945. Mr. Deane's evidence was that a sunken station would have to be 18 to 19 feet below the surface of the roadway, though he acknowledged that a sunken station would be very undesirable;—that would leave a pretty steep grade? Apparently. On the subject of sunken stations, I would point out that the Adelaide station is practically a sunken station, and so is the Flinders-street station in Melbourne; so that we have at our own doors examples of sunken stations, which are not made the subject of public difficulties.

1946. Does the Adelaide station suggest itself to you as a peculiarly convenient one? No.

1947. With regard to getting to the eastern suburbs, I suppose we are all pretty well agreed that we must start from somewhere about Cowper Wharf or the lower part of the Domain? Yes.

1948. Do I understand from the figures which you have quoted as to the distance of the London stations from the centre of the city, that you are opposed to the introduction of the railway into the city? No.

1949. Then, with what object did you quote those figures, showing the peculiar inconvenience to which the London people have to submit? My object was rather to show that no attempt had been made to bring the great railway systems of the country into the city, and, as was suggested by Mr. Roberts, the underground railway is worked more or less in conjunction with the other railways. It might be inconvenient, and perhaps impossible, to conduct long-distance traffic over what, for convenience sake, I will call my circular scheme, just as it is impossible to take a train from St. Pancras round the London underground line. If you are going to bring into the city the whole of the railway tracks of the Colony, you will require a great number of tracks, and the extension will be an exceedingly costly affair. I think there could be a convenient arrangement of platforms, so that long-distance passengers could change into the circular railway without much trouble.

1950. You are in favour of separating the long-distance traffic from the suburban traffic? Yes; if the suburban traffic can be given more extended convenience. If you are going to have a dead-end station at Hyde Park, let all the traffic come there, and have done with it.

1951. It is hardly fair to say that you will have a dead-end station at Hyde Park, because, if you study the evidence taken by the Royal Commission, you will find that the proposed scheme was designed so as to work in with a future extension to the Circular Quay and to the eastern suburbs? According to Mr. Eddy's evidence that would be at the end of twenty years.

1952. This is Mr. Eddy's evidence:—

Then the Hyde Park scheme, as far as St. James' road, would admit of the extension of the line northward, or to include the eastern suburbs? That is so.

Your opinion is that it should be so carried out? Yes; Mr. Deane has promised to arrange the foundations so that that could be done.

—? I admit the accuracy of your quotation; but will you allow me to draw your attention to question 2707:—

If, at the end of twenty years, it was found that the 10 acres were inadequate, what course would you suggest? The extension of some of the lines through the station to the eastern suburbs; and when that was found insufficient, the construction of a local line either alongside or on the western side of the city, or wherever it was found then largely-increased business required the new accommodation.

1953. I understand Mr. Eddy there to be referring to the contingency of a great increase in the traffic;—he does not say that there should be no extension to the eastern suburbs for twenty years? That seems to me the strong implication. The evidence to which I refer was given subsequently to that quoted by you.

1954. *Mr. Wright.*] Will you look at question 2655—

And without taking any more of the Park it would be possible to provide for additional accommodation for the expansion of the traffic? As I have previously said, I would not contemplate taking any more of the Park for railway purposes than is now suggested. When the time came for increasing the accommodation it would have to be increased by adopting some other scheme.

—? I have not suggested in any part of my evidence that there was any proposal to take any more of Hyde Park, or any likelihood of more being taken.

1955. *Mr. Trickett.*] I would like to read to you this portion of Mr. Deane's evidence (Questions 15 and 16, Committee evidence)—

If it is required at any time to extend two of the lines to Circular Quay, or to the eastern suburbs, it can be done without any lowering whatever. The two lines on the eastern side of the station will just be brought together and carried through the end of the building. The level of the top of King-street would be sufficiently high to enable this to be done without interfering with the surface.

You regard that as very important—the ease with which the eastern suburbs and Circular Quay can be approached from the station without any alteration of the level of the stations? I think it is a very important point. I did not notice it before.

—? That statement does not seem to me to involve anything more than the point that the station arrangements at Hyde Park would be more convenient than was originally contemplated. It does not seem to me to affect the question of connections with the eastern suburbs in the slightest; in fact, it makes things rather worse, because the starting-point would be at a higher level than would have been the case under the original proposal.

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1956. *Mr. Black.*] Mr. Deane has pointed out that an extension to the North Shore would best be commenced from Liverpool-street? I think that a line passing through the western part of the city, and going over to North Shore, would accommodate more people than a line on the eastern side of the city. The bulk of the business of the city is done on the western side of Pitt-street.

1957. *Mr. Trickett.*] I have put these questions to you to show that we have not lost sight of the question of future extension? I understood that the question had received consideration at the hands of the Commission; but it does not occur to me that the evidence given by the railway authorities, with reference to an eastern suburbs connection, is at all of a satisfactory character. Mr. Deane's replies on the subject seemed to me to have been essentially vague.

1958. I suppose you are aware that two of the eastern suburbs municipal councils—Woollahra and Waverley—have passed resolutions in favour of this scheme? I think that the Woollahra Council passed a resolution of that kind by a majority of one vote.

1959. Paddington passed an adverse resolution; I forget what Randwick did? I have received no intimation, except through the newspapers, as to what has been done.

1960. There has been no public meeting on the subject in Paddington? No.

1961. Seeing that the Engineer-in-Chief for Railways and the late Mr. Eddy put it as almost a *sine qua non* that we must either bring the railway to Hyde Park, or leave it at Redfern, which would you be prepared to vote for? Will you allow me to say that I am not aware that either the late Mr. Eddy or Mr. Deane had given evidence of so absolutely positive a character as your question would imply.

1962. Mr. Eddy's evidence was very much to this effect: that if he could not get the railway carried through to Hyde Park, he would make the best arrangements he could at Redfern, until the people became educated up to giving up Hyde Park? If he did say that, I am not prepared to accept his statement without question. May I refer you to the very positive statements made by him and his colleagues with regard to the absolute necessity for the construction of wharfs and so on at Darling Island, which induced the Government to pay £135,000 for that property. This Committee, however—and I was a member of it at the time—thought that there was no necessity for these works, and the Secretary to the Railways Commissioners afterwards stated here on oath that the necessity previously alleged to exist did not exist. That appears to me to show that it is possible for a gentleman, even so highly placed, and so eminently able as the Chief Commissioner, to be under a misapprehension. If he was under a misapprehension in one case, I submit that he might have been under a misapprehension in another.

1963. Do you think that the Commissioner may have erred upon this matter? There is no scheme so absolutely perfect that a compensating scheme cannot be found.

1964. As a preliminary to an extension of the railway to the eastern suburbs, do you recognise the necessity for bringing the railway further into Sydney? You could not usefully connect with the eastern suburbs without bringing the railway further into the city.

1965. You do not know that any public meeting has been held in the eastern suburbs to protest against the scheme into which we are inquiring? No; neither do I know that any public meeting has been held in any of the railway suburbs in favour of the scheme.

1966. I do not quite see the bearing of your statement in regard to the distance of Queen-street, Woollahra, from Park-street and from Redfern? While the Hyde Park scheme may admit of future extension to the eastern suburbs, that extension is not now proposed, and we must look to the advantage, if any, the proposed extension to the Park will give to the eastern suburbs.

1967. Mr. Parry, the Railway Traffic Superintendent, who, I believe, is recognised as a very able administrator, stated to us that the shape of Redfern yard increased the difficulties of dealing with traffic there, and that those difficulties would be obviated if they had long straight platforms for the accommodation of the trains? That would involve having a separate line for each platform.

1968. No; there would be six lines with platforms on each side of them? Of course, that would be an engineering detail. The improvement of the Redfern yard would involve the widening of the tunnel there. At Charing Cross there are only four lines of rails entering the station; but there must be a great many more than four platforms. I noticed that Mr. Parry made a great deal more of the dangers of the Redfern yard than the late Mr. Eddy did.

1969. But you do not compare Charing Cross, which is purely a passenger station, with a station like Redfern, which is also a goods and produce station? I do not think that the goods traffic should be taken to Redfern. It is neither a useful nor a convenient arrangement. In submitting examples of London stations, I do not submit them as absolute comparisons. I only submit them for what they are worth in the way of comparison. There are so many thousand points of difference that no one would allege that the conditions were equal.

1970. Will you look at question 203 of the Committee's evidence:—

In the event of the railway being extended from St. James'-road, what route would you adopt for an extension to the eastern suburbs? The map which is attached to the report of the Royal Commission was made at its request, in order to show what lines were possible. It is not to be understood that I recommend that all these lines should be carried out; nor should I, if I had to consider any one particular line, necessarily follow the location of the lines put down there to a few feet, or even to a chain or two. With regard to an extension to the eastern suburbs, the line which is shown there roughly indicates the way the extension would curve off to the right. It is very likely that it would be shortened, and might have a location further south, but there is no difficulty about getting away under the District Court, or the Hospital, or the Houses of Parliament, or wherever we may like to go. You only have to continue the lines on the eastern side of the station without altering their levels, and you get under King and Macquarie streets with plenty of depth.

That would very much shorten the route to the eastern suburbs? Yes; but it would seriously increase the grades.

1971. *Chairman.*] If you did not go right down to Woolloomooloo Bay you would not require so steep a grade? No; but against that is the fact that the further you get from the water's edge the more costly the resumptions.

1972. *Mr. Trickett.*] Since you were before the Royal Commission, have you made an estimate of the probable cost of the scheme which you then advocated? No; that is too expensive a thing for a private individual to undertake.

1973. Have you made any estimate of the probable cost of your present scheme? No; that is purely an engineering matter. It would be a very costly thing to make such an estimate.

1974. Which of your two schemes, in your opinion, is the better solution of the difficulty? For passenger purposes, I should give the preference to my circular scheme.

1875.

J. C. Neild,
Esq., M.P.
5 Aug., 1897.

1975. Will you briefly summarise your objections to the scheme referred to us by Parliament—the St. James'-road scheme? I think that, in the first place, it involves a serious and improper interference with a very valuable park, which, in my view, is the property of the citizens of Sydney. Secondly, while it admits of extensions, it is objectionable because it will provide a dead-end station. I admit that something else may follow; but we have no proposed extension before us now. I am dealing with the scheme before the Committee *per se*. I object to it on account of the dead-end station which it will provide. Then, too, it will not convenience the western side of the city at all, and it does not appear to me that it will be convenient for a future extension to the eastern suburbs. Another objection to it is that it does not permit of an extension from Hyde Park to any proposed North Shore bridge, except by passing over the heart of the city at an undue elevation. The only way in which you could connect with North Shore by a bridge would be by taking a line through the western portion of the city, and such a line would convenience more people than the proposed line. The present proposal may also be objected to inasmuch as the running of the trains will interfere with the vegetation in that part of Hyde Park which will be left, and will interfere with places of worship and public buildings adjoining the Park. Another point which might fairly be considered is this: It is the invariable fate of railway station centres to become also the centres of small business tenements. To have a collection of small places of business, eating shops, provision shops, and places like that, right in the heart of a big city like this, would be a detriment for all time. Looking at the matter from the standpoint of the stateliness of the city, I think that the construction of a big station in Hyde Park would be a deplorable thing.

FRIDAY, 6 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Horbury Hunt, Architect, sworn, and examined:—

J. H. Hunt.
6 Aug., 1897.

1976. *Mr. Clarke.*] You were examined before the Royal Commission upon the 23rd April, 1897, with reference to the proposal to bring the railway from Redfern to Hyde Park;—do you adhere to the evidence which you gave on that occasion? I desire to repeat what I then said, so far as the end of the third paragraph from the bottom of page 117.

1977. *Chairman.*] What do you propose to do with regard to the remainder of the statement you then made? I think it might be omitted from the present evidence, but is to stand in the former.

1978. *Mr. Clarke.*] You propose now to begin *de novo*? No; I have fresh matter to lay before the Committee.

1979. Will you proceed with your statement? I will. It is as follows:—

The planning of the proposed station is, in my opinion, an unskilful piece of work, unworthy of a great terminal station for a great city such as Sydney will become. There is much in the architectural treatment of the exterior that is very pleasing.

It is a bit strange how the spirit of economy balances itself in the matter of trying to save money in an endeavour to secure park lands, and then spending money without stint in these station buildings. Pray what is the tower for.

The general planning is as bad as bad planning could be put to paper. May it never get beyond the paper stage of its existence. It is evident that the planning is the work of one brain, while the architectural treatment of the exterior is the work of one other (may I say) higher brain intellect. Spaciousness is absent in the planning, whereas it should be a prominent and ruling feature of the whole scheme, while egress and ingress should be of such ample character as to prevent the remotest feeling of want of freedom of action under the most trying circumstances, even to the demands of a double Eight-hour Day. It is, however, evident that the plan before us will not provide for the pressure of half an Eight-hour Day demonstration.

What is to be expected from this want of provision for ingress and egress, coupled with want of spaciousness. Why, curses upon curses, attended by confusion in all its glory.

I have no fear of competent contradiction of this very severe statement. I should feel myself untrue to my profession and wanting in my duty as a citizen should I hold my peace with such a faulty work as is this now before us.

I will deal with a few details. We have here marked on the plan entrance hall, and figured 54 feet x 36 feet. Now the term entrance hall belongs more properly to domestic architecture, while the above-named dimensions are such as to be found in any fair-sized private house. Many private residences that I have built have entrance halls of larger size than this so-called entrance hall to the proposed great terminal station of the New South Wales railways—a fabric to cost over £200,000.

While its chief entrance is planned at 54 feet x 36 feet, it is made of much less practical working value by having but one opening thereto of the great span of 20 feet for the means of ingress and egress. Make no mistake about it, gentlemen, the whole of the inward and outward foot traffic to this station will have to squeeze through this 20-foot hole. And then when the crush of outward traffic has cleared the outer 20-foot hole it is even then not clear of the walls of the station, but is met by a screen-wall of the covered way, along which you have to travel more than 100 feet to the right or the left before you are free of the station, and this among vehicular traffic in a confined space. To criticise such bad planning is enough to make a fellow use the strongest unparliamentary language.

I repeat that the whole of the traffic will have to pass through this 20-foot hole, except, of course, those who go by cab or carriage to the Elizabeth-street side of the station. There are, I must in fairness admit, two other small side entrances far away from this main one, but they are about the comparative size of a back entrance to the yard of a small villa.

Next defect, and a cardinal one, is that the station is placed in a cramped corner. There is not, and cannot be made, a proper street outlet for the going and coming traffic, not even for the present-day service, to say nothing of that of the morrow. The Elizabeth-street side of the station is of no practical use to the general public, except those going to the station by cab or carriage. Here again, in this very simple matter of providing for a cab approach, the want of knowledge in the art of good planning is evident. Why the cab approach to the old station is far and away before this proposed new one. Coming around to the main front, we find fully one-half of its length jammed into an embankment, and retaining-walls 20 feet high or deep. This is the very worst feature about the whole scheme, and is inevitable to the site. Here, again, there is no proper or sufficient get-away for traffic to and from this the main entrance; and further, let it be clearly put

put before the public, the undisputed fact that there is but this one side entrance to this station, namely, Elizabeth-street—the Park side is all buried against Park ground at a depth of from 20 to 25 feet above platform levels, therefore no public entrance can be had on this side—another inevitable bad feature of this site.

To grade the surface of St. James'-road from the Queen's Statue to the level of the main entrance (a fall of about 19 feet) cannot be properly and efficiently done, even by removing the Registrar-General's offices; in any case this block of public buildings must come down, or there will be no approach whatever to the station. Here is another obstinate feature of this jammed-up site.

Stronger evidence is before us of how cramped this site is—notwithstanding it carries a high-sounding title of roominess, namely, "Twelve acres of Hyde Park;" nevertheless it is not the site for a big terminal station, because you have not the required distance from St. James'-road to Park-street to get under that street without raising up some 9 feet, which will not be permitted, depend on that. The Sydney Corporation have from time to time been cutting away at this particular part of Park-street so as to ease its grade as much as possible; to lift that street up above its original level will not be tolerated, for this is one of the main approaches to the city from the eastern side. It is just a bit too much liberty for the Railway Construction Branch to take with this principal street.

To get under Park-street at its present level then, the station will have to be what is termed an underground station, which we all know has been condemned by the late Chief Commissioner, and to support his condemnation he told us that the Lancashire and Yorkshire Company spent close to £1,000,000 to bring their station to street-level by only a few feet. This Park scheme has these two difficulties confronting its promoters, namely, Park-street levels, and the below-street level for the platforms of the station.

Here is one other objectionable feature, and one which will seriously affect the pedestrian traffic from the eastern suburbs via Boomerang-street across the Park to Market-street—a traffic not to be thoughtlessly ignored by the Department; a traffic increasing year by year, which is now to be cut off by the station buildings, and slot along an overhead bridge 400 feet long, and of the capacious width of 15 feet. Double this width and you will be near the proper dimension. Are we not to utter a grumbling word as to the smoke we are to be enveloped in while crossing this overhead bridge with dozens of engines passing and repassing under our feet,—for there will be no turning to the right or to the left to avoid such a nuisance—ladies and gentlemen coming to business, wearing bright, clean, linen, will not be very presentable after walking 400 feet through smoke and moist steam. The unthinking public are having, permit me to say, dust cast into their eyes by the advocates of this scheme, while they are being misled by the arguments advanced by the Department; and not until the scheme is completed will they be able to see that they have been misled, and a big mistake made in a big national work.

One other prominent feature of defective planning is to be found in the main colonnade to the St. James'-road end of station, which is shown by figures to be 15 feet wide. Twice that width would not be too large for so important a feature. Better wipe the colonnade clean out of the plan unless it be of a proper width, and thereby save its cost. Step by step we find evidence that there is no real conception of the requirements of a big terminal station.

The evidence that has been given by the Department in the matter of protecting the rails in the deep cutting through the other section of the Park is as amusing as it is impracticable. They speak of them as "openings"—this is a deceiving word. The rails passing along this deep cutting must be well and securely protected, or we will have to record year by year many serious accidents and loss of life. An accident in a deep cutting is more serious than in the open. To erect great high walls, as has been proposed, will never be tolerated, because it will give this part of the Park the appearance of gaol grounds. All this is on a par with the many other bad features of the scheme.

Mr. President,—I have no hesitation in making these very unfavourable and strongly-expressed statements. They are, I think, fully warranted by the great public importance attached to the scheme.

I have no quarrel, and never have had with any of the departments. I am acting in this matter in the frankest and freest manner with all good-will towards those with whom I am compelled to differ.

I have had a long term of practice in the profession of architecture; therefore the knowledge thereby gained as to the fitness of these things enables me to judge correctly of what is here before us.

The evidence given by the late respected Chief Commissioner would lead one to believe that he considered Hyde Park an exceptionally fine site. I happen to know different to this.

Mr. Eddy, being a neighbour, I had the advantage of many talks on this subject while on our way home or coming into town of a morning. More than once he has told me he had no desire to go to Hyde Park, except on the score of saving money. During one of these conversations about the later part of his first term, he said "If the Government vote me the money required I will make at Redfern, in conjunction with the Asylum site, one of the finest stations in the world."

The plan on the screen has been prepared by me, in skeleton outline only, to show what can be worked out by the Department if they are so disposed.

I propose to add to the Redfern grounds all the land bounded by Pitt, Devonshire, Elizabeth, and Hay streets, and thereon place the terminal station, or, in other, and more correct words, the great central station of the Colony, and of a dimension to last longer than twenty-five years—a period not much longer than required to wear off its newness. It appears but yesterday that I was at Redfern with Mr. Young while he had the present station buildings in hand. What then is the span of twenty-five years in the life of a nation, when to man it appears but a day or two.

The plan I am placing before you requires a little explanation, being only in skeleton outline. The proposed new station is to start from the northern end of the Redfern station, which is to be retained and connected therewith if thought advisable. The new station to be moved a little to the east or west to fit the old station. The new station to be 1,200 feet long by 725 feet wide; the main or central portion is 1,200 ft. x 450 feet, exceeding the proposed Park station from St. James'-road to Park-street in length by 42 feet and 66 feet in width. The suburban railway line is indicated on plan by red lines, to be carried into the city as a circular railway for the city traffic only, with no other provision.

Route through the city shown on this other plan of the city by red lines.

The whole length of this city line from the central station will be about 256 chains. 160 chains of this will be in tunnel, divided by four daylight stations. Of this 256 chains, only 24 will be by tunnel under private property, with but 20 chains of resumption for the whole line, and this through the poorest part of the city, namely, Wexford-street.

The inward traffic will first stop at the new markets; next at Wynyard-square. Here I would take the whole of the square and as much of the side-streets as may be thought necessary, so as to make this the chief stopping-place. I would resume 50 feet or more frontage in George-street right through to the square, as indicated on the plan, making a direct entrance from the level of George-street to the Wynyard-square platforms. On this site, from George-street to Wynyard-street, could be built the offices for the Commissioners, a much more convenient site for the general business public than at the out-of-town site Hyde Park.

The next stopping-place would be at Mort's Statue, as shown on plan. The Department may say this spot is at too low a level. My reply is that true engineers do not know of, nor do they admit, the existence of insuperable engineering difficulties.

The last stop is at Phillip Park, thence on to the central station.

I contend that this is the least expensive scheme yet proposed. It is strictly a city circular railway. The whole length of the line passes under public property, except the aforementioned 20 and 24 chains.

On the authority of the Engineer-in-Chief (questions 180-181) two sets of rails are here proposed, which will make all secure as to foundations of buildings to those streets under which we tunnel.

When the trains arrive at the chief station they are to be taken on to the city by electric motive power, as referred to by the Engineer-in-Chief (question 1159). There being so many daylight stations (four), there will be no difficulty in ventilating these short tunnels.

Next to the railway comes the tram service. The George-street tram will be a great feeder to the railway if properly handled. I have shown the tram-lines per black broken lines, the George-street line coming into the main station—in the basement looping around and joining George-street as shown. The platform of the tram will be but 10 feet below the station floor. The Elizabeth-street tram, indicated as before, comes into the basement, also stops there for the return journey, as at present at Redfern.

Cab and carriage roads for the inward and outward traffic are placed on the right and left hand of the station, and do pass through it. They are shown to be 60 feet wide, which is too great a width and may be reduced. These roads are distinct from each other for their whole length, also for their approach towards or going from the stations. This is an important feature. The pedestrian traffic is in like manner provided for by paths 60 and 40 feet wide.

Devonshire-street to be made 80 feet wide, and lowered as proposed by the Department. There need be no difficulty in grading this street into George and Pitt streets, and made fit for all ordinary traffic.

Pitt, Hay, and Elizabeth-streets here shown to be made 100 feet wide.

J. H. Hunt.
6 Aug., 1897.

J. H. Hunt.

6 Aug., 1897.

All the portion of the city, tinted yellow, known as Flagstaff Hill, will some day be resumed and levelled down. Then on this portion of the city, as here indicated, the true site for a city station will be found to be connected with the present proposed line, as shown on plan per blue lines.

The connection with North Shore should be by a high-level bridge from Ball's Head, as here shown. The Northern railway traffic will some day have to be brought into Sydney *via* North Shore, and by the route here indicated. I submit to you no estimates. That would be too big a gratuitous work. I do not believe in approximate estimates. They only lead to trouble.

I am, however, of opinion, that the re-sale of a portion of the land set apart by my scheme for new station, and not required for same, will more than pay for the resumption of the whole of the Asylum site properties, also for compensation and resumptions in connection with the extension of the suburban line into the city. The four city stations will all be inexpensive structures.

The George-street portion of the Wynyard-square station can be so designed as to bring in a rent that will fully pay the interest on the outlay for building the Railway Commissioners' offices on that site. By this scheme the Central Station will be relieved of all these expensively-designed offices attached to the Park scheme—and become little more than an area roofed over—the money thus saved in those proposed offices of the Hyde Park scheme will pay for the extra foundation work and all the retaining-walls belonging to the proposed central station, thus my scheme can be made to embrace only the cost of line construction with ordinary provisions for stations.

I am of opinion, and have proof to support that opinion, that all rival schemes to those of the Department are loaded down with big figures; take for instance the valuation of the properties on the Asylum site, which is excessive to a degree, and what is to be expected from an officer who admits that he had but a few hours given him for the work. To make matters still worse he puts down twice as much as would be required to provide accommodation elsewhere. All this tends to make the public believe that the Hyde Park scheme is in comparison the least-costly to the State, which is not so.

I have not marked on this skeleton-plan any grades; they have, however, been studied, and considered in all places to be practicable. It cannot be fairly expected of a man in private practice to go in this gratuitous manner into all these minute details pertaining to so important a work after the manner shown by these elaborate drawings prepared by the Department. I submit that this scheme of mine, while not in every respect my own (it is the result of studying other schemes), is worthy of being developed by many drawings, and in a fair and honest manner by the skill of the Department—or myself to be commissioned by the Government for the purpose—so that it may be brought into fair competition with the Hyde Park scheme.

How are you, Gentlemen, or the Members of Parliament, to correctly judge of this question if some opposing plan to that of Hyde Park is not developed in the same elaborate manner as has been done for the Departmental scheme.

There is one fallacy about this Hyde Park scheme which should at once be exploded, and that is as to the additional revenue to be gained by its adoption. It is well-known that the suburban residents are discontented as to the rate of fares at present existing, and they will not be satisfied until a reduction is made, then away goes this great public lever used at present in lifting this Hyde Park scheme into favour.

In concluding these somewhat severe remarks, I must beg of you, gentlemen, to clearly understand that I am not prompted to this position by any antipathy to any Government officer. Few men have, during the past thirty or more years, been more courteously treated than I have by the officers of the Service; I am no enemy of theirs.

In order to enable the Members of the Committee to judge for themselves of the defective planning of the Hyde Park railway station, I will point out that the passenger traffic to and from the station must pass through an archway only 20 feet wide. The entrance hall is described as 54 ft. by 36 ft.; but it is narrowed down by an opening of 20 feet, through which the passenger traffic must enter or leave the station. The covered approach marked upon the plan is for the use of vehicles. When first I looked at the sketch of the proposed building, I thought that I was wrong; but I now find that what would appear at first sight to be an opening beyond this covered approach, is blocked by a screen-wall.

1980. Does the plan give sufficient room to enable passengers to get to and from the station with comfort? No; it would cause the greatest discomfort. The colonnade is figured 15 feet, but drawn to 11 feet. If it had been drawn to 15 feet, it would be narrowed down by the thickness of the walls, which you cannot put at less than 3 feet thick. That makes the colonnade really only 12 feet wide, a width which will not give decent elbow room. It is monstrous to think of a crowd passing through such a colonnade. When the public pass out into the covered way, they are amongst the cabs and carriages. Why not give a direct opening in the front of the building, and make it twice or three times 20 feet. Let us see what entrances there are. To the east, there is a little rubbishy entrance where the passengers have to pass by the urinals, with their stink and unpleasant surroundings. You have an idea of what the approach to this main entrance will be like when you compare it with the street and the flight of steps leading down in front of Mort's warehouse, remembering that you have here about twice the height to contend with. On the western side there will be two more small rubbishy entrances. As regards the cab road, could anything be worse than a circular approach such as is shown on the plan.

1981. Do you consider that there is sufficient room for the public, after you get away from the station? Not to my way of thinking.

1982. Are you aware that it is proposed to open the street between Elizabeth-street and Castlereagh-street across the High School grounds? I have read so. That would empty the traffic into another street, where it would be jammed up again.

1983. But would it not to some extent get rid of the difficulty of dealing with it in St. James'-road? It is not enough. I had the opening you speak of in my mind when I was writing the statement which I have just read. The front main platform is figured as 60 feet; but it is narrowed down to 43 feet;—what is 43 feet of width for a crowd. The offices could not have been put in a worse place than they are. I could put before you—but I would not like to do so, because it would not be acting according to professional etiquette—prize plans of railway stations designed by pupils of the Home or American Architectural Societies, which would put this plan to shame, infinitely more commodious and better arranged than the plan before the Committee. The Department has the same opportunity of knowing these things as I have.

1984. You stated that Park-street would have to be raised 9 feet; but Mr. Hickson says that it would only have to be raised 3 ft. 6 in. That is the evidence he gave before this Committee on the 13th July? Well even that will not be allowed. 9 feet may be too high a figure; I am, however, certain 3 ft. 6 in. is just as too tight. The approach to Park-street is quite steep enough now, without your making a camel's back of it.

1985. In your scheme you propose to have the main station at Redfern on the Benevolent Asylum grounds? Yes.

1986. With a stopping-place at the back of the markets? Yes.

1987. From there you would go to Wynyard-square? Yes. I would have a stopping-place at Wynyard-square.

1988. Are you aware that Wynyard-square could not be taken for a railway station? I am not in sympathy with the constitutional opinions which I heard expressed yesterday.

1989. Wynyard-square is in a different position from Hyde Park;—when the Barrack-square was sold, in 1849 or 1850, I was present at the sale, and I clearly remember that it was stipulated that Wynyard-square was to be reserved as a park for the benefit of the purchasers of the adjoining lands? I know that is a very common stipulation;—does it not also apply to Macquarie-street property. J. H. Hunt.
6 Aug., 1897.

1990. No. The old Barrack-square was sold upon the stipulation that Wynyard-square should not be taken from the people without their consent? Well, I know that when the Exhibition was built the property-owners in Macquarie-street raised the objection that it could not be allowed to remain there, because they had purchased their properties upon the understanding that that site should be kept open. I do not propose to build anything on Wynyard-square above street level or in any way which would depreciate the value of the surrounding property. My proposal would rather add to the value of the surrounding property.

1991. The people would not consent to the resumption of the Park unless they received heavy compensation? Very good; if the Government could not get the land without paying compensation, they could afford to pay for it. I say, however, that all the properties round there will be very much improved, and the owners of them should pay tribute to, rather than receive compensation from the Government.

1992. You propose to have another station at Mort's Statue? Yes, passing under the street into the Education Department's grounds.

1993. Have you taken into consideration the cost of the necessary resumptions? No. If you give me a commission I will go into matters of cost.

1994. Have you taken into consideration the cost of the construction of the line? I do not believe in giving approximate estimates. To obtain an estimate of any value more elaborate drawings than I have put before the Committee would have to be prepared.

1995. You are entirely against the proposal referred to the Committee? Yes, as to the Park scheme.

1996. It is unfortunate that you cannot give us an approximate idea of the cost of your scheme—we have an estimate of the approximate cost of the scheme submitted by the Commissioners? I repeat that is asking too much from a private person. In my private work I have always avoided giving approximate estimates, because it is a most dangerous proceeding; it always gets you into trouble. But, as you know so much more than I do about the evidence given before the Committee, I am with you in trying to make out an approximate estimate. It must, however, be a partnership estimate, and you must bear the larger share of the blame for errors. Your officer, Mr. Deane, on page 9 of the evidence given before the Royal Commission, puts down for resumption of land £100,000. In regard to that item, I say that with my scheme there will be a sufficient amount obtained from the proposed re-sale of property at Redfern to pay for all the other resumptions, so that we can wipe out the cost of resumption altogether. With regard to the construction of the line, Mr. Deane puts down, in round figures, £300,000 for six sets of rails. I propose to have two sets of rails, which would cost about one-third of that amount. But, inasmuch as my line would be three times the length of the proposed line, the total cost of construction might be put down at £300,000. Then it must be remembered that it is much more expensive to cut tunnels than to bring the line by what you term a "cut and cover." You might put down another £100,000 for the tunnel work in my proposal, which would make the total cost £400,000.

1997. You stated that you thought the officials who had brought out these plans had not taken sufficient time? No. I referred to the valuation given by the Government Architect on page 68 of the Commission's evidence, where he says, "In accordance with the request of the Chairman handed to me yesterday." It is the words "handed to me yesterday" that I wish to direct your attention. I take exception to the whole of the valuations which follow, especially since it is stated further on that all the buildings there are dilapidated. I think that the figures are exorbitant.

1998. I suppose you understand that the estimate of £48,900 does not include the value of the land? I understand that.

1999. *Mr. Black.*] I think you could put up new buildings for that amount? I would like to be commissioned to rebuild all the buildings there for the £80,000 that is put down. In these bad times, I should think myself very lucky to have such a contract.

2000. *Mr. Lee.*] Regarding the alleged defect in the architectural planning of the proposed station buildings at Hyde Park, could not a defect of that character be overcome? I would overcome it by putting a sponge over the whole design and wiping it out, commencing *de novo*.

2001. But if this were the only difficulty in the way of the acceptance of the proposal it could be overcome? You have not room to get sufficient accommodation on that site, and to get away under Park-street.

2002. But you contend that there is not sufficient room allowed in the proposed design for the ingress and egress of passengers? Yes; and if you make sufficient provision you must take away so much from the length allowed for railway working. To get more accommodation you must go back on to the railway lines.

2003. That would not affect the opening you spoke of? No; but the whole plan is jammed up. Their starting-point was Park-street, but they found that they tied themselves up so much that they had to curtail their plan, and also set to work to put on figures to make up for their defective planning.

2004. Your suggestion is practically the same as that which you laid before the Royal Commission. You would bring the suburban traffic right down to Flagstaff Hill, cutting down Flagstaff Hill for that purpose? I do not propose to cut down Flagstaff Hill just at present. We could not afford to do it; but I want that to be looked to as a future development.

2005. The Committee would be quite unable to recommend your scheme without an estimate of cost. Any recommendation they may make to Parliament must be accompanied by a recommendation of cost? Let me call your attention to Mr. Deane's evidence:—

Have you any scheme prepared yourself? No; I do not propose to submit any scheme. I merely propose to take any instructions from the Commission to look into matters.

I suppose you are prepared to criticise any scheme which may be submitted? From an engineering point of view.

I want him to criticise this scheme, and you to give him instructions as to estimating the cost.

2006. You suggest that an estimate of the cost of your proposal should be prepared by the Departmental engineers? Yes. I should think that the Department, with the materials which they should have at hand, would be able to give you an approximate estimate in a few days.

2007. That is the course you suggest should be adopted? I think it is the proper course. It is the most reliable course, and their evidence would carry the most weight.

- J. H. Hunt. 2003. With regard to the land to be resumed, on what basis should it be valued;—would you accept the municipal valuations, or the valuations of the Commissioners of Taxation? That is a matter for your officers to decide.
- 6 Aug., 1897. 2009. I thought you took objection to Mr. Perdriau's valuation? No; I only spoke of the Government Architect's valuation. Being an architect, I am in a better position to criticise that valuation than I would be to criticise a land valuator's work.
2010. But, as an architect, you have for a long time been engaged in valuing land? No; that work is now taken away from us. Our profession now is reduced to one dealing with bricks and mortar only. We cannot give evidence in the Law Courts in regard to land valuation.
2011. You suggest that the land should be valued on the most approved modern plan? It should be valued by the land valuers of the Department.
2012. The land which will be resumed under the Departmental scheme lies between Liverpool-street and Gipps-street? That resumption will also apply to my scheme. Then I take a portion from Campbell-street diagonally across to George-street, at its junction with Goulburn-street, where the buildings are all occupied by Chinamen. You will also have to pay compensation to get under the little piece of property between Margaret-street and George-street.
2013. Would any resumption be necessary for your proposed station at the markets? No.
2014. All your city stations, although daylight stations, would be underground? Yes.
2015. *Mr. Fegan.*] You said that the construction of a station at Wynyard-square would increase the value of the surrounding property;—would it surprise you to hear that several witnesses have stated that wherever large railway stations have been constructed the surrounding property has very considerably depreciated? I know that. Such evidence bears upon stations like the station we have at Redfern, where you have steam-engines at work. On my proposed line I would adopt the American system of using electricity, with its quietness and cleanness, and all its other advantages.
2016. Where would you change motors? At Redfern.
2017. That would mean a delay of a minute or two? There would always be time required by people getting out at Redfern, and the change could be made while they were leaving the train. I look upon the Wynyard-square station, with the opening through to George-street, as the most popular that could be devised. I have mentioned it to two or three George-street people, and they all approve of it. You could erect a building of several storeys, using the greater part of it for offices for the Railway Commissioners, and you could let the two lower storeys.
2018. Then an increase of revenue would result from your scheme? I think so.
2019. Why should there not also be an increase of revenue as the result of the Hyde Park scheme? Because when people are in Hyde Park they are not in the heart of the city. The line I propose would take them right through the business parts of the city, and they would get out at the various stations I have provided for.
2020. Would not your line interfere with the George-street electric tram? No; the tram will always pick up street traffic. It will accommodate people travelling short distances in the streets.
2021. You believe that the route you suggest is better than the Hyde Park scheme, and would give more convenience to the people? I am sure of it.
2022. *Mr. Trickett.*] Do you still adhere to your proposal to cut down Flagstaff Hill, and to take the railway there? I want it to be clearly understood that whatever we do in the matter of railway extension now, something else will be required within the next twenty-five years; and it will be a pity not to show a little forethought and foresight in regard to these requirements. The levelling of Flagstaff Hill has nothing to do with the present scheme; but I look upon it as a development of that scheme.
2023. You are as vigorous an opponent of the Hyde Park scheme as ever? Yes; I want Hyde Park to be a city square, and a site for our great buildings. It is not a place for loafers or a breathing-space; it is a place which must become a great city square, surrounded by public buildings. Seeing that the city was originally laid out in so barbarous a manner, it seems almost an act of Providence, intended to benefit architects, that this magnificent park should have been reserved for a city square.

Alexander Wilson sworn, and examined:—

- A. Wilson. 2024. *Chairman.*] You are a resident of the City of Sydney? Yes.
- 6 Aug., 1897. 2025. *Mr. Lee.*] You desire to give some evidence with respect to the proposed extension of the railway into the city? Yes. I wish to give evidence in support of the scheme referred to the Committee. Recognising the very strong sentiment which exists for the preservation of Hyde Park, and sympathising with it to a great extent, I have endeavoured to make a suggestion which will get over the difficulty which the proposal to take part of Hyde Park for a central railway station has created. My scheme is shown on the map I now hand in to the Committee.
2026. Will you briefly outline your proposal? I propose that the Government should resume the whole of the blocks enclosed by Liverpool-street, Elizabeth-street as far as Gipps-street, Macquarie-street South, and a line which is a parish boundary, and is almost conterminous with the main part of Foster-street. I also suggest the resumption of the little block upon the ridge between Randall and Devonshire streets. I believe that the Royal Commission recommended the extension of the Elizabeth-street tram to Devonshire-street; but I am not sure by what route. I propose that the tram-lines should be taken straight along Elizabeth-street to Prince Alfred Park, though the hill at the end of Elizabeth-street would have to be cut down, and, in order not to disturb the levels of some of the other streets there, resumptions would have to be made. I suggest the resumption of the whole corner. One feature which has not been noticed, I think, in this connection is the congestion of traffic in Oxford-street, especially upon race-days. I find, however, that from Hyde Park corner—that is, the Liverpool-street corner—to Randwick by the present tram route is only 20 chains shorter than by the route going straight up Elizabeth-street. The Elizabeth-street route would have the advantage that there would be no grades to speak of. Thus you would save the Oxford-street hill, and you would not mix the Randwick traffic up with any other tram traffic, except the Botany traffic. I feel sure that the trams could run the extra 20 chains in the same time as, if not in five minutes less than they take to make the journey to Randwick now. This is a matter which I think must force itself upon the attention of the authorities every day. My proposal would also relieve the tram traffic in the upper end of Pitt-street, and would avoid a certain amount of the danger which occurs in shunting trams from one line to another near the Redfern terminus. Even if it took two or three minutes longer than it takes at present to reach Randwick by the route I propose, there would be a gain in the lessening of traffic in Oxford-street.

2027. Do you think that is a matter connected with this inquiry? I think that any scheme for the opening up of new roads should have the general improvement of the city traffic in view. The narrow ridge along which Oxford-street goes is the only way out of the city to the east and south-east, and all the traffic you can divert from that road the better. Upon race-days it is specially important that Oxford-street should be relieved.

2028. I notice that you propose the resumption of properties above Wexford-street? That is included in the resumptions necessary for the line. There are several churches and a public school on that block, but I do not see any reason for removing them. I do not set up as an expert upon the subject of land values, but I have consulted, though merely in a friendly way, a gentleman who is one of the recognised authorities upon this subject in the city. As to the value of the buildings, neither of us could go into that. The block which I propose to resume will practically be gutted by the present proposal, and I contend that to have an approach to and an exit from the city through park land for the first $1\frac{1}{2}$ mile, instead of through slums, with views of back yards, is worth paying something for. My scheme would also provide park land where it is more valuable to the resident population than is that part of Hyde Park which it is proposed to take for the railway station. There is a dense population immediately to the east and south-east of these areas, and a great number of people walk through that part of the city every day.

2029. Your scheme would very much disturb the properties near Wexford-street;—that might not be a very serious evil? Yes. The people whose residences would be destroyed might probably be able to find more desirable residences out towards Waterloo, or in other suburbs where they could get more fresh air.

2030. You provide for a continuous line of park from Prince Alfred Park right down to Mrs. Macquarie's Chair? Yes; something like what they have in Adelaide.

2031. Such a park would scarcely be surpassed in any part of the world? I think not, and the resumptions could be made without disturbing any business premises. All that would be taken would be an occasional butcher's or baker's shop.

2032. The properties that you propose to resume are not very high-class, so that the cost should not be very much? I think that the cost should not be large. The country should not feel the expenditure of £100,000 upon a matter like this.

2033. You contend that if this scheme were adopted it would meet with the objections of many good-meaning people to the resumption of any part of Hyde Park? I think so. I wish to defer to their objections to the taking of park land, though it must be remembered that park land is public land, and is to be used, if need be, for any public purpose. A man may have an acre of land surrounding his house, all of it in gardens, but he may later on feel it necessary to keep a horse and trap, and thereupon take some part of the garden to provide for the building of a stable. He says to himself, "We shall have less ground at home, but we shall have an opportunity to go a little further abroad for fresh air." I think that is an analogous case. At the same time, however, I recognise the weightiness of the sentiment against the taking of any park land.

2034. You wish to show that if proper provision is made for increasing the area of park land elsewhere there should be no reason for cavilling at the resumption of part of Hyde Park? I think that my scheme would answer the objections of a large number of people who object to the resumption of Hyde Park, and it will better distribute the breathing-spaces of the city. With regard to the extension of the railway, I have no scheme of my own, but I have formed an opinion in regard to the other schemes which have been submitted. I would like to recall an occasion about sixteen years ago when some members of the Committee and myself were all Members of the Assembly, and there was a discussion upon a motion for the construction of the Public Library, or the Law Courts—I think the Law Courts—at the top of King-street. I remember that the Hon. Mr. Pilcher, who was then a Member of the Assembly, made a speech upon that occasion, in which he asked, "Where did the population ebb and flow, where did the trams bring the people to?" Someone said something about Bridge-street. "Well," he answered, "I grant you that the Commissioner runs the trams down to Bridge-street; but the population flows to King-street," and he argued that King-street was not where the Law Courts should be placed. His remark, however, in regard to the ebbing and flowing of population struck me as very expressive. If the ebb and flow was to and from King-street then, it is three times as much so now.

2035. What do you consider the centre of the city? The corner of Pitt and King streets. I have seen a good many of the big cities of the world, and I have been in New York, which has been referred to in connection with this matter. New York struck me as being very similar to Sydney in its geographical situation and business arrangements. Any scheme for sweeping all round by Darling Harbour with a tunnel here and a tunnel there would not take the traffic away from the proposed extension to St. James'-road. If you had a line going round on the west side of the city to Circular Quay—and you will have some day—the bulk of the people who bring revenue to the railway would still travel to St. James'-road.

2036. Are you of opinion that in the course of a few years the centre of the city will be moved up more to about where the Redfern railway station is? Certainly not. Sydney will grow upwards, but the busiest part of Sydney for all time will be down from Redfern to Dawes Point. The business will become more and more concentrated there.

2037. You have no reason to suppose that the business centre of the city will be transferred to some place further south than Redfern? No. Fifty times the business that is now done can be done within the present business area. If you will look at the map of New York you will see how small the business area is there. There are 2,000 acres of park land within the city of New York. All that land is practically contained in Central Park, which is 5 miles from the post office. The reason why none of the principal railway lines come into the city of New York is that New York is built on an island, to which there is practically only one way of getting, if you except the Brooklyn Bridge. I have read statements in regard to a North Shore connection. When the city has a population of 1,000,000 it will be quite time enough to consider some scheme for coming out of the top of a chimney somewhere about Cumberland-street and crossing to North Sydney. When that time arrives the country will probably be able to pay the cost of the connection. In New York they recognise now that they built the Brooklyn Bridge before they were ready.

2038. In every city larger than our own have you not noticed that no one line serves the entire population, and that it has been necessary to bring in several lines at different points;—will not that be the case here? Yes. The time will come when the Circular Quay scheme will be necessary; but the St. James'-road scheme will meet present requirements. I may add that I have never owned a foot of land in the city or suburbs, and that I do not live in a railway suburb, but as a citizen of New South Wales, when a matter of this importance comes to be discussed, I desire to give my views upon it.

A. Wilson.
6 Aug., 1897.

TUESDAY, 10 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
 The Hon. JAMES HOSKINS.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 JOHN LIONEL FEGAN, Esq.
 THOMAS HENRY HASSALL, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.
 FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the city, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Musson, Civil Engineer, sworn, and examined:—

J. Musson. 2039. *Chairman.*] You are a resident of Sydney and an engineer? Yes.

10 Aug., 1897. 2040. *Mr. Fegan.*] Have you a statement to make? With regard to the project before the Committee, I would point out that some five years ago I submitted the same project to a Royal Commission, as the plan which I have here (*produced*) will show. While I would bring the line into Hyde Park, I would take no portion of the surface of Hyde Park. I would go along the western side of Hyde Park close to Elizabeth-street, and at St. James'-road would go round by a curve of 8 chains to the Domain, or under Macquarie-street. My object was to get a station without taking any portion of the surface of the Park, and in that I succeeded very well. I have provided a very nice roomy station 500 feet long.

2041. How far underground would that station be? The platforms would be about 14 feet underground. There would be just enough room for the carriages to pass. Under Macquarie-street the line might be 30 or 40 feet below the surface, and no sound would be heard in Parliament House or any of the other buildings there. The scheme now before you is practically the same as that which I then suggested, and I think that the least that might be done was to acknowledge it. Before the Royal Commission it was known as my scheme. Mr. Eddy came in, and thought well of it, and adopted it, and now it is called the Commissioner's scheme. The station which I propose will be at the end of the Park; but the line itself could go on to the site of the old Colonial Architect's department. There is not room enough to make a circle there. I gave evidence on this subject before the Royal Commission on the 6th June, 1890, and I also competed when the merchants of the city called for competitive designs. I was the only one who received no prize in that competition; but somehow or other the authorities are adopting my scheme now.

2042. There is no difference between the scheme you propounded before the Royal Commission and that which has been referred to the Committee? There are certain differences in detail, but the principle is the same. I would go through the Park below the surface of the ground, with occasional openings for ventilation purposes.

2043. Are you against taking any portion of the surface of Hyde Park for railway purposes? I should very much regret the resumption of any part of Hyde Park. That place is a picture, and if you put buildings upon it you would destroy the picture.

2044. Except that it takes part of the Park, you believe that the scheme now referred to is the best scheme for extending the railway into the city? If you have to go to Hyde Park. I am, however, decidedly opposed to the Departmental scheme; the cost would be enormous; it would come to £1,000,000, and if you estimate the number making use of the railway each day at 15,000, you can see what each of those passengers would have to pay to enable the Commissioners to meet the interest, in addition to the working expenses. Besides £1,000,000 would build a good many miles of railway elsewhere, and I, as an engineer, say that there is not the slightest necessity for going to Hyde Park. For that matter, you do not want a railway proper into the city at all. I have another scheme for meeting the difficulty which I would like to lay before the Committee.

2045. An entirely new scheme, or a variation of your original scheme? An entirely new scheme. I propose to run the railway traffic through the city direct. Why should not passengers be able to go direct to Burwood from the city as they can to Balmain or to Paddington.

2046. I suppose you know that the prime reason given for the proposed removal of the Central Station into the city is the congestion of traffic at Redfern? That is so.

2047. Where would you bring your suburban traffic from? I would bring it right through Redfern into the city.

2048. By what route? By the ordinary lines.

2049. Do you mean on the tram lines? Yes, or perhaps through Castlereagh-street. I would run passengers right through in the same carriages. There is no engineering difficulty connected with this proposal.

2050. What is the heaviest traffic at Redfern in the busiest hour of the day? About 5,000, and you have ten platforms to work it on. On my principle, you must have a circular line, so as to keep the trains continually moving. The suburban railway traffic in comparison with the long-distance traffic is about 10 to 1. I would run the trams into the railway station, and then along on the railway-line. It is a new idea; but I have the opinion of a very great authority in its favour—the late Mr. Goodchap. The expense of working would be at least one-half the expense of working a railway. That is a matter of importance, because the present fares are enormously high. In New York their great station is 4 miles from the bottom of the city, and the other day—Grant's day they call it—the traffic on two of the lines was 400,000. I think they have five overhead railways in New York. The fare is 2½d., and the distance is close upon 11 miles.

2051. Your previous scheme was an overhead scheme? On a former occasion I proposed an overhead system. I am still in favour of that system; but I do not propose it now. I propose to go right on to the Circular Quay, with the loop as shown on the plan before the Committee. It was always intended to take the line that way.

2052. *Mr. Roberts.*] Would that be a daylight line? Yes. From the junction of Hunter and Elizabeth streets I would go right through to Bligh-street, and then through the "Creswick Club Hotel" along Young-street to the Circular Quay, having a loop round by way of Pitt-street, Macquarie-place, and Loftus-street, with connections as shown in pink on the plan. I have a letter here, written by the late Mr. Goodchap, which I should like to read to the Committee. He and I were upon very friendly terms, and before his death were discussing this point.

J. Musson,
10 Aug., 1897.

Dear Mr. Musson,

8 June, 1896.

I am sure that your proposal to bring the suburban trains to the Circular Quay by the tram-line, though good in theory, would not answer in practice. I thought it well out when in office. Some of the business trains are formed of nine carriages. The motor could not haul them—three of those carriages, if so many—and it would involve too much delay to break a suburban train into three or more divisions.

Then, again, there is the difficulty of getting to the Quay by any steam-line without tunnelling.

With electricity, I understand, grade is not an insuperable difficulty. You have only to increase the volt to meet the contingency.

Let me suggest to you how to meet the requirements of the case.

Use steam as at present between the suburban stations and Redfern. When the trains reach Redfern (even nine carriages) slip your engine, and, with the usual armature, attach carriages (instantaneous action; indeed, it may be done before the carriages have ceased moving) to an overhead electric wire, which should be erected along the present tram-line to Bridge-street, and thence by an extended line to Circular Quay, returning by a loop or circle either south or north of Bridge-street.

The whole of the suburban passengers can be brought in this way to Circular Quay without changing carriages, or they can be dropped at their destinations *en route*.

The railway into Sydney is required chiefly by the residents of the railway suburbs.

We are told that the whole system of tramways is to be worked by electricity in the immediate future. Commence with the present line from Redfern to the Quay, and carry your suburban trains upon it. In eight months it could be done.

I am sure I should have attempted it in my time had the power and possibilities of electricity been in the advanced stage they are now.

I have marked my letter private, because I wish you to have the benefit—if there be any in it—of a slight addition to your central and substantive plan of bringing the suburban trains into Sydney by use of the tram-line.

C. A. GOODCHAP.

I have also written out a few notes in regard to this project I would like to read to the Committee. The main principle of my scheme is the taking of the tram traffic right on to the railway line:—

It is stated that the difficulty at Redfern is the want of room to work the traffic. There are, I believe, ten platforms, and the long-distance traffic in comparison to suburban is about 1 in 10; the area of the station in comparison with usual city railway stations is large. The difficulty arises solely from the distribution to their proper platforms and carriages of passengers arriving by tram that have traversed the city: the same confusion arises from the arriving trains, and the journey from them to the street trams and omnibuses.

Departmental figures show that between—

a.m.	No. of Trains arrived.	No. departure.	Total.	Passengers—Total.
7 to 8	12	15	27	1,002
8 to 9	22	9	31	3,921
9 to 10	9	9	18	5,601
p.m.				
4 to 5	6	12	18	2,361
5 to 6	13	25	38	1,227
6 to 7	14	16	30	4,629

The above are busy hours, and 5,000 passengers an hour does not appear a large number for the accommodation and space, and the number of porters employed to expedite traffic.

The number of railway trams arriving and departing, as given on time-tables, are 188 arriving and departing, without the slightest confusion or help other than the conductor. The time occupied in the stoppages is about ten seconds.

In addition to the 188 trams passing over Elizabeth-street to Liverpool-street during the same period are 1,216; that is more than seven times as many as the railway has, and the total number of passengers thus carried by the street trams may be estimated at 150,000, deduct therefrom (say) 28,000 railway suburban passengers, would leave 125,000, who were collected and discharged without help or platform. Compare the small expense with that attending the same duties to the railway suburban passengers, and the large amount of capital that has been expended in station buildings and an army of porters, and which has to be borne by the travellers.

The whole of the difficulty and the trouble and expense of changing carriages at Redfern may be overcome by having the cars or carriages pass through the city and Redfern to the railway suburbs without change of carriages; that the system should be the circle or loop; that the service should be at short intervals, with small handy trains with suitable carriages; in fact, that the railway suburbs should be served as other suburbs now are, except that the stopping-places should be much increased.

Thus Redfern could be passed with passengers collected *en route* through the city to their destination in the suburbs without change of carriages, and the same routine from their homes to the city. There would be no more bother or confusion than there would be in stopping at any of the city tram stopping-places.

In the city there would at convenient places be two or three tram-station buildings, with accommodation for rest and refreshments, and other conveniences, the want of which to the present time is a disgrace to that Department and any civilised community.

It may be suggested that the vicinity of the High School, at Elizabeth-street, would be one good position, and another at Circular Quay.

The question of traction is an engineering and an important one. I have already addressed your Committee on that subject. As it is decided to adopt electricity for our street railways, motor-cars could be used on the railway, and on arrival at Redfern, where the trolley system would be installed, the engine would slip the tram, and instantaneous connection with the overhead wire.

Possibly our railway suburban train may be worked by the three-rail system.

However, the above will take time; but the system of through communication between city and suburbs, and the circle system, may be adopted at once, and it may be experimentally on probation, and that at a very small cost indeed, and that is by working the motors on the railway, using the present track, the station turning to the right.

I think such a system would satisfy the railway passengers, and save the additional cost that they would have to pay. The interest on a million of money would entail a tax on passengers of about 2d. per day, apart from that of working expenses.

The economies would effect a very large saving in working expenses that would allow of a gradual reduction up to half the cost now charged. This is a very important consideration in these times, and it would draw a larger population from the city and induce settlement on suburban lands.

I may mention a city elevated railway—that of New York city. It is 33 miles long. It has about five branches in the city. It charges one fare, 2½d., for distances up to 10 or 11 miles. Its funded capital is about £7,000,000 sterling. During a recent commemoration—Grant's—on two of its lines 406,000 passengers were carried in twelve hours. Between nine to eleven, 101,000 were carried.

I most strongly suggest that the tram line should go to Circular Quay. It could easily and quickly be done at a very small cost. This is necessary to adopt the lock or circle system. My plan shows a line easy of gradient and direct, which would remove the dangerous block at Park-street, and the no less dangerous block and gravitation shunting system at Bridge-street, by which already a valuable life has been sacrificed.

That and that would be set free and leased premises capitalised in value would far exceed the cost of my proposed line.

2052.

- J. Musson. 2053. *Chairman.*] You do not desire to maintain the overhead proposal which you laid before the Royal Commission in 1890? I am not doing so, though I shall be quite prepared to do so at any time.
2054. Of the two schemes put before us to-day, you prefer the second? Yes. I might mention incidentally that an elevated railroad with a double track costs about £50,000 a mile.
2055. Your evidence, given in 1890, contains your views in regard to an overhead railway? Yes. If you required a special line for railway traffic you could bring it along Castlereagh-street, which is admirably adapted for the purpose, being a quiet street, and with a slight curve you could get right down to the Circular Quay. The system of taking the tram traffic right on to the railway could be immediately adopted, and could be worked very cheaply.
2056. You have stated the salient points of your proposal? Yes; and in the future I shall be glad to give any further evidence that the Committee may require. The late Mr. Goodehap drew the best men of the Colony around him, and there was no higher authority upon railway matters than he was, and he favoured this scheme. I fancy that even the present authorities would fancy it if it were brought before them. It would effect an enormous saving, and half of Redfern would be to let.

Leighton Kesteven, M.R.C.S., sworn, and examined:—

- L. Kesteven, M.R.C.S. 2057. *Chairman.*] You are a medical man, and secretary to the Hyde Park Defence Committee? I am not appearing here as the secretary to the Hyde Park Defence Committee, but as a citizen, and as a medical man.
- 10 Aug., 1897. 2058. *Mr. Wright.*] Do you desire to make a statement to the Committee? Yes; the ground I take in protesting against the resumption of any portion of Hyde Park is this: that Hyde Park is the one park which is in the centre of the city, and it would be injurious to the health of the inhabitants of that part of the city which surrounds it to resume any portion of it. Of course there are plenty of other open spaces, you may tell me; but I would point out that there are not other open spaces available to the residents of that part of the city immediately around Hyde Park. I live in Hyde Park, and my house overlooks that portion which it is proposed to take. I can assure the Committee that the Park is not, as it has been reported to be, a dumping ground for loafers. It is the exception to see them there, though you will see plenty of them in the Domain. The Park is used by respectable citizens. Upon fine afternoons you will see the Park crowded with respectable women and children enjoying themselves there and breathing God's air, which they could not do if the Park were taken away from them. It is an understood axiom, I believe, that the great thing in modern cities is to keep the air as pure as may be, and, for this reason, in every great city of the world you have the combustion of smoke insisted upon. In Sydney, however, it is proposed to bring 200 smoking furnaces into the heart of the city every day. Not only is it proposed to take away some of the free breathing spaces that we have now; it is also intended to vitiate the atmosphere of the city still more than at present. If it were proposed to bring the railway under Hyde Park, I would fail to see what objections there could be to it. You could get entrance at the corner of Park-street and at St. James'-road. I do not believe that any of the trustees of the Park, or any member of the Park Defence Committee, or any of those who object to the present scheme would object to the making of entrances from the Park similar to those in use on the Metropolitan Railway in London. You could put broad stair-ways at the corner of Park and Elizabeth streets, and at St. James'-road, which would permit people to go down and come up without the slightest difficulty. At the present time you have ample space for making a terminal station in the neighbourhood of Redfern by resuming part of Devonshire-street and the cemetery.
2059. You would take the Benevolent Asylum's grounds and the cemetery for railway purposes? Yes; and a portion of Devonshire-street. I would bring the Redfern yard further north. This would give you more space than you would know what to do with. You never see terminal railway stations in the heart of a city in any part of the world. You would have ample space for dealing with all your country traffic at Redfern, and for your city traffic you might have an underground railway. I cannot understand why it is proposed to take the surface of the most central park for a railway. If you run the line along in an open cutting, as proposed, every house near it will become uninhabitable as a private residence. It is bad enough in Hyde Park now, with the roar and rattle of the trams. If we keep our windows open we cannot make ourselves heard in our front rooms. If there were a railway there not a single house would be habitable, nor could the fronts of them be used at all, because of the smoke and the dirt and noise; besides, the rest of the Park would be worth nothing. Notwithstanding the proposal of the Commissioners to take only 10 acres, or only 13½ acres, we know that no assurance that no more will be taken can be of any value. That is proved by the fact that many years ago the whole of the Park was given to the public for their use for ever; and now it is proposed to take part of it from them. The present promise to take no more of the Park would not be worth any more than the first promise to take none of it. Besides, no one believes for a moment that only 13 acres will be taken. I am sure that I do not. The argument that there is plenty of open space over the harbour, which is in close proximity, falls to the ground. There is plenty of open space above the roofs of the houses; but it is not available to the people. This Park is the park in the city which should not be touched. It is all very well to say that it is a matter of economy to take it. It is always a matter of economy to concede anything. If you pay for Hyde Park, as the City Council had to pay for the market-square, it would cost you about £800,000. Yet you say that the whole scheme will only cost £625,000. If you steal my watch, it is very economical; but the watch is still of value. It is proposed to steal our park, and when we grumble at the Park being stolen, you offer us the Redfern cemetery. It is like offering us one of our own boots in exchange for our watch. It would take fifty years to make the cemetery anything like what Hyde Park is now. Further than that, the placing of an enormous station in Hyde Park will prevent us ever getting a complete railway system. When you make your get-away to the Circular Quay and to North Shore, this scheme will be found to be ten times more costly than any other which has been proposed. Of course, I am now trenching upon an engineering matter; but I am speaking from the reports which I have read. As a medical man, I take the stand that Hyde Park is the only park in the centre of the city which is available as a health resort.
2060. You speak as a citizen and as a scientist upon sanitary matters? As a citizen and as a medical man.
2061. Do you think that the taking of the Park would interfere very seriously with the health of the citizens and with the residential sites around the Park? Yes.
- 2062.

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2062. Do you believe that the railway should be extended into the city? Most certainly.
2063. Are you in a position to recommend an alternative route? As a citizen, I may have opinions upon the subject; but it would be a piece of presumption on my part to recommend any route. To my mind, any of the schemes proposed would be better than that which has been referred to the Committee.
2064. You are of opinion that if the Devonshire-street Cemetery and a portion of Devonshire-street were taken we should have sufficient room there for a central station? Yes.
2065. The Department say that they have been urged to bring the railway further into the city, and that they have, therefore, put forward this scheme? Well, I object to their taking the central park of the city.
2066. But you are not antagonistic to the extension of the railway into the city? I believe that the majority of the residents of the city are strongly in favour of bringing the railway into the city, and that they believe that any of the schemes which have been submitted are better than that which is now before you.
2067. Do you think that in a warm climate like this an underground system of railways would be convenient? When I was a medical student I travelled upon the London underground railways for four or five years. If you can travel underground in London, where they have so foul an atmosphere, *a fortiori* you can do it with ten times more ease here, where the atmosphere is clearer, and where you can have much better ventilation.
2068. The average temperature of London is about 50 or 60 degrees? I am not speaking of the temperature, but of the foul air. The temperature below ground is less than the temperature above ground. In a tunnel you are not exposed to the sun.
2069. But you are exposed to the contamination of the atmosphere by escaped smoke and steam? Yes; but there could be proper ventilating-shafts.
2070. Have you travelled over any of our country lines? I have been from here to Queensland by railway, and I have travelled on the Parramatta line.
2071. Did you notice the extreme heat of the tunnels upon the northern line? Although I have been along that line several times I do not remember it at all.
2072. The best authorities upon railway matters here point out that any lengthy tunnel in Sydney would be practically useless—that the heat in it would be so great that people would not use it? That is pure supposition.
2073. It is the opinion of scientific men? Well, I speak with the experience of a traveller. The air in a tunnel is always colder than the air outside.
2074. In a tunnel half a mile long, through which trains were continuously passing, the temperature would be very much increased, notwithstanding any ventilation that might be given? You could have shafts all along to ventilate the tunnel. The Hawkesbury tunnel is different from these tunnels, because it is a long way underground, and you can only ventilate it at the ends. In the city you could have enough air-shafts to give sufficient ventilation without spoiling the Park at all.
2075. The expert evidence given before the late Royal Commission spoke against tunnels? That evidence was given mainly on the side of the Railway Commissioners. Mr. Varney Parkes told you the other day that you could have the tunnels perfectly ventilated.
2076. So far as we have been able to ascertain from experts, and from reports in scientific journals, an underground railway in Sydney would produce an atmosphere which would be unbearable? Well, my experience is that there is not the slightest objection to underground railways.
2077. Are you aware that it would be impossible to have a railway station anywhere in the city without closing up certain streets? I say that a city terminal station is not necessary. You could get openings for an underground line without closing any of the streets.
2078. You believe that the central station should remain where it is, and that the city should be served by an underground circular railway without any large stations? Yes.
2079. Do you think that the citizens would be better served by that system than by the proposal to put the central railway station into the heart of the city? I would not have a central station at Hyde Park. I consider that that is not a good business position.
2080. To have a large central station in any other part of Sydney than Hyde Park is physically impossible, because of the closing up of streets which it would entail? I do not consider that it is necessary to have a large terminal station in the city. You could get ample accommodation at Redfern.
2081. With more accommodation at Redfern, and with a circular city railway, all the requirements of traffic would be met? Yes, amply.
2082. *Mr. Fegan.*] I suppose you are aware that a larger air-space is being offered to the people of Sydney than that proposed to be taken from them? Offered by whom?
2083. By the Railway Commissioners? The Railway Commissioners have no ground to offer. The Devonshire-street Cemetery does not belong to them.
2084. They propose to set apart from their earnings an annual sum to provide for the resumption of that ground? That is getting rid of the question altogether. They have no right to do that.
2085. Are you aware that such a thing is contemplated? I am not aware that it is possible. The Commissioners cannot offer ground which does not belong to them. The Devonshire-street Cemetery belongs to us already quite as much as Hyde Park does.
2086. Do you think that the taking of 13 acres of Hyde Park would spoil the remaining 27 acres? Entirely. Besides, I know that the rest of the Park would go directly. I do not for a second believe that only 13½ acres will be taken. That is one of the strongest objections we have to the proposal. At the same time, if no more than 13 acres were ever taken, it would absolutely ruin the Park. The trains would fill the Park with smoke and dirt, so that no one could go into it.
2087. That would not kill the vegetation there? I am sure that it would.
2088. Has the smoke killed the vegetation in other parts of the world where they have large central stations? There is not much vegetation round the London stations. If you go into any of the London squares you find very little vegetation, because of the London smoke. If you are going to run a minimum of 200 furnaces into Hyde Park every day you can guess how much vegetation will continue to exist.
2089. Do you think that it is necessary to bring the line into the city? Yes.
2090. You would not like to give an opinion as to which is the best route? I think that any of the others would be better than this.
2091. You would prefer any of the other routes? Yes; because the proposal before the Committee would rob the citizens of Hyde Park.
- 2092.

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2092. It is admitted that in other centres of population strenuous efforts are being made to get as much air-space as possible, but very few cities have as much air-space as we have in Sydney? Hyde Park is the only air-space that we have in the city of Sydney.
2093. Would you not say that the Domain was in Sydney? No.
2094. You would not call Belmore Park or Cook and Phillip Parks city parks? Cook and Phillip Parks are in the city, but Belmore Park is not much better than Wynyard-square. They are equally valueless. Hyde Park is the one park in the centre of the city.
2095. The Railway Commissioners are willing to resume the Devonshire-street Cemetery to convert it into a park, and to spend £1,000 a year in beautifying it and in keeping it in order? I think it is a piece of "cheek" for them to make such a proposition. Devonshire Cemetery is not theirs to resume.
2096. Of what use is that cemetery now? None at all. It ought to be used for railway purposes.
2097. You cannot say that it is either a place of beauty or a health resort at the present time? No; quite the contrary. The sooner it is done away the better.
2098. If it were made a park it would be improved? In a cemetery it is no nuisance, because the bodies have been buried too long to poison the air.
2099. There is no possibility of disease resulting from the exhumation of the bodies there? Not unless cholera patients have been buried there. The other day, when excavating in Rome, they got some malaria germs, which, they seem to think, might have been buried 1,200 years ago. Devonshire-street Cemetery as it now stands is an unhealthy place, because of the dirt and dead dogs, and the lantana growing there.
2100. If it were put to any other purpose it would be of more use than it is at present? Yes; but it would be useless as a park. It would be best to use it for railway purposes.
2101. *Mr. Roberts.*] Are the Committee to understand that you propose that the long-distance railway traffic should stop at Redfern? I do not see why it should not. If a man comes by train from Newcastle or from Brisbane he has at least a portmanteau and a black bag, and has to take a cab from the station to go to any part of the city. That being so, he would be no better off if brought to King-street than if left at Redfern, and the difference in time would not be more than three minutes.
2102. Would it not lessen his expense if he were carried to King-street? As a matter of fact, the legal cab fare from either place to any point in Sydney is 1s.
2103. Would there not be a great loss of time in driving from Redfern? Only three or four minutes at the most. That would not be very important in a journey of twenty-four hours.
2104. With that arrangement, if a long-distance traveller wanted to come right into the city by train, he would have to transfer at Redfern;—what would you call a long-distance traveller—one who came from Melbourne, one who came from Campbelltown, or one who came from Strathfield? The Strathfield man would be a suburban traveller. The trains from all stations this side of Strathfield, or even of Parramatta, would come on into the city. The line would be continued underground from Redfern.
2105. Do you advocate an underground railway? Most decidedly. I cannot see the objection to it. I have travelled in a great many, and I never saw any objection to them. Besides, here the passengers would only be underground for a few minutes. It would not take three minutes to get from Redfern to King-street. They would only have the smoke of their own train, and there could be thorough ventilation. Besides, there are always improvements being made in smoke-consuming apparatus. Better still, the steam locomotives could be disconnected at Redfern, and the trains taken on by electric motors.
2106. Does it not strike you that a surface line would be more comfortable? I do not think it would be as comfortable. I believe that an underground railway would be far cooler than a surface railway. Where do you keep your wines?—in your cellar, because it is cooler underground. If the tunnel were properly ventilated to take away bad air, an underground railway should not be uncomfortable.
2107. Can you point to the existence of underground railways in any hot climate in the world? No; but I am not an engineer.
2108. Does it not occur to you that an underground railway in Sydney can hardly be compared with an underground line in London, because of the difference in climate? But, inasmuch as it is cooler underground in London than above ground, it would be so in Sydney.
2109. Have you not heard people complain of the suffocating effects of the smoke in the London underground railway;—have you not heard them say that nothing would induce them to travel underground if it were not that they wanted to save time? As a medical student I travelled in the underground railways at Home for more than four years, and I never heard of any complaint, except about the stink of sulphur coming through the window, just as we get out here, and as I get now through my window from the trams.
2110. If there is this discomfort in London, would it not be intensified in a climate such as we have here in the middle of summer? I do not see any force in that argument. Here the temperature underground will be less than the temperature on the surface.
2111. But there would be the smoke? There must be smoke, but I never heard many complaints made about it. Some people will complain about anything. At the present time they are going to make a railway below the underground railway.
2112. *Mr. Farnell.*] That is to be an electric railway? Well, it would be well to use electricity here. You could run the carriages through the tunnel with an electric motor.
2113. *Mr. Roberts.*] Would there not be a great waste of time in transferring the passengers from one train to another? You would not want to transfer the passengers at all. The same passengers would go on. I am led to understand that at Redfern they could be connected with an electric system and run through the tunnel.
2114. Will not your views be carried out when the George-street electric tramway comes into operation? I am sure that I cannot see why the present trams should not run close up to the platforms. I am not advocating that arrangement now, because I believe in the extension of the city railway, but it would be a very simple thing to run the trams close up to the platforms, as they do at Kogarah. You could then take the passengers on with the same ticket.
2115. In view of the proposed construction of the George-street electric tram, are you prepared to allow things to remain as they are? No; I do not say that.
2116. Does it not occur to you that one of the best reasons put forward for the construction of the city railway is the saving of time which it would effect in a journey from the suburbs? I am certainly of opinion that a city railway is decidedly desirable upon that ground; but I do not think people want to be carried

carried to the top of King-street. I think Hyde Park is a poor site for a city railway. If you are going to have central city station at all, it ought to be where the new markets are. Hyde Park is not the centre of the city, and with a railway station at King-street, business men would have to take a cab or walk a long way to get to the station. I do not think that a poorer scheme than that before the Committee could have been proposed.

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2117. *Mr. Black.*] I want to ask you some questions with regard to the smoke-evaporating tendencies of atmosphere. It must be admitted that to draw a parallel between Sydney and London in this matter is very difficult. It appears to me that the conditions of the two places are altogether different. As I suppose you have given some attention to the effects of climate and atmosphere upon smoke and vapour, I want to ask you a few questions bearing upon this matter. Is it a fact that air can only absorb a certain quantity of carbon, and that the more moisture there is in the air the more slowly carbonaceous vapours will be dissipated? That is so.

2118. Therefore, when the air is heavily moisture-laden, and surcharged with continually emitted clouds of vapour laden with partially-combusted carbon, the tendency will be for each volume of smoke emitted not to immediately dissipate, but to hang in suspense in the atmosphere? It would hang in suspense in the atmosphere, because of its weight.

2119. Where the air is drier, and where there are not such large volumes of smoke being continually emitted, smoke is more readily dissipated, and less likely to affect the atmosphere prejudicially? If it is possible to ventilate tunnels in the old country, it is much more easy to ventilate them here.

2120. Because of the lightness of the atmosphere and its additional purity? Of course.

2121. I think that this is a point which ought to be made clear? It is the point when tunnel construction is under consideration. The heat of the atmosphere has nothing whatever to do with it, though a heated atmosphere would tend to carry away bad vapours more quickly than a cold atmosphere. They would be much more likely to hang about in a cold, damp atmosphere, like that of London, than in the hot, dry atmosphere of Sydney.

2122. Particularly as in London there is a pall of smoke always hanging over the city which holds down the volumes of smoke? Yes; it is like a net, and catches it.

2123. *Mr. Roberts.*] You spoke of the dry, hot atmosphere of Sydney;—has not Sydney a damp atmosphere? Our atmosphere is much drier than that of London. I will correct myself by saying the drier, hotter atmosphere of Sydney.

2124. *Mr. Bidck.*] Have you had any experience in connection the removal and reinterment of bodies? No.

2125. If the relatives of those who are buried in the Devonshire-street Cemetery were to demand the removal and reinterment of the bodies elsewhere, it might possibly be a very expensive business? I could not say.

2126. You are aware that the station at St. James'-road would be in a large cutting, because the level of the central avenue of the Park is about 18 feet above the level of Elizabeth-street? I have heard so.

2127. Under these circumstances do you not think that an excavation of this character would be a great detriment to the remaining portion of the Park? It would spoil the rest of the Park.

2128. The roofs of the station buildings would be but little above the level of the higher part of the Park? Yes.

2129. And it is probable that the smoke would drift very little over the heads of people in that part of the Park? It would not drift over their heads at all. The smoke from the trams comes into my first-floor windows now, and if the station were sunk below the level of the Park the smoke from the engines would drift into the faces of people in the Park.

2130. And necessarily would be destructive of the beauty of the trees there, if it did not kill them? I believe that it would entirely ruin them. I was speaking to Mr. Moore, the late director of the Botanical Gardens, on this subject, and he was of opinion that it would kill them. He is too ill to leave his bed, or I would have sent his name in as a witness.

2131. The construction of a station at St. James'-road would mean the concentration of traffic around that place? Yes.

2132. Do you not think that Market-street and King-street are somewhat overcharged with traffic now? If the proposed station were constructed there would be no get-away for the traffic.

2133. If the station were constructed, the traffic in those streets would almost certainly be doubled, and possibly quadrupled? Of course.

2134. Under these circumstances, do you not think that the widening of these thoroughfares would be necessary? The cost would be too much.

2135. If it were imperative it would have to be done;—therefore, in estimating the cost of the St. James' Park scheme, would it not be fair to include the cost of any resummptions necessary for street-widening? I cannot conceive that it would be possible to widen the streets. The cost would be colossal.

2136. Do you not think that such a contingency should be taken into consideration in connection with this scheme? Yes.

2137. Are you of opinion that the returns from new traffic would recoup the Government the proposed expenditure upon this scheme? I think that is almost outside the scope of my knowledge.

2138. Do you think the extension of the line would create new traffic? I do not think the Government would make more from the railway than they make now from the trams.

2139. Do you think that the people who now use the trams between Redfern and King-street would use the railway? Some of them undoubtedly would, but I do not think a great many of them would.

2140. Have you viewed this question in connection with a probable extension to the North Shore? Most undoubtedly I have. One of the crucial objections to the proposed scheme is that it provides no "get-away" to North Shore, except at enormous expense.

2141. Are you of opinion that in considering the question of city railway extension we should bear in mind the possibilities of electric traction? Certainly. I think that with an underground railway it would be better to have electric traction.

2142. *Mr. Humphery.*] When you say that there would be no "get-away" from St. James'-road to the North Shore, are you aware that the proposal before the Committee provides for an extension to North Shore if necessary by means of a tunnel? At what cost?

2143. The estimate has not been given to us? I am aware; but I said that it could not be done except at enormous cost. However, I am not qualified to speak upon engineering points.

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2144. Your principal objection to the proposal before the Committee is that it contemplates an interference with the surface of Hyde Park? Yes.
2145. If the line could be taken by a tunnel from Redfern underneath Hyde Park, you would have no objection to it? I believe that is the universal opinion of the citizens of Sydney.
2146. Has it occurred to you that there would be some difficulty in obtaining a terminal station at any place except Hyde Park? I have pointed out that there is ample room for a terminal station at Redfern. Country residents would be as well served if they remained at Redfern as if they were taken on to King-street.
2147. Are you aware that the suburban traffic is nine-tenths of the whole traffic? The suburban traffic would be served by the underground line, and for that traffic I think a central station is unnecessary. It is not customary in any part of the world to have a central station in the heart of the city.
2148. When you say that the railway should be extended into the city, your view is that there should be no terminal station in the city, and that the passenger traffic should be carried through the city by means of an underground loop-line? Yes; speaking as a citizen, and voicing the opinions of thousands of other citizens, I cannot see why we want to put a spade into the surface of Hyde Park. If you were a resident of Burwood, and we said, "We are going to put the railway station on Burwood Park," you would object to the proposal. If you have an underground railway at Hyde Park we will not grudge you openings to it. If you propose to take the Park, we say, "That is our property, and you shall not steal it from us."
2149. *Mr. Frickett.*] I understand that you object to the taking of the Park because it will affect the health of the citizens? Yes.
2150. The railway goes pretty close to some of the houses about Redfern? Yes; but what class of houses are they, and what rents do they produce? Besides there are not many houses close to the railway there.
2151. Not near the Redfern tunnel? I cannot call to mind many houses which are close to the railway there—not as close as the houses would be if the proposed line were made.
2152. How close do you think the line would be to any house in Elizabeth-street? I could not tell you—I have not measured the exact distance.
2153. On the score of health, what would be too near a distance? A railway anywhere in the Park would destroy the habitability of the houses around the parks.
2154. What is the objection to the trams? I live in Elizabeth-street, and we cannot keep our windows on the first floor open because of the noise and the dirt.
2155. And the smoke? The smoke means dirt. It leaves a greasy dirt which there is no clearing away.
2156. Could you point to one empty house from Oxford-street right down to King-street? No; because it is Pillbox-row, and we have to put up with it. We do not like it any the more.
2157. You said that if the railway came, not a single person would live there? I said there would not be a house habitable. I do not believe that anyone would live there.
2158. What is the meaning of habitable? Comfortable to live in. I do not believe that the houses would any longer be comfortable as residences. All those houses would soon be empty of doctors. We should have to let them for what we could get, using the back rooms for consulting rooms. We should not be able to keep our families there.
2159. If that would happen when there was a railway 175 feet away from the nearest house in Elizabeth-street, why is it that there is not a single house uninhabited now that there are hundreds of trams running around the Park day and night? The trams are nothing compared with the trains. A tram is bad enough; but a train is ten times worse. How much coal do you burn in a railway engine, and how much in a tram motor?
2160. It is proposed to roof in the line right on to St. James'-road? That would not put a stop to the noise, nor the smoke. If you have been to Charing Cross you must know how the noise is echoed by a tin-roofed station.
2161. Are you voicing the opinions of the medical profession generally when you say that the construction of the proposed line would detrimentally affect the health of the people of the city? I have not consulted any medical man but one upon the subject. I am not speaking *ex cathedra*; I am speaking as a citizen and as a medical man.
2162. Have you heard of any movement among the medical men of Sydney, seeing that so many of them are located close to the proposed route of the railway, against the line, either because it would be a menace to health, or because it would compel them to clear out? I have heard a good deal of conversation upon the subject, and all I have spoken to are of the same opinion as myself.
2163. What doctor have you spoken to? I am not prepared to relate private conversations. I have not the slightest doubt that I could have gone round Hyde Park, and got most of the leading doctors, at any rate, to protest against the proposed scheme. I have asked Dr. Renwick to give evidence here; but I have not gone further than that.
2164. There has been no meeting on the subject? No; no meeting has been called or asked for.
2165. You spoke about thousands frequenting the Park;—do you mean at the southern end, where you live? I do not think I used the word "thousands." I said that any number of women and children used the Park every afternoon. Sir Alfred Stephen computed that over 20,000 passed through the Park daily. Of course, it is absolutely impossible to ascertain exactly how many people use the parks.
2166. Did your remarks apply to the southern end of the Park? No; to all portions of it. I am walking through the Park constantly.
2167. Where the station is to be? Yes.
2168. Notwithstanding that the approach to the station is to be through a tunnel starting at Goulburn-street and coming out at Nithsdale-street, and then by what is called a "cut and cover" to Park-street, you think that that arrangement would be quite as objectionable as an open railway? I think it would be just as bad.
2169. The paths connecting Park-street with Oxford-street are to be as little interfered with as possible;—you still think it would be very objectionable? I do.
2170. *Chairman.*] You referred to the value of the Park as £800,000;—where did you get that estimate? I based it upon Mr. Norman Selfe's estimate. Taking the value per acre of the land which the City Corporation bought for their new markets, I applied it to the Park, and divided it by four.
2171. Are you aware that an extension to the eastern suburbs could be made from the proposed surface-station at St. James'-road? No; I am not.

2172. From the north-eastern end? Without taking any more of the Park?

2173. Yes? No; I am not.

2174. Are you aware that the line could be extended to the Circular Quay without taking any more of the Park? I heard that there was a plan for taking it by tunnel to the Circular Quay; but that there would be an awkward elbow in the tunnel.

2175. The plan before the Committee will show that the route is fairly direct;—are you aware that it would be possible to make such an extension whenever tunnel construction in this climate became possible or wise? If I were to say, "Yes," I should be granting your premise that tunnels are not possible now. I say that they are perfectly possible.

2176. There are two objections to railway tunnels—their smokiness, and their inaccessibility? Where is the inaccessibility? Your station at St. James'-road would be 18 feet below the surface.

2177. The approaches to that station would be on the level;—if it be unwise to use steam in tunnels, and the time for using electricity is not yet come, one must decide between taking an open space of ground and paying full value for it, and taking a piece of ground upon which there are buildings, which would cost more? If you get a valuer to value city property, he does not value the buildings upon the ground. Unless the buildings are very large, he only has regard to the value of the land. The value of land in Elizabeth-street is the same on one side as on the other.

2178. Notwithstanding that, if you purchase land on one side of the road, you would come into the possession of good rents at once, while if you purchased land on the other side of the road, you would have to spend some thousands of pounds before you got any rents at all? Are you going to give nothing for the years spent in cultivating and improving Hyde Park?

L. Kesteven,
M.R.C.S.

10 Aug., 1897.

WEDNESDAY, 11 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LYONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the railway system of the Colony from the present terminus at Redfern into the city, including the erection of a large central station in the north-western division of the Park, fronting St. James'-road.

John Yelverton Mills, sworn, and examined:—

2179. *Chairman.*] You are in business in the city? I am.

2180. *Mr. Roberts.*] Are you conversant with the scheme submitted for the consideration of the Committee? In a general way.

2181. Perhaps you would like to make a statement before I put any questions to you? Perhaps that might be the better way. In October, 1884, I was employed by the Government to make an estimate of the value of land between Elizabeth-street and Liverpool-street, along the route of what was then called Mr. Wright's line. I might, perhaps, be permitted to read a press copy of the letter which I sent to the Honorable the Secretary for Public Works at the time:—

Since my report to you, which I had the honor to make last Thursday, upon the probable cost of resuming a strip of land for city railway extension, running through from Elizabeth-street, opposite Belmore Park, to Liverpool-street, so as to come out to the west of the central avenue in Hyde Park, I have again gone over the property on the line indicated to me by your verbal instructions, and I am quite satisfied from the revaluation that the sum of £55,000 is a just and liberal estimate of what this will cost.

2182. Does the plan on the wall, showing the route of the line we are now considering, fairly indicate the route of the line to which you refer? Yes; I believe that it shows approximately the same route.

2183. What was the width of the strip of land which you valued? About a chain.

2184. Was it all private property? The line went through private property and across some streets. I made my first valuation upon a Thursday, and in the following week I was asked to review it, and I went over the same ground again.

2185. Does £55,000 represent the value of the land, the values of the buildings upon it, and the probable compensation required for interfering with leases, severance, and disturbance of business? That was the value of the properties passed through by the line.

2186. Are you in a position to say from memory whether that amount would have to be largely increased to meet compensation for disturbance of business? I do not think it would have to be very much increased. The land is chiefly occupied by private houses, and those houses are of a very poor character.

2187. But there are some business premises there, too? Yes.

2188. Where people in business were doing fairly well, and their leases have some years to run, they would, no doubt, require some compensation for disturbance? Quite so; they would be entitled to it.

2188. That is a question which did not receive your consideration? No. The question was, what would these properties cost to resume.

2190. Have you any detailed information with regard to your valuations? No. In 1884 property was worth more than it is worth to-day.

2191. What would you think that property was worth to-day? Property there has gone down at least 33 per cent.

2192. Would £40,000 be a fair value to place upon it at the present time? Comparatively fair.

2193. If a chain and a half were required there, what would its value be at the present time? I cannot say. I should want to see what was on the extra half-chain before making any estimate. That might make all the difference.

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- J. Y. Mills. 2194. Would you say £80,000 for the chain and a half? That ought to amply cover it. I would point out, however, that in places a strip a chain and a half wide would include only half the property, and we might be compelled to take the whole property.
2195. If an extra half-chain were required, it is possible that it might cost as much as 1 chain would cost? Quite possible. I think that the extra half-chain would cost as much as a chain.
2196. If the land proposed to be resumed for the construction of the proposed railway is valued at £100,000, you would consider the estimate a fair one? I should consider it ample.
2197. I understand that you have had large experience in valuing properties in and around Sydney? I have had hundreds of resumption cases to do.
2198. For what period were you employed by the Government as a valuer of land? I think I took the Darling Harbour cases in 1881. They lasted, perhaps, a year or so. After that I was appointed consulting valuator for all the metropolitan work, because Mr. James Burns, who was Government Valuator then, said that the work required some one who was constantly rubbing shoulders with the market, which no Government-officer could do. They used to refer all the metropolitan work to me, and I was at hand whenever they wanted me; in fact, I am still doing that work.
2199. And you have been engaged in business in the city, which has given you large experience in the valuing of property? For the last twenty-seven years without a break. As a citizen, I think that Hyde Park is the proper place to bring the railway to.
2200. You are in favour of having a terminal station at St. James'-road? Yes; there is room to spare there. On the eastern side of the Park, near Boomerang-street, you never see anybody. I passed there every day for years when I was living at Darling Point. That land is there for use if the people are crowded out of the other part of the Park.
2201. Are you aware that it is intended to take the north-western quarter of the Park, and a small portion of the south-western quarter? Yes. I consider that there is Park to spare.
2202. Having in view of the future development of the city and suburbs, but remembering the proximity of the Domain, and of Cook and Phillip Parks, do you think there will be enough land available for recreation purposes if the proposed scheme is carried out? Yes; there are very few people living round that portion of the Park, which it is proposed to take. The people who live a little further away are for the most part pretty well-to-do, and can afford to go out of town from the Friday to the Monday. The traffic across the Park is traffic caused by people going to and coming from the suburbs. They come across the Park as a short cut to the city. I understand that it is proposed to dedicate 16 acres at the other end of the city for park purposes. A park is far more necessary there. That end of the city is a congested human hive. There are 125 people to the acre living there. It is full of crooked narrow streets, and worse lanes, and before "Reid's Act" came into force, even the lanes were built upon. They want a park there very badly. Their present grounds—Belmore Gardens—is comparatively low. If a portion of the Devonshire-street Cemetery were converted into park land, they would have a recreation-ground in an elevated position, and would be able to obtain plenty of fresh air. It would make you heart-sick to go to parts of Surry Hills and Chippendale, and see the dense crowds of people that are huddled up there, and chained to their residences. They have not the means to go away from the city.
2203. You regard with great favour the project to convert the Devonshire-street Cemetery and the Benevolent Asylums' ground into a park? I do. A park there is urgently wanted, whereas at Hyde Park we have room to spare. This is a case of the rich crying out and forgetting the poor.
2204. Do you think that Hyde Park is as much required for recreation purposes at the present day as it was twenty or thirty years ago, when people engaged in business in the city lived over their places of business, and there were not the same facilities for getting out to the suburbs? I think that every year this Park is becoming less required, because of the tendency of people to live away from Sydney.
2205. I presume you recollect the time when Hyde Park was a resort for the families of the business men living in the immediate vicinity? It was. It used to be the great cricket-ground of the city.
2206. As a place of recreation, it is not so much in demand now? No; I reckon that in taking Hyde Park, and in making a park at Redfern, you are taking £162,000 worth of land, and giving £80,000 worth.
2207. What do you value the Hyde Park land at? I estimate that it would bring on the average £50 a foot. The present value of land on the opposite side of Elizabeth-street is from £50 to £75 a foot. Averaging the value of the park-land at £50 a foot, that makes the value of 13 acres £162,500. I allow 150 selling feet to the acre.
2208. Do you allow for the widening of Elizabeth-street? No; I am estimating what you would get for the ground if you sold it.
2209. What would that portion of the Park which it is proposed to resume bring if it were cut up by a keen commercial man, whose object was to get the greatest price for it? By a pounds, shillings, and pence subdivision, with the ordinary run of allotments, you would get 250 selling feet to the acre. That, at £50 a foot, makes the value of 13 acres £162,500, or £12,500 an acre.
2210. How do you arrive at the value of the Redfern land? I put it down at £20 a foot. That, allowing 250 selling feet to the acre, comes to about £5,000 an acre.
2211. You regard £162,000 as the maximum amount it would be possible to get for the land in Hyde Park, which it is proposed to resume? No; I say that that is a fair approximation of its value, taking the present values of property in the locality for a basis of valuation.
2212. What is the total area of the Devonshire-street Cemetery? I have allowed for the resumption of 16 acres there. That would cost £80,000.
2213. But it is proposed to take 24 acres? The same valuation would apply. I would put it down as £5,000 an acre, and the creation of a park there would give fresh air to people who are crying out for it. Another point I would direct attention to is the fact that the cost of tram travelling has done the western suburbs a great deal of harm. People are not so well off now as they used to be, and they find themselves obliged to come nearer to Sydney.
2214. Is there a very large population around the Devonshire-street Cemetery? That is one of the most congested and most ill-laid-out portions of the city.
2215. A park there would probably be a source of great gratification to the residents in the neighbourhood? It would be used by people who cannot afford to leave their houses from year's end to year's end.
2216. To get to Hyde Park would be too much of a journey for them? They would never see Hyde Park.

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2217. Supposing it were contemplated to take 13 acres out of the block bounded by King-street, George-street, Liverpool-street, and Elizabeth-street, what amount of compensation would have to be paid for the land for disturbance of business and so on? The cost of resumption there would be enormous. You have business premises to deal with almost entirely, and some of the land goes up to a very high value.

2218. Would you regard it as out of the question to resume land there for railway purposes? I do not think the traffic would ever justify its resumption.

2219. If from 10 to 13 acres were required there, you would regard the value as too great to allow of the resumption? Yes, for a commercial enterprise. The expense would be beyond all justification.

2220. Is that one of the reasons why you favour the scheme now under the consideration of the Committee? Yes; it will give public convenience with the least personal disturbance.

2221. Have you ever resided in the western suburbs? Yes; I resided at Parramatta for a great many years.

2222. But more recently you have lived in the eastern suburbs? Yes. I was also at Ryde for a time.

2223. When you resided at Parramatta were you impressed with the necessity for an extension of the line into Sydney? Well, you would often come into Redfern with your heart in your mouth.

2224. You were aware of the difficulties connected with the management of the traffic in the Redfern yard? Yes. One always felt nervous when the train approached the tunnel and came in towards the station.

2225. Did it strike you, as a business man, that there is a great waste of time in getting from Redfern to an office in the city? Yes; there is a great waste of time. If you walk you must lose an hour a day; if you take the tram it costs you £5 4s. a year, and you can get a yearly ticket to Ashfield for £5 17s. That shows how expensive the transit is. Besides, if you have a family travelling, you get no reduction upon the tram, but on the railway you get a reduction of one-half for all ladies living in your household.

2226. Have you, for any long period, been favourable to the extension of the railway into the city? Always. It costs you half as much as the cost of your yearly ticket to Parramatta simply to pay your tram fares.

2227. Are you aware that it is contemplated by the Railway Commissioners to charge an extra penny per passenger for bringing the traffic from Redfern to St. James'-road? Yes; but I think that double the number of people who travel it now by tram would travel that distance by train.

2228. Do you think that the people would view such an arrangement with feelings of satisfaction? They would willingly pay the extra fare.

2229. Have you given any consideration to a proposal to have the terminal station at Redfern, or just a little to the north of it, and the extension of a line into the city for the use of suburban passengers only? I think it would be better to bring all the passengers into the city.

2230. Do you think that if the line were constructed there would be plenty of traffic on it, and also for the proposed electric trams in George-street? Yes.

2231. In your opinion the traffic picked up along George-street would make the electric trams remunerative, and there would be sufficient other traffic for the railway? I think that the George-street traffic, and the traffic from Harris-street would be sufficient for the electric tram, altogether irrespective of the railway traffic.

2232. Do you regard St. James'-road as a fairly central place for a station? Yes; it is only a short distance from George-street. Not only that, but you have very good access to it from the Post Office, which is the centre of the city by going up Moore-street to Castlereagh-street. There will be an immense traffic to the railway from the northern end of the city, and that traffic will go along Martin-place and Moore-street into Castlereagh-street. This will relieve King-street.

2233. Would you prefer the scheme under consideration to a line running to the west of George-street, and terminating somewhere about Wynyard-square, but going underground for the greater portion of the way? Yes. We are likely to get the one, but we are never likely to get the other. I know that tunnels are considered dangerous for persons with a weak heart or in bad health. When my wife was in London the doctor prohibited her from riding in the underground railway. He said that people of weak health should not attempt to use it.

2234. In your opinion would property in the vicinity of the proposed terminal station be depreciated, or would what are now private residences become important business premises? I know that people are now looking forward to an increase in the value of property in this locality in anticipation of the construction of the line.

2235. Do you think that the existing streets will provide sufficient means of approach to the proposed station? I do.

2236. Do you regard Moore-street as likely to relieve King-street? I think that the whole of the traffic from the northern end of the city will come up Moore-street.

2237. Would it be desirable to make a new street from St. James'-road into Castlereagh-street, across the site of the High School;—would that relieve the traffic to any appreciable extent? I think you would be able to find room enough at present.

2238. But a new street such as that would relieve the traffic? It would be an advantageous addition to the number of streets.

2239. Would you advocate the opening of such a street? I think it would be well to open up a street there.

2240. Having in view the fact that the land required is already the property of the Government? Yes. It would be an improvement to have a street there.

2241. Do you think that it will be necessary to remove the Supreme Court, the Registrar-General's Office, and St. James' Church, to increase the accommodation required for railway travellers? I do not think so. If the approach to the station is on a rise, there will be very little smoke or disturbance caused by trains leaving the station. All that will be necessary will be to release the brakes, and the trains will glide away without any puffing or snorting.

2242. The noise of the traffic would not be likely to disturb the business of the Supreme Court, or to interfere with the worshippers in the various churches surrounding the Park? I think not, and I do not think that the smoke will injure the trees in the Park, judging by the appearance of the foliage and herbage in close proximity to the existing line.

2243. Do you think that it will be necessary to extend the railway to the eastern suburbs within the near future, or do you think that the tram accommodation is likely to meet all requirements for some time to come? I fancy that the tram will give sufficient accommodation for some time to come.

2244.

- J. Y. Mills. 2244-5. Are you aware that provision is to be made at St. James'-road for an extension to the eastern suburbs when required? I understand that that has been anticipated.
- 11 Aug., 1897. 2246. And that similar provision is to be made for a possible extension to the waters of the harbour? Yes.
2247. From your knowledge of the great progress of North Sydney during the last few years, do you think that the time has arrived when the Milson's Point railway should be connected with the line on the south side of the harbour? I think that the people there have a good service at the present time. A connection might be advisable hereafter.
2248. You do not regard it as absolutely necessary at the present time to bring passengers right down to the Circular Quay? No.
2249. Do you think that, for the present, a terminus at St. James'-road would meet all requirements? I do.
2250. You are thoroughly in accord with the proposal before the Committee? Yes.
2251. *Mr. Black.*] Do you think £12,500 per acre a fair valuation for land in Hyde Park? I based my valuation upon the values of Elizabeth-street properties to-day, taking the latest sale.
2252. Would you be surprised to learn that Mr. Perdriau values property in Castlereagh and Elizabeth streets at £70 or £80 a foot, or £90,000 an acre? No. I am giving you the value of vacant land.
2253. Do you think that the value of buildings on an acre of land in that locality would amount to £70,000? It would depend entirely upon what class of buildings they were.
2254. Suppose we take buildings such as those on the block of land upon which the High School stands you could put up a number of buildings of that kind for very little money? Yes.
2255. Do you not think that there is a remarkable difference between your valuations and Mr. Perdriau's? I cannot tell what basis he worked on. I go upon the basis of actual sales.
2256. Have you any idea as to what has been the fall in the value of land in that locality since 1880? The fall has been very great.
2257. Does it equal 80 per cent.? Yes; and in some cases 75 per cent.
2258. Are you aware that the High School site—1 acre 1 rood—was bought for £88,914? I do not know that I have heard the figures before; but when it was bought land was much dearer than it is now. £45,000 was given for a small piece of land down near the Circular Quay.
2259. The value of the buildings on that land is said to be £7,500; that would make the value of the land itself £80,000 at the time it was bought. Allowing for a fall of two-thirds, there would still be a considerable difference between its present value and the value you place upon the Hyde Park land? The last sale in the locality took place last week, when Nos. 141 and 143 Elizabeth-street, between Market and Park streets—44 feet—were sold for £4,500. The purchaser understands building thoroughly, and he told me that he would have put up the buildings upon it for £1,500. That would make the land worth about £70 a foot. He will get about 6½ per cent. upon the purchase.
2260. Which do you think is the more valuable land—the Benevolent Asylums ground or the Hyde Park land? I should think the Hyde Park land.
2261. Would you be surprised to know that Mr. Perdriau values the Benevolent Asylum site at £20,000 an acre? No.
2262. How do you account for the difference between his valuation and yours? I would not attempt to account for it.
2263. Then it is just possible that in the opinion of some other experts your valuation of Hyde Park may be considered an under valuation? It may be considered so by others.
2264. You know the land which is bounded by Elizabeth-street, Park-street, Pitt-street, and Liverpool-street? Yes; there are two blocks there.
2265. Is that very valuable land? Yes.
2266. Is it more valuable than the Hyde Park land? Yes.
2267. How much more valuable is it? A good deal more valuable.
2268. Is it twice as valuable? Yes.
2269. Three times as valuable? It is a great deal more valuable.
2270. For what reason? You would get a much higher price for it if you sold it.
2271. Is that because of its usefulness for business purposes? Yes, in a great measure. You would get a much higher price for it.
2272. Do you not think that if Hyde Park were subdivided, and business premises put upon it, land there would be just as valuable? No. I think that if Hyde Park were built upon, it would be used more for the accommodation of private houses. I do not think you could drag business up there.
2273. Are the buildings upon the blocks to which I have just referred very valuable? There are some very good buildings there, and some rubbishy buildings.
2274. Would it be an over-estimate to say that that land is worth £74,000 an acre or thereabouts? Is that including buildings?
2275. I presume so;—it is the municipal assessment? It may be worth that amount. There are a great number of buildings there.
2276. That valuation is based upon a twenty year's purchase? Yes; with a 5 per cent. return. You could not buy it at that, and get a 5 per cent. return.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

- H. Deane. 2277. *Chairman.*] Are you prepared to deal with the various points submitted to you by the Committee? Yes.
- 11 Aug., 1897. 2278. First of all, there is Mr. Selfe's scheme? I have looked into his scheme, and I have read his evidence. I have also dealt with Mr. Greenwood's scheme, and this morning I was going through Mr. Neild's evidence.
2279. Will you take Mr. Selfe's scheme first? I suppose I can do so just in general terms?
2280. Yes? The plan before the Committee shows Mr. Selfe's ideas for the alteration of Redfern yard. The rectangle edged with carmine is the site of his proposed new station. That is where he thinks the station might be located. Having got rid of the Darling Harbour branch, he would start to make a new station by putting down platforms upon the western side of this site, and gradually work the whole of the station buildings on to it. To do that, he would have to build the station piece-meal, which, of course, would

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would be very inconvenient, because it would mean continual alterations, extending over a very long time. The sheds that are marked "locomotive shops" upon the plan, are now being used as carriage-sheds. Some of the other sheds shown there have been cleared away and sidings have been put in their place. In order to carry out Mr. Selfe's plan, you would have to do away with nearly all the existing arrangements at Redfern. All the sidings would have to be removed, together with the accommodation now provided for the storage of carriages and engines.

2281. *Mr. Wright.*] Why would that be necessary? Well, the area edged carmine runs right across them. You could not complete Mr. Selfe's station without removing them. Mr. Selfe has marked his station 740 feet by 380 feet. On the plan which shows the Departmental scheme, I have marked the distance from the outside of the building at St. James'-road, not including the covered way, right to the end of the platforms, as 840 feet. From that point to the outside switches at the entrance to the station yard is a distance of 1,120 feet. A similar distance upon Mr. Selfe's plan takes you to the other side of Cleveland-street, beyond the tunnel. It is that point which must be regarded as the beginning of the station yard. In the Hyde Park scheme there are no junctions to interfere with the management of trains inside the outer switches.

2282. But does not Mr. Selfe propose to make provision for a good entrance by resuming land between Eveleigh and Redfern? I believe that he proposes to do that in the future.

2283. *Chairman.*] But his approach would be on a curve? I do not think that that matters very much.

2284. *Mr. Hoskins.*] Would not Mr. Selfe's scheme do away with the Mortuary station? I believe that it would.

2285. *Mr. Black.*] Is it not a fact that from the front of the proposed colonnade, fronting St. James'-road to Park-street, is only 1,150 feet? Yes; but the outside "points" are much further out from the station than that.

2286. What is the distance from Devonshire-street to the tunnel? About 1,900 feet.

2287. There would be a tunnel at Park-street? An over-bridge.

2288. And a narrowing of the lines there? Yes; but there would be no branches to interfere with the management of the trains in the station yard. All the lines there are free for the management of station traffic.

2289. Did you not tell us that you wanted 1,800 feet more at Redfern than you have now for the marshalling of trains? Not 1,800 feet more than we have now. I probably said that we wanted a total length of 1,800 feet, and that agrees with what I am saying now. 1,960 feet on the St. James'-road plan includes the length of the building and the platforms at the end of the "roads" into the station. It would be about 1,800 feet from the end of the "roads" into the station to the first "points."

2290. If it is only 1,150 feet from St. James'-road to Park-street, and you deduct 170 feet for your platforms, you have a very small space for the marshalling of trains? The process is commenced before you get so far into the station yard as that.

2291. Would not such an arrangement interfere with the running of the trains in and out? No; that is the proper arrangement for the traffic. The clear length given upon Mr. Selfe's plan is entirely inadequate for the purpose, even supposing that the "roads" can be brought round on to the clear space shown on the plan in buff. You have not the clear run into the station there that you have at Hyde Park. I have pointed out the difficulty of rearranging the Redfern yard. Of course you have the expense of building the terminal station common to both Mr. Selfe's scheme and the St. James'-road scheme; but with Mr. Selfe's scheme you have the additional expense of perhaps two or three alterations before everything is got into the right place. That would mean an undue interference with the traffic. Then you have the cost of altering the Darling Harbour Branch, and of finding new locations for the sheds which you take out of Redfern yard. Another objection to Mr. Selfe's scheme is that it leaves the long-distance traffic at Redfern, whereas it has been shown by the Commissioners that it would be absolutely necessary to bring at any rate some of the long-distance traffic into the city. If you do not bring all the traffic to the same point, you have the expense of a double staff of station hands, and increased cost in working.

2292. *Chairman.*] Might I suggest another item of expense—the cost of resumptions towards Eveleigh? I have not taken that into consideration. That would be extra.

2293. *Mr. Lee.*] Is Mr. Selfe's a feasible scheme, supposing that the resumptions are to be made? I do not think it is. I think it would be almost impossible to alter the arrangements as he proposes.

2294. *Chairman.*] Do you feel justified in expressing an opinion as to the cost of the alterations suggested by Mr. Selfe, in comparison with the cost of the proposed city railway? I feel sure that Mr. Selfe's scheme would be more costly than the city railway scheme. You must remember that there will also be the cost of extending the line from Redfern to bring the suburban traffic into the city.

2295. *Mr. Wright.*] But suppose all the traffic is left at Redfern? Then you cannot make a comparison between the two schemes, because they would not be serving the same purposes.

2296. You were asked to give the cost of Mr. Selfe's scheme for enlarging the Redfern yard without reference to the city extension? I look upon the rearrangement of the Redfern yard as merely part of Mr. Selfe's scheme for extending the railway into the city. If you ask my opinion as to the cost of making the terminal station proposed by Mr. Selfe, and the cost of making a terminal station at Hyde Park, I would say that Mr. Selfe's station would be much more expensive than the Hyde Park station. Of course, if you had a clear field at Redfern, the cost would be about the same in either case. But, since you would have to make so many alterations at Redfern, I do not think it is possible to say what the cost of Mr. Selfe's scheme would be.

2297. *Mr. Black.*] Do you mean to say that the conversion of Redfern yard, proposed by Mr. Selfe, would be more expensive, not taking into consideration resumptions, than the construction of a new station at St. James'-road, and the laying down of a line between it and Redfern? No; I leave out the intervening line.

2298. And you do not include the cost of resumption? No. There would be resumptions for Mr. Selfe's scheme, but not for the Departmental scheme.

2299. You merely compare the cost of conversion with the cost of constructing a new station? Yes. I think there cannot be any doubt whatever that the cost of altering the Redfern arrangements would be immeasurably greater than the cost of building a new station at Hyde Park.

2300. Mr. Selfe proposes to take for his station a portion of land now practically unoccupied? No; he does not quite do that. He gets rid of the Darling Harbour branch, and of the "roads" on the western side

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side of the Redfern station. Then he starts to bring the rest of the "roads" into his new station. He would not have a clean field at Redfern. If he had a clean field there, the rearrangement would be a very easy matter.

2301. He would have to do away with the Mortuary station and all the "roads" there? Possibly the Mortuary station might be left. It is outside the site of his proposed station. The Darling Harbour branch would be done away with.

2302. *Chairman.*] The building of a terminal station, such as has been suggested by Mr. Selve, would be more expensive than the building of a new station, because of the disturbance of traffic which it would entail. Yes. It would also carry with it the construction of a new line to Darling Harbour.

2303. *Mr. Black.*] Do you include the cost of a new line to Darling Harbour? That expense is necessarily involved in the scheme.

2304. *Chairman.*] There is also the resumption of land to be considered. For those two items you have no estimate? No. I do not think that Mr. Selve's scheme is at all a suitable one. If it were decided upon, I should have to go into the question of cost as nearly as I could; but it would be a very difficult thing to do.

2305. *Mr. Lee.*] You might give us the approximate cost of Mr. Selve's proposal, the cost of a new line to Darling Harbour, and the approximate cost of Mr. Selve's extension into the city. The total might be compared with the estimated cost of the Government proposal? I am afraid that that would take some time to work out. The proper thing to do to improve the Redfern yard would be to divert Devonshire-street, and to extend the yard further north. I worked out a scheme for that purpose some years ago.

2306. *Chairman.*] A competent engineer would choose such an extension of the yard in preference to Mr. Selve's rearrangement? I do not think there is the slightest doubt about it. Mr. Selve's is a most costly and cumbersome arrangement. In addition to the cost of a new station, you have the cost of removing the Darling Harbour Road and the roads and buildings in the yard as it is arranged at present. You have also the cost of bringing new lines from Eveleigh along the strip of land shown upon the plan in buff, and also the cost of continual alterations, before you can get finally settled down in the new station.

2307. *Mr. Hoskins.*] If Mr. Selve's arrangements were carried out, they would not provide so satisfactory a station as could be provided upon the other side of Devonshire-street? That is so.

2308. *Mr. Black.*] If you carried the railway on to St. James'-road, and provided no other return than that proposed through Hyde Park, would there not be the same number of trains running into the Hyde Park station as now run into the Redfern station? I should think so. The number of trains would constantly increase.

2309. But you would not have the Darling Harbour traffic? No.

2310. That would not make a great reduction in the number of trains? No.

2311. Then how are you going to marshal the trains so much more easily at Hyde Park than at Redfern; you will only have six lines coming into the Hyde Park station? It is not a question of the number of lines. It is a question of having the lines clear for the station traffic. I thought that Mr. Parry would explain that to the Committee. I do not think I could make it any clearer.

2312. Well, I cannot see how you would be any better off at Hyde Park? From the outer points at Hyde Park you will have all the lines clear for the arrangement of trains coming into and going out of the station.

2313. Is that a distance of 1,120 feet? It is 1,960 feet from the point I speak of to the outside of the station. For that distance the lines would be clear for station traffic. At Redfern we have only about 800 or 900 feet of clear space. Then, too, at Redfern you have only short platforms. You have none of the facilities there for getting engines in and out which you would have at the new station.

2314. Why have you not the same clear space at Redfern;—is it because of the workshops there? Because of the lines going off to the workshops, and goods-sheds, and produce sheds, and the branches to Darling Harbour and the Mortuary station. If the arrangements at Redfern were as good as the proposed arrangements at Hyde Park, you would have a clear run into the station from the Eveleigh side of the tunnel. There would be no "roads" branching off on this side of the tunnel.

2315. *Mr. Hoskins.*] If the proposed scheme were carried out, empty carriages would be taken back to Redfern instead of being left at Hyde Park? Yes.

2316. *Mr. Black.*] Would the difficulty at Redfern be lessened by removing some of the repairing-shops and locomotive-sheds to (say) Eveleigh? You would get the necessary space at Redfern if you moved everything but the station out of the yard.

2317. Would there be room for these buildings at Eveleigh? I do not know. You could not get the necessary space at Redfern without clearing away all the branch lines.

2318. If Mr. Selve's resumptions were made, it would lessen the danger of congestion to remove the workshops and sheds from Redfern? I think that their removal is involved in Mr. Selve's scheme.

2319. *Mr. Hoskins.*] What are the engineering objections to an extension of the Redfern station yard into Prince Alfred Park? That would not be an extension of the station yard—it would only be a widening of it. It would not get over the difficulty of want of length, which is now experienced.

2320. If a portion of Prince Alfred Park were taken to widen the station-yard, would not trains coming through the tunnel have to make a very sharp turn to get into Prince Alfred Park? It would be much more inconvenient to get there than to go straight into Redfern station.

2321. Are there any serious engineering objections to the widening of the Redfern yard in that way? I do not think you would gain anything by widening it in that way.

2322. Would you not get increased accommodation for the shunting of trains? No doubt it would be an advantage if you could get more room for goods and produce traffic.

2323. I understood you to say before the Royal Commission that there were serious engineering objections to the taking of any portion of Prince Alfred Park, because of the very sharp curve that would have to be taken to get on to that land? Yes; you could not get round there very well.

THURSDAY, 12 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

2324. *Mr. Hoskins.*] I understood from you yesterday that it would not be convenient to take a portion of Prince Alfred Park to extend the Redfern yard? No; it would not serve any good purpose to do so. Besides, you would have an awkward curve in getting round there from the tunnel.

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2325. A gentleman has given evidence to the effect that, although the Department consider that they are proposing the cheapest scheme for getting into Sydney, the placing of a terminal station at St. James'-road would cause such a congestion of traffic in King-street as would necessitate the widening of that street; I pointed out to him that it was proposed to give an additional approach to the station by opening a street across the High School site;—do you not think that it would be better, instead of doing that, to make a sweep round into Market-street from St. James'-road—if you do not do that, there is danger of cabs colliding there? I would sooner open a street opposite the station as proposed, though, perhaps, it would be a good thing to round off the corner of Market and Elizabeth streets.

2326. Sharp turns are rather dangerous where the traffic is concentrated? Yes; but I think the difficulty could be met by rounding off the corners of the streets there.

2327. *Mr. Lee.*] You think that that might be done in addition to making the proposed new street? Yes.

2328. You think that both would be required? I think that if the sharp corners were taken off the proposed new street that would answer the purpose better than the rounding off of the Market-street corner. Then, when the houses at the corner of Market-street come to be pulled down, it will be quite in accordance with modern ideas, in regard to the laying out of streets, to round off that corner as well. In London, where there is a great congestion of traffic, the so-called circus are of great benefit.

2329. *Mr. Hoskins.*] Cabs turning sharply round from Market-street might come into collision with other vehicles if the corners were not rounded off? Of course, if the corners were rounded off, they would have a better chance of seeing the traffic in Elizabeth-street.

2330. *Chairman.*] It has been suggested by several witnesses that King-street will have to be widened;—would the difficulty be met by giving a new approach to the station across the High School grounds, and by rounding off the corner of Market-street? Yes; I think so.

2331. *Mr. Lee.*] It is held that, admitting you provide for the congestion between Elizabeth and Castlereagh streets, you do nothing to guard against a congestion of traffic lower down near Pitt and George streets? I have no reason to anticipate any congestion of traffic there.

2332. Is it reasonable to suppose that the bulk of the traffic will find its way to the station directly up Pitt and George streets, so as to congest the lower portion of King-street? I do not see why it should do so. I do not see why the traffic should come specially from Pitt and George streets.

2333. From the east, traffic will be able to approach the station by way of St. James'-road; from the north by way of Macquarie-street, Elizabeth-street, and Castlereagh-street; from the west, by way of King-street, the new street, or Market-street; and from the south by way of Castlereagh and Elizabeth streets;—will not the proposed station differ materially from the present station, inasmuch as all the traffic from Redfern goes in the one direction—towards the city, whereas you would have convenient roads to take the traffic from the Hyde Park station in all directions? Exactly; there would be a choice of roads.

2334. *Mr. Black.*] You admit that there will be an increased traffic at St. James'-road, and your view appears to be that that traffic will all be diverted from Castlereagh-street because of the proposed new opening across the High School grounds. But you do not propose to widen any of the streets leading from George and Pitt streets up to Castlereagh-street. The assumption seems to be that the bulk of the new traffic will come from the south, along Castlereagh-street. That seems to be a most unwarrantable assumption, because the great arteries of traffic now are George and Pitt streets? But there is no reason why people should go along George-street in preference to any other street. I do not see that all the traffic will concentrate in Castlereagh-street. There are plenty of other streets which can be used.

2335. You do not say so, but your action shows that you think so, because you provide a new street for the confluent and effluent traffic between Castlereagh and Elizabeth streets, but no new opening between Castlereagh and George streets. If you provide for the relief of Castlereagh-street why are you not going also to provide for the relief of the streets leading to Castlereagh-street? I have pointed out that the traffic from the east will come down St. James'-road. Elizabeth-street, which is a very important street of access, will be widened, and it will take a great deal of the traffic from the south. For traffic coming from the west, you have this new street 100 feet in width. Castlereagh-street is only 66 feet wide. That means that you will have an approach of 132 feet, taking the two ends of southern and northern parts of Castlereagh-street as separate streets, to this new road which is 100 feet wide. There will be more than enough room for the traffic in Castlereagh-street.

2336. That is admitted? Well, all the traffic will not come up Market-street; some of it will come up Castlereagh-street from the south.

2337. That is also admitted? You have only half the traffic coming up Market and King streets that you would get through the new street.

- H. Deane. 2338. How can you foretell that? Well; how can you foretell that there will be a congestion of traffic between Pitt and George streets. My opinion is that there will not be a congestion of traffic there.
- 12 Aug., 1897. 2339. King-street, between George and Castlereagh streets, is one of our busiest thoroughfares at the present time, and a great deal more traffic will naturally go along that street if the proposed station is built. That appears to be a very serious matter? I do not think so. People going to the General Post Office, and to the lower end of George-street, will undoubtedly cross King-street, and go along Castlereagh-street to Moore-street. Traffic coming from the other side of the city could come up Market-street or up Park-street.
2340. That would depend upon where it came from? Exactly; but it would not all come along Market-street.
2341. I think King-street would get most of the new traffic? Well; there is plenty of room for the straight run of traffic along Market-street.
2342. *Mr. Lee.*] If a bridge were constructed from the highest point on the Sydney side of the harbour to North Shore, at a height of 150 feet above the water-level, would it be possible to get a railway approach to it from Wynyard-square with a grade of 1 in 50? No; I went into that matter some time ago. With a headway of 150 feet, I made the grade 1 in 40, and with a headway of 180 feet, I made the grade 1 in 30.
2343. That is starting from the level of Wynyard-square? No; that is allowing sufficient depth to get underneath Margaret-street.
2344. Where would an approach to a bridge 150 feet high begin? It would rise from a point close to Observatory Hill.
2345. Would you adopt a grade of 1 in 40 for a city railway? I should not like it.
2346. Would it not be highly dangerous? I do not know that you could say that it would be highly dangerous. Of course we have very efficient brakes now.
2347. Would you consider that a proposal to take the railway from Wynyard-square to North Shore on a grade of 1 in 40 would make proper provision for a North Shore extension? If it had to be done, we should have to make the best of it; but it would not be a desirable thing.
2348. Would you recommend it;—would you recommend a grade of 1 in 40 for any of our suburban lines? Certainly not.
2349. Are not the efforts of the Commissioners at the present time being exerted in the direction of cutting down grades? Yes.
2350. Could you recommend at this stage an extension to North Shore upon a grade of 1 in 40? No; I should not do so if I could get anything better.
2351. Suppose you started from the George-street Markets, and were there 18 feet below the surface, what grade would you get? I think you are bound by Wynyard-square in any case.
2352. Why? Because of the road crossings. You must go underneath Market-street and King-street. The first place that you would come out at would be Wynyard-square. Then you would have to go under Margaret-street, and you could begin to rise along the side of Church Hill. You could not disturb the levels of the streets I have named, and you would be going along nearly the highest part of the ridge there.
2353. Approaching a bridge 150 feet high, you could not get a better grade than 1 in 40? No, I am pretty certain about that.
2354. Would an underground railway, going from the crossing of Bathurst and George streets, and thence near the Markets to Wynyard-square, come into contact with any of the main sewers of the city? I do not think so. I made some inquiries about that matter some time ago, and the replies I got were satisfactory.
2355. It has been held by critics that the outlet for passengers provided in your proposed new station is insufficient—that you allow an opening of only 20 feet? There are several ways of getting out of that station.
2356. One witness has told us that “its chief entrance is planned at 54 feet by 36 feet, but it is made of much less practical value by having but one opening of 20 feet for ingress and egress”? That is not the only opening into the station.
2357. How many other openings are there? There is one at the north-eastern end of the station, which will be about 8 feet wide. Then there is the main entrance, 20 feet wide; an entrance into Elizabeth-street at the north-west corner, about 16 feet wide; and the cab entrance, which is about 20 feet wide. There is also an exit by way of the footbridge, which is 15 feet wide, and would have steps leading down to all the platforms.
2358. If it were necessary to enlarge the main opening beyond 20 feet, would it be possible to enlarge it without disarranging the economy of the station generally? I should not recommend any enlargement. This station has been planned upon the very latest and best information. I am perfectly satisfied with it myself. I have seen a great many of the principal stations of the world, and I am quite sure that the arrangements shown on the plan will prove satisfactory. The width of the entrance to which you refer is only a matter of detail, and could easily be altered if, upon further consideration, an alteration was found to be necessary.
2359. But you are of opinion that ample provision is given for entrance and exit? Yes; I have here a plan showing the arrangements for the terminal station, Liverpool-street, London. That station has only recently been finished, and occupies about 12 or 13 acres, which is as nearly as possible what we are to have at Hyde Park. There are 100,000 people going in and out of that station daily.
2360. Two roadways besides a footbridge appear to be provided there? The means of getting in and out of that station are not so good as those shown on the Departmental plan.
2361. After considering the accommodation given in other parts of the world, where the traffic is so much larger, you are of opinion that the provision you make is sufficient? Yes.
2362. *Chairman.*] Most of the alternative schemes which have been submitted to the Committee necessitate the construction of tunnels of various lengths;—have you recent information upon this question;—how is tunnel travelling viewed in Great Britain, where they have the best appliances, and possibly the fullest knowledge in regard to these matters;—are they satisfied with their tunnels there? No. Within the last eighteen months the Metropolitan Railway Company has been applying to have extra ventilating shafts erected, and have been trying to acquire extra land for the purpose. According to a review called *Transport*, in the issue of 5th February, 1897, a Committee has been appointed by the President of the Board

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Board of Trade to inquire into the existing system of the ventilation of the tunnels of the Metropolitan Railway. The inquiry has been urgently requested by the London County Council. * * * The Committee are charged to "inquire into the existing system of ventilation of tunnels on the Metropolitan Railway, and to report whether any, and if so what, steps can be taken to add to its efficiency, in the interest of the public." I think that is a sufficient condemnation of the practice of having tunnels where they can be avoided. Members of the British race will probably say that London is the centre of the universe; but in London they have not been able to arrange a tunnel system which has proved satisfactory. Here, a tunnel system would be a great deal worse, because of the heat of our summers.

2363. *Mr. Hoskins.*] Are they not going to make a railway, to be worked by electricity, under the London underground railway? Yes; but, as you say, it is to be worked by electricity.

2364. *Mr. Black.*] Do you not think that people who imagine that they are at the centre of the universe are not so likely to adopt new ideas as people of humble mind elsewhere? I cannot offer any remarks upon that point. The day for electricity as applied to railways has not yet dawned in Sydney. At the present moment we have to deal with steam traction. In carrying the railway into the city we should remember that we have steam traction to deal with.

2365. *Mr. Hoskins.*] One of the witnesses before the Committee stated that the tunnels on the London Metropolitan Railway line were made by people who did not know how to make tunnels properly, and that since then changes have been introduced into tunnel construction which prevent people from suffering from bad ventilation? I have not heard of any of the metropolitan tunnels having been abolished. I travelled through the worst of them three years ago.

2366. *Chairman.*] You maintain your position with regard to the inadvisability of constructing tunnels in Sydney for the use of steam locomotives? Yes.

2367. In the future, when we can use electricity or compressed air or something else, you may modify your opinion upon the subject? Yes.

2368. It was suggested by one witness that the use of compressed air was possible;—what are your opinions upon that point? Experiments have been tried with compressed air, and I believe that such experiments are now being made upon the New York elevated railway; but I say that we have to deal with steam in Sydney at the present moment.

2369. Your remarks with regard to electricity apply also to compressed air; but are emphasised by the fact that electricity is more advanced as a motive power than compressed air is? Yes.

2370. Your remarks with regard to tunnels apply to the schemes brought forward by Mr. Selge, Mr. Neild, M.P., and Mr. Parkes, M.P.? Yes.

2371. *Mr. Black.*] I think you told the Committee that if a railway connection to North Shore by bridge were proposed there would have to be a deviation at Liverpool-street? Yes; you would have to run round from Liverpool-street.

2372. Do you favour the bridge scheme? I do not see the necessity for any North Shore connection. I think, however, that I shall be prepared to deal with the question when the proper time comes.

2373. Do you think that the construction of a bridge is the best way of getting the connection? I do not know that I am prepared to say. I should have to take a great deal into consideration before I answered that question. I object to tunnels where steam locomotives have to be used, and I think that a bridge connection would be very objectionable, because of the grade. When I was before the Committee upon a former occasion, I mentioned that a couple of years ago I recommended a tunnel for an electric tramway. I should not like to say anything beyond that at the present time, or to recommend any further connection, either by bridge or by tunnel.

2374. How far is it in a direct line from St. James'-road to that point upon the water's edge from which you would commence to tunnel under the harbour? The end of Fort Macquarie is about a mile from Hyde Park, in a direct line.

2375. At what distance below high-water mark would you tunnel under the harbour? I think I gave this information before. I cannot very well carry all the figures in my mind; but if I remember aright we should be about 60 feet below high-water mark at the water's edge. You would not get a suitable grade upon a straight line.

2376. How far from St. James'-road would you begin to go down? If I had to go under the harbour I should get down as soon as I could.

2377. At what point? I should start to tunnel as soon as I could after leaving the station.

2378. What deviation would you make from a direct line? You would have to describe a curve in order to get sufficient distance.

2379. Well, what distance would you have to go before reaching the water? That is a matter I should have to go into. It is a very simple calculation. If you wanted to get down 130 feet with a grade of 1 in 50, you would have to make a detour to increase the distance by one-fourth. That would make it about a mile and a quarter.

2380. Would that give a good grade? There are a great many circumstances to be taken into account in determining a grade. I would sooner have a grade of 1 in 200; but, of course, that is out of the question.

2381. That is out of the question if you start from St. James'-road? Or from anywhere else.

2382. I do not know about that? I am quite sure of it. Of course, if you had a railway station under the General Post Office, you could get a better grade.

2383. Do you agree with the statement of Mr. Eddy and other witnesses that the area proposed to be taken in Hyde Park will meet the requirements of the traffic for next twenty or twenty-five years? Yes.

2384. If after that time it is not sufficient, what do you think would be the best course to pursue? I think it is very difficult to say at the present time. I would rather wait until the time arrives, and then study the existing conditions.

2385. But suppose the people of the country would like to know what you propose to do before they permit you to do anything? I do not think they care about legislating for posterity.

2386. That may be your idea—I think that it is our duty to do so? Well, I do not think there is any necessity in this case.

2387. It is a question you do not care to answer? I am sure that when the time comes, means will be found to supply the wants of the city without difficulty.

2388. You have no idea as to what those means will be? Not at the present moment, nor can anyone else say what they will be.

2389.

- H. Deane. 2389. Will the difficulty best be met by resuming more land at Hyde Park, or by creating other stations elsewhere? I should not think it would be met by resuming more land at Hyde Park.
- 12 Aug., 1897. 2390. Then it must be met by making stations in other parts of the city? Very likely.
2391. Where do you think those stations could most profitably be made? I do not know what the conditions will be twenty years hence, so I should not like to say. If I knew what the city would be like in twenty years' time, I should be prepared to give an opinion.
2392. I do not think there can be much difference in the city in the future, because it is circumscribed by the waters of the harbour;—if you look forward 500 years you will only have the same portion of ground available? The city may be broken up into various business centres; but there will be no difficulty about making any lines that are necessary, especially if we can get a motive power other than steam. One could go under any of the streets then.
2393. You think that at some future time it will be necessary to convey traffic through tunnels under the streets? Yes.
2394. Having this possibility in view, do you not think it would be well to defer action now which would destroy the beauty of the city or the comfort of its inhabitants? Your question involves opinions on that subject with which I do not agree.
2395. I do not ask you to say that the construction of the railway as proposed will destroy the beauty of the city or take away the comfort of its inhabitants;—I say that it might? Well, if you will leave that assumption out, I will say that I advocate immediate action. I would not defer the extension of the line into the city.
2396. Why would you immediately extend the line into the city;—because of the danger at Redfern, or to meet the convenience of the people who wish to come into the city? For both reasons. This extension will serve the double purpose of improving the terminal station accommodation and of bringing passengers into the city.
2397. You do not think that if Redfern were divested of the dangers which are now said to be rife there, the other part of the scheme could wait? I might answer that question as a citizen, but as an engineer I would rather avoid expressing my opinions upon the subject. Personally, I believe that it would be a good thing to bring the traffic into the city. I like the proposed scheme, because it combines the two purposes.
2398. The construction of the St. James-road station will involve a cutting about 19 feet deep close to the central avenue of the Park? Yes.
2399. How high will the station roof be? About 70 feet.
2400. At its highest point? No; that is inside.
2401. I mean outside? It would be higher than that. I should think that with the ventilators it would be about 80 or 90 feet high.
2402. Do you not think that the buildings will present a less attractive appearance if they are sunk into the ground on one side? I do not think that that will make much difference. There will be a row of trees along there. We shall not interfere with the existing row of fig-trees. I do not think there will be anything unsightly about the arrangements.
2403. You propose to raise Park-street? Yes, it will have to be raised where we go under it.
2404. Will not that present a considerable obstruction to the traffic? No; the grade on the city side would only be about 1 in 25.
2405. And coming up from Woolloomooloo? From College-street the grade will be much flatter. I have nothing to do with the street lower down than College-street.
2406. Will the fact that you will have a dead-end station at Hyde Park interfere with your shunting operations there? No; the lines will be laid down so as to make the shunting operations as easy as possible.
2407. *Mr. Trickett.*] How long is it since you saw the large railway stations of London? Three years ago. I was there in 1894.
2408. I understand that it is intended to enclose the proposed station from Park-street up to St. James'-road on top and at the sides? Yes.
2409. The approach from Liverpool-street to Park-street will be underground? It will be below the surface of the ground.
2410. The distance from the line to the nearest houses in Elizabeth-street will be about 175 feet? I think that is so.
2411. Do you think that the noise of passing trains will render the whole of the houses in Elizabeth-street between Liverpool-street and King-street uninhabitable? I do not think so. I think that the fact that the trains will be below the surface of the ground will deaden the sound.
2412. When they get into the sheds will the noise be very great? No; it will be very little. The trains will be proceeding at a slow pace there.
2413. I suppose that when a train is arriving at that platform its own momentum will carry it from Park-street? Yes.
2414. If it has been stated that all the houses in Elizabeth-street fronting the Park will become uninhabitable because of the noise of the trains, do you think that that is an exaggeration? It is an exaggeration. No result of that kind has occurred elsewhere, and I do not see why such a thing should happen in Sydney.

John Parry, Out-door Traffic Superintendent of Southern Lines, Department of Railways, sworn, and further examined:—

- J. Parry. 2415. *Mr. Black.*] When you were under examination on the 15th July you stated that if the proposed scheme were carried out, and the traffic became so great that Hyde Park would not meet its requirements, it would not be necessary to resume more land in Hyde Park, because a better plan would be to construct other stations in various parts of the city? Yes; I said that if, in twenty or twenty-five years, population had so increased as to overcrowd the new station, the conditions of the city and of its surrounding might necessitate the establishment of other terminal stations. By looking back upon the past you can form an idea as to how great the changes in the future may be. You ask me what will take place in Sydney twenty years hence. Well, if we look back to the year 1839 or 1840, we look back to a period when there was not a railway in the world. That is only a little over fifty years. Since then the whole world has changed.
- Therefore,

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Therefore, it is most difficult to say what will happen in the future; in fact, it is hardly right to ask one definitely what will transpire twenty-five years hence.

2416. You are not alluding to the possibility of flying-machines? It is possible that the use of steam will go out of existence altogether. Other means of locomotion may be invented which will entirely alter the condition of things.

2417. But whatever means of locomotion you have, it will always be necessary to have places where passengers may alight;—stations will always be necessary? Yes; so far as we can foretell.

2418. In your former evidence you spoke definitely about having terminal stations for the traffic coming from North Shore, Balmain, and Woolloomooloo;—where would you put the North Shore station? I have not given that subject consideration.

2419. What about the Balmain station;—have you not considered where it should be located? No; I have not considered any details in connection with this matter.

2420. You have not come to any conclusion in regard to the Woolloomooloo station? No.

2421. So far as we are aware, there might be no sites for the construction of these stations? We could make sites if the absolute necessity arose. I think the Chairman suggested terminal stations for Woolloomooloo and Balmain traffic. I referred only to the possibility of having a terminal station for the North Shore traffic. If in time to come it was necessary to construct a railway to North Shore, the great proportion of the people using it would be people coming into Sydney to business. They would not be people wishing to go to the south or to the west of Sydney. Therefore, I said the best way to give the greatest convenience to the greatest number would be to construct a separate terminal station to which they could be taken every morning, and from which they could be taken every evening.

2422. The question is, would you construct that station? I have not given that question any consideration. I did not know that I should be called upon to give evidence upon the point.

2423. You think that it will be possible to find sites for such stations? I have not searched for any.

2424. But you said that, if necessity arose, you could find a site? Well, if I were to tell you that I could not find a site, you would laugh at me.

2425. Most people say that you cannot find sites now;—you cannot reply to my question? I do not think you expect me to do so.

2426. Have you seen the evidence given by Mr. Selfe? I read some of it in the newspaper.

2427. Have you seen the plan before the Committee, showing Mr. Selfe's proposed arrangement at Redfern yard? Yes; I have seen that plan.

2428. What do you think of his proposal to increase the space at Redfern by taking the Darling Harbour branch underground from some point to the south of the tunnel? It is a feasible proposal.

2429. Would it facilitate the working of traffic there? It would under existing conditions.

2430. Would it not allow you to use ground which is now cut off from use, because of this line running in front of it? We would have additional space on the western side of the yard if the Darling Harbour branch were taken away in a tunnel.

2431. When the Committee visited Redfern, I asked you a number of questions with regard to resump-tions upon the Regent-street side of the yard, and you pointed out to me that any benefit which might arise from those resump-tions would be nullified by the existence of the Darling Harbour branch as it is now arranged? I did.

2432. Would that reply lose its force if the Darling Harbour branch were taken away in a tunnel, as Mr. Selfe suggests? If the Darling Harbour branch were taken away in a tunnel, that would add to our accommodation; but I certainly would not endorse Mr. Selfe's scheme for providing a new station.

2433. Why? He would build his new station practically upon the site of the existing station. If you began to build a new station at Redfern, you would have to spend an enormous amount of money, and this proposal, instead of looking forward twenty-five years, does not look forward half that period. The grand central station which Mr. Selfe proposes will take up more ground than the existing station, and will not leave room for an expansion of traffic twenty years hence.

2434. Do you think that there is not so much room for the expansion of traffic at Redfern as there is at Hyde Park? If you go to Hyde Park you carry a great part of the traffic away from Redfern, leaving the Redfern property available for other traffic arrangements. The money you spent in taking the station forward is saved by what you leave intact at Redfern.

2435. Do you think that it would cost more to reconstruct a station at Redfern than to build a station at Hyde Park? It would cost more to construct the station proposed by Mr. Selfe than to construct a new station at Hyde Park. The new station is plotted at an angle with the present lines. While it was being constructed the traffic would have to be carried on as usual; but there would be alteration, realteration, and realteration again. This would cause great inconvenience.

2436. Is that inconvenience inherent to any scheme for altering the Redfern station, or merely to Mr. Selfe's scheme? It is inherent to any scheme for the construction of a new station upon the site of the old station.

2437. If you had the diversion of the Darling Harbour traffic, which Mr. Selfe suggests, and the resump-tions upon the Regent-street side, which would give you more room for marshalling trains, do you think the Redfern yard would be sufficiently commodious? Before I answer that question I should like to see how it was proposed to alter the Darling Harbour branch. I should like to know where the tunnel is to commence. If the Redfern yard were my property, I would not spend an enormous sum of money in constructing a tunnel in order to add a little more ground to the present inconvenient yard.

2438. It appears to me that the chief thing that is wanted at Redfern is the lengthening of platforms and more room for the management of trains;—is that so? That is so. I think in my previous evidence I fully detailed the inconvenience of the existing arrangements.

2439. You evidently think that an extension of the railway to North Shore will be necessary in the future? I quite think that it will be necessary in the future.

2440. Would it not be possible, by the construction of a line from Redfern to North Shore, to relieve the Redfern station of the northern traffic? That would be a very slight relief.

2441. Do you not think that an extension to North Shore would relieve the present suburban lines by causing the settlement of population upon the fine lands situated between Milson's Point and Hornsby? Such a line would not relieve the present suburban traffic. Traffic upon it would be additional traffic, which would grow up gradually, and increase just as the western suburbs' traffic will increase.

2442.

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2442. If there is a great increase of settlement in the North Shore suburbs, it will naturally be at the expense of the southern suburbs? I do not think so.
2443. A greater area will be provided for the settlement of population? Do you mean to say that in a few years' time all the houses in the western suburbs will be vacant, because they will be building new houses in North Shore?
2444. No, I do not say that; but there may be more settlement upon the North Shore, and consequently less in the western suburbs? You mean that the increase of settlement will be greater on the North Shore than in the western suburbs.
2445. Your principal objection to Mr. Selze's scheme is the difficulty of conversion at Redfern? That is one objection.
2446. That is your principal objection? I think it would be a pity to spend an enormous sum of money in putting down a large station at that particular place.
2447. Do you not think that as population grows Redfern will be more nearly the heart of the city than it is now? Redfern will always have a good station. It can grow as much as it likes, but it will still have a station.
2448. Do you think that Redfern is the proper place for a goods station? It is certainly a very handy place. There is a considerable population around Redfern. As population increases it will become more convenient.
2449. Do you not think that some place nearer the water's edge would be more adapted to a goods station site? If you were a merchant doing business in Surry Hills, you would rather come to Redfern than go down to the water's edge.
2450. While at Redfern you may be near to Surry Hills, you are a long distance from Woolloomooloo and Forest Lodge? Well, an enormous goods traffic is dealt with at Redfern at the present time. All the produce traffic is dealt with there, and large quantities of goods are sent from there to the country.
2451. People do not come there because it is convenient, but because you bring their goods there;— wherever you bring their goods the people will have to come? Certainly. They will have to come to whatever place you make the station.
2452. Do you not think it would be possible to relieve the Redfern yard by removing the carriage-sheds, the locomotive-sheds, and the workshops to Eveleigh? I do not know of any site at Eveleigh to which you could remove them.
2453. I am speaking of making resumptions for that purpose? I am sure you would not do that if the business were your own.
2454. I would sooner resume land at Eveleigh which is worth about 30s. a foot, than take land at Hyde Park which is worth fifty times as much? I do not know anything about Hyde Park. I am simply dealing with the Redfern arrangements as they exist. If you do not do that at Hyde Park, I say, go beyond Devonshire-street and use that property.
2455. You think it would be better to cross Devonshire-street and to construct a new station upon the Asylum grounds? Yes; I think it would be better to extend the station as far as Belmore-road.
2456. Do you not think that the land upon which the Benevolent Asylum stands is more valuable than the inferior land at Eveleigh which Mr. Selze proposes to resume? I cannot give you an opinion upon that subject.
2457. Do you not think the land upon which the Benevolent Asylum, the convent, Mr. Fosbery's house, and the police barracks stand is more valuable than the land upon which the miserable dog-hutches of houses are built between Redfern and Eveleigh? I do not see the utility of resuming land along the line to Eveleigh.
2458. You do not think that a resumption which would permit of the laying down of more lines for the running of trains into and out of Redfern would be of any benefit? I am unable to see what benefit the resumption proposed by Mr. Selze would be.
2459. I thought that your objection to the Redfern yard was that it was difficult to get trains in and out, and that there was no room for marshalling trains there? My argument was that the existing arrangements are too cramped.
2460. Would not an arrangement which would give you room for the laying down of more lines be beneficial? Well, there is nothing on the plan to show what is proposed. If a definite proposal were put before me, I should be able to give you my opinion upon it.
2461. It is not enough to give you the ground; we must also give you a scheme? Exactly. You may resume 100 acres, but if the land resumed is not in a suitable position it is of no use.
2462. Would not that remark apply also to Hyde Park? If Hyde Park is in a suitable position, 12 acres there may be as good as 50.
2463. I cannot quite understand your objection to Mr. Selze's scheme? My point is that I do not know what is proposed by Mr. Selze. All I can see is that he proposes to resume land between Redfern and Eveleigh. I do not see how he proposes to utilise that land.
2464. I understand that he proposes to lay down more lines there? Of course Mr. Selze may be able to see exactly what he is going to do, but I have had no conversation with him upon the subject.
2465. I understood that the line upon the Regent-street side would be used for passenger traffic, and that the other lines marked upon the plan would be used for the traffic going to the sheds on the eastern and north-eastern portion of the yard? Well, the scheme does not commend itself to me.
2466. Mr. Lee.] Have you had any experience regarding the stations in other parts of the world which will enable you to offer an opinion in regard to the exits and entrances provided for by Mr. Deane in the new Hyde Park station? Yes. During my trip to America, at the end of 1893, I visited the principal stations of Jersey city, the Pennsylvania station, Broad-street station, Philadelphia, and Reading station. The two last-named were only just completed at the time. The exits provided by Mr. Deane are far and away beyond what is provided at those stations.
2467. Is the traffic there greater or less than it is here? At times the traffic there is very great.
2468. Much greater than it is here? Yes.
2469. You are of opinion that the entrances shown upon the plan will be ample? Ample.
2470. Of course you take into consideration the side entrances as well? Yes. It may be necessary to divert the traffic from some of the platforms to the north-eastern entrance. As fast as the people get out of the trains at those platforms they will be able to get away from the station. You could not land

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5,000 or 6,000 people there in two or three minutes. Then, on the western side, there is an exit to Elizabeth-street 15 feet wide.

2471. The main opening will be towards St. James'-road? Yes.

2472. It will never be necessary for all the passengers to go in to the station or leave by one entrance? No; the object of providing various entrances is to split up the traffic.

2473. To prevent a crush at any one point? Yes.

2474. You do not think that even under extraordinary circumstances there would be any block in an entrance 20 feet wide? If there were a great crowd we should keep the people out in the street until the trains were ready to receive them. We should let them pass into the station gradually as there were trains ready to take them away.

2475. In view of the experience which you have had in other countries, and in this Colony, can you offer any suggestions for the improvement of the proposed entrances;—are you quite satisfied with them? I am quite satisfied with them.

2476. Are you satisfied that they will be ample to enable you to properly conduct the traffic there? Yes.

2477. *Mr. Hassall.*] Do you think that the plan of the station which has been planned by Mr. Deane will be as safe as ingenuity and forethought can make it? Yes. In America I saw the Philadelphia station, the Reading station, the Pennsylvania station—the Pennsylvania line is the best in America—the Boston station, the New Jersey station, and the Grand Central at New York, and I prefer this to all of them.

2478. Were they all dead-end stations? Yes.

2479. You think the proposed station will meet all requirements for many years to come? Yes.

2480. How long do you think it will be before the traffic would increase so greatly that you will not be able to deal with it at the proposed new station? Well, I would point out that an increase in traffic does not necessarily mean an increase in the number of trains. At the present time many of our trains are not full. As the traffic increases you can increase the weight of the trains.

2481. At the present time your engines are not loaded to their full capacity? A few years ago the Melbourne express used to be sent away every night with two engines; now the same train is taken away by one engine, although the load is larger, and it runs more punctually.

2482. *Mr. O'Connor.*] That is because of the improvements which have been made in locomotives? Yes.

2483. *Mr. Hassall.*] So many improvements can be made in the carrying capacity of trains that you do not think it would be necessary to increase the accommodation at Hyde Park for a very long while? That is so.

2484. There will be room enough there to enable you to deal with an enormously large traffic for many years to come? Yes. I made a great study of the traffic between Van Buren-street and the park going to the Chicago Exhibition. The attendance at that exhibition upon one day was about 675,000 people. The numbers carried between Van Buren-street and the park, a distance of about 8 miles, ran into millions a week; but the traffic being concentrated, they were enabled to deal with it by running trains backwards and forwards every two minutes, and at times every minute and a half. Every train was simply packed. Here, however, during the principal part of the day we have very few trains running; but between 5 o'clock and half-past 6 o'clock in the evening there is a great rush of people wanting to get home from business; therefore, we have to run a great number of trains just at that time. For instance, we run trains at 5-15, 5-18, 5-20, 5-23, 5-25, and 5-27. These trains are at the platforms waiting for the people as they come up in the trams.

2485. *Mr. Black.*] How many lines had they at Chicago? I think that the number of lines between the place I mentioned and the park was eight; but the Chicago traffic proper was not dealt with on the eight lines; I think it was dealt with on about four. In very few places in America are the conditions of traffic similar to the conditions here. Here we have fostered suburban traffic; but in America it is only in a few places that they have done that. Until the last few years they have generally ignored the suburban traffic. They have not been in the habit of encouraging people to settle in the suburbs, as we do here, by sending fast trains to the various stations, in order that the passengers may get quickly to their destinations. They have generally only slow trains running to the suburbs.

2486. *Mr. Hassall.*] Here your main traffic is suburban traffic; there their main traffic is other than suburban? Yes. When I was there the "Illinois Central" people, who were looking out for suburban traffic, had not adopted the system of running fast trains, as we have. Here, in the busy parts of the day, we run a through train to Petersham, another to Summer Hill, another making its first stop at Ashfield, another through to Croydon. A quick service like that encourages people to settle in the suburbs more than a continuous service of slow trains would do.

2487. *Mr. Humphery.*] When you were previously examined you said that the improved arrangements which you would have at Hyde Park would enable you to deal with four times the present traffic;—are you still of that opinion? Yes.

2488. *Mr. Roberts.*] Do you know the Victoria station at Westminster, the terminus of the London-Brighton and South Coast Railway? No.

FRIDAY, 13 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the city, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Edward William Knox, sworn, and examined:—

E. W. Knox, 2489. *Chairman.*] You have been a resident of the city of Sydney for a great number of years? Yes; I have lived in Sydney nearly the whole of my life.

13 Aug., 1897. 2490. You gave evidence before the Royal Commission upon city railway extension on the 31st March last;—are your opinions the same now as they were then? Yes; I have no desire to in any way alter the evidence which I gave then.

2491. *Mr. Farnell.*] At that time you were emphatic in your objections to the proposed extension of the railway to Hyde Park;—you still oppose that project as strongly as ever? Yes.

2492. Have you any statement to make in regard to the matter? Yes.

I have carefully read the report of the Royal Commission about the proposed station in Hyde Park, and all the evidence taken thereon, with the result that the opinion I held as to the inexpediency of carrying out this work, has been strengthened and confirmed. It is clear to me that the only demand for such a change comes from the residents in the south-western suburbs, that a very large majority of the ratepayers in the city and other suburbs are strongly, I may indeed say bitterly, opposed to any part of Hyde Park being taken for railway purposes; and the Commission has frankly admitted that, unless the Park can be taken, the extension with the city cannot in any way be justified. Moreover, I think that the advocates of such an extension on a line west of George-street made out a better case than those who demanded the eastern line, and there can be no doubt that the former would be much the most convenient for the short-distance passengers. I still maintain, however, that no such extension should be taken in hand, that the terminus should be between Redfern and Belmore Gardens, and that when it became manifest that some additional accommodation should be provided, this should be obtained by extending the Redfern station northwards—a scheme which Mr. Eddy said could easily be carried out at an expense of from £70,000 to £100,000. Such work should, however, be delayed as long as possible, for there is not, I think, any indication that the number of residents in what are called the railway suburbs will in the early future increase. On the other hand, there is some reason to believe that the expansion of Sydney has practically ceased for a time, and in the event of federation being accomplished, and of the Federal Government having control of the railways, I feel certain that the population of Sydney would decrease.

2493. You say that Mr. Eddy made a statement to the effect that to extend the line from its present terminus to the Belmore-road would cost between £70,000 and £100,000? I took that statement from the evidence given before the Royal Commission. I do not remember the actual words, but I think that Mr. Eddy said that it required that amount to provide "adequate accommodation" at Redfern.

2494. The estimate before us is about £400,000? Mr. Eddy's statement was clear and distinct to the effect that he could adequately provide for an increase of traffic with an expenditure of from £70,000 to £100,000. I think the £400,000 to which you refer includes the erection of a large central station, which Mr. Eddy did not think either desirable or necessary.

2495. Your reasons for opposing the scheme before the Committee are given pretty fully in your former evidence;—have any new matters cropped up, to which you desire to refer, to give additional weight to that evidence? No; nothing of importance. I applied to be examined by the Committee, because I did not know that it was intended to incorporate into the Committee's evidence the evidence given before the Royal Commission.

2496. Briefly, you consider that there is no necessity for an extension of the railway into the city, and that the necessary facilities for dealing with the traffic at Redfern could be obtained for £80,000 or £100,000? Yes.

2497. *Mr. Black.*] I understand that your opposition to the proposal to bring the railway to Hyde Park is based, not only upon your objection to the using of any portion of Hyde Park for a purpose other than that for which it was granted to the people, but also upon your belief that the extension would not give the advantages which are claimed for it? I think that the agitation for the extension of the railway to Hyde Park is solely an agitation upon the part of the residents in the south-western suburbs. I do not think that 10 per cent. of the residents of the city care a straw whether the terminus is at Redfern or at Hyde Park; but they object to the Park being taken for the purposes of a railway station.

2498. Would you favour an extension into the city by some other route, and the resumption of land of an inferior value, or, if practicable, by means of a tunnel? If the people who desire to have the railway brought into the city are prepared to pay the cost of the extension, and do not take any of the parks, I would let them take the railway anywhere they pleased. At present, however, the people who ask for the extension ask for it at the cost of the rest of the community who would not profit by it.

2499. You think that the extension would result in a loss to the entire community for the benefit of a section? Yes.

2500. Have you given any attention to the engineering difficulties in connection with this scheme? No; I am not qualified to speak upon that subject.

2501. Do you think that the erection of a station at St. James'-road would destroy the value of the public buildings in the neighbourhood—the Museum, the Cathedral, the Grammar School, the Synagogue, and other important buildings there? I think that if this proposed station were built it would very soon be necessary to take down St. James' Church and the Law Courts, and it would be necessary to provide another building for the Synagogue.

2502. It is proposed to make a street through from Castlereagh-street to Elizabeth-street, across the High School ground, in order to lighten the traffic in the upper parts of King and Market streets;—is not

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King-street very largely congested at the present time? I think you could not count upon King-street being of any practical use as a feeder to the railway, except for foot traffic. It is practically unsafe for cab traffic now. E. W. Knox.
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2503. The traffic there now is somewhat more than the width of the street gives convenience for? Yes.

2504. If there were a great increase of traffic in consequence of the construction of the proposed station, the street would not be wide enough to meet the demands made upon it? Yes.

2505. Have you any opinions as to the effect which the construction of the station would have upon the remaining portions of Hyde Park? It would practically destroy the rest of the Park. A railway station can never be anything but the ugliest of buildings, with the meanest of surroundings.

2506. Do you think that the smoke and dirt would interfere with the trees and plants in the Park? I do not know that the smoke would be much more than the smoke which is now admitted by the trams.

2507. The trams only run along one side of the Park;—the proposed line would run through the centre of the Park? Yes; but there are a great many more trams than there would be trains.

2508. To make the site of the railway station level with Elizabeth-street, there would have to be a cutting 19 feet deep at the central avenue of the Park? Yes.

2509. Do you think that that would somewhat destroy the beauty of the Park? It would destroy the beauty of the surroundings and spoil the effect of any buildings that you might put up.

2510. Are you aware that it is proposed to slightly raise Park-street in order to enable the trains to pass underneath the roadway? Yes.

2511. Is that a project which commends itself to you? I think it would be a great mistake to do that, because Park-street will be the main avenue from the eastern portions of the city to the centre of the town.

2512. Do you think that to increase the grade would be to interfere with the traffic? Yes.

2513. *Mr. Trickett.*] You say that the residents in the south-western suburbs want the extension; but that the majority of people in the city do not want it? That is so, because only a very small proportion of the residents in the city travel by train at all.

2514. Do you remember the first meeting which was held at the Town Hall to protest against any interference with the Park? Yes.

2515. If I remember rightly, the opinion was then expressed, that there was no objection to an extension of the railway into Sydney; but that the line should not be taken into Hyde Park? I was not present at that meeting, I only know what I read in the newspaper reports. I say now that I have no objection to a city railway extension, provided that the people who want it will pay for it. But the people who want it, want to get Hyde Park for next to nothing, and then they want to be brought into the city for about one-fourth of what they now pay in tram fares. The tram takings will be diminished if the proposed line is constructed.

2516. The late Mr. Eddy gave evidence to the effect that the proposed extension would pay from the start? Yes; but, speaking under correction, I think no evidence has been given as to the extent to which the takings of the tramway would be diminished if the proposed line is constructed. At the present time the railway tram carries a great many of the other services upon its back. That would cease if the proposed extension were made.

2517. The chief spokesman of the deputation which waited upon the Colonial Secretary to report the result of the meeting to which I have referred, said, that the deputation "did not object to railway extension into the city, it simply objected to any part of Hyde Park being taken";—does not that make it appear that it is not only the residents of the south-western suburbs who want the extension? I say that the extension would be a waste of public money. If the public like to waste their money, I shall have no voice in the matter.

2518. When you gave evidence before the Royal Commission on the 31st March, you stated that you thought there was no justification for an extension into the city? I am of that opinion still; but if the people who want an extension are prepared to pay for it, I would let them have it. They are not prepared to pay for it. My statement was that, only a small proportion of the inhabitants of Sydney use the railway, and, therefore, they cannot want to have it extended into the city.

2519. Of course that is only your opinion? I think it is a question of fact as to the proportion of residents in the city who use the trains.

2520. The Engineer-in-Chief for Railway Construction has told us that "from the King-street station northward a pair of lines can be taken in tunnel as shown on the map for connection with an eastern suburbs railway";—would you favour such an extension? I do not think there is the remotest chance that I shall live to see the construction of an eastern suburbs railway.

2521. But do you favour such an extension? I am very strongly opposed to it in conjunction with an extension of the present line from Redfern to Hyde Park.

2522. Otherwise you are not opposed to it? I do not think that it is of any consequence. Mr. Eddy expressed the opinion that it might be necessary to make that railway in twenty year's time.

2523. If we are to have that extension, do you think it would be desirable that the eastern suburbs people should be taken to where the police barracks are now? I think that it is quite unnecessary to hamper any proposal to bring the railway into the city with a proposal for an extension to the eastern suburbs, because I do not think that there is the smallest chance of the residents of the eastern suburbs getting a railway. The people who live in the eastern suburbs have a genuine grievance, inasmuch as they are compelled to pay much more for travelling than the people who use the railway have to pay.

2524. That being so, they are likely to agitate for a railway? Yes; unless they get cheaper tram fares.

2525. I suppose they would like to get quicker transit. I believe that it takes twenty-five minutes to get to the Bondi junction;—is not that a long time for a journey of 2½ miles? Yes; but I think that as a set-off against the disadvantage of slowness may be put the advantage of having a stoppage at the corner of every street.

2526. A great many people have urged, in favour of the proposed construction of the line, the opinion that it would enable the working classes to live out in the suburbs, instead of being cramped up in the city as they are now;—what do you think of that opinion? I do not think that it is of any effect. The people who work within a radius of half a mile of Hyde Park are very few in number. A great many more work within a radius of half a mile of the Redfern station.

2527. You must recognise that it would be a great convenience for the 40,000 people who come to and from Redfern every day, if they could be landed in the city instead of at Redfern, or, as you propose, at

E. W. Knox. Carter's Barracks? I take it that if it were a great convenience for them to be brought to Hyde Park, they would, before this, have offered, through their local representatives, the mayors, to have paid the same railway fares upon the extension as they now pay for tram travelling. Instead of doing so, they have always demanded to be brought right into the city for about a third of what they pay now, and they have been promised that they would be brought in for that.

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2528. I do not know that there has ever been a demand that they should be brought in for lower fares? A promise to that effect has been made. Mr. Eddy said that there would only be a trifling addition made to the cost of season tickets. I think other statements have been made before the Committee, showing that the additional cost for railway passengers will be very little. Certainly it will be much less than they have to pay for travelling on the trams.

2529. *Mr. Lee.*] The Chief Commissioner asserted before the Commission that it is absolutely necessary that Redfern station should be altered or the traffic removed from there—that it was necessary in the interests of public safety? I am aware that that statement has been made.

2530. If we are not to rely upon the evidence of Mr. Eddy and the Commissioners and their officers, upon whom are we to rely for evidence of this character;—surely you would not set up your opinion against that of these officers upon a matter like this? I do not think I have set up my opinion against that of experts. I have already said that if it were necessary I would provide additional accommodation at Redfern by extending the station northwards.

2531. You have already said that in your opinion it is not necessary to bring the line into the city? I have.

2532. The Commissioners say that it is necessary? I think that they say that it is desirable. There can be no necessity in this matter.

2533. They say that there is a necessity—Mr. Eddy and other officers have shown that if the railway is brought into Sydney the extension can be made to pay;—if you only improve the Redfern station you get no return for the money which you expend there? I have very great doubts about the extension paying, if proper allowance is made for the destruction of the tram traffic which it will cause. I am perfectly confident, too, that it would be a piece of insanity to build a very extensive railway station between Redfern and Belmore Gardens. I would build an adequate station; but I would not put up a building like that proposed, which would be of no service.

2534. The Railway authorities have shown us how the line will pay? I thought it was admitted that they had not submitted any statement showing the reduction of income which would be due to the stoppage of railway trams.

2535. I might refer you to the statement put before us that it is the desire of the Commissioners to remove the railway trams from Elizabeth-street to enable them to give a better service to the other suburbs? I have seen no statement to indicate that the railway suburban traffic has been growing during the last three years.

2536. Perhaps you are not aware that the evidence of experts is that the number of trains run has materially increased during the last two years? Well, it would be a very extraordinary thing if there had been an increase, because in every other suburban borough there has been a diminution in the number of inhabited houses.

2537. *Mr. Fegan.*] Have you seen the statement in regard to the increase in the number of trains which are run? Trains are not passengers. No doubt additional trains have been put on for the convenience of residents in the railway suburbs; but I do not think that there are any figures which will show that the traffic has increased very much.

2538. *Mr. Lee.*] Let me read you this extract from Mr. Eddy's evidence:—

In making your statement you said you thought the country could be recouped for its expenditure by a system of 1d. fares to King-street? What we would do would be to add 1d. to all the fares of the public travelling into Sydney.

Have you considered that a penny increase on the railway would, in a large number of instances, mean a reduction of nearly 2d. on the tramway? Yes.

If that be so, where does the gain to the country come in? We are anxious to get rid of some of the traffic in Elizabeth-street and George-street, because it cannot be conducted satisfactorily, and when we get rid of the railway trams we shall be able to give better services to the various suburbs, which will bring us in more revenue than we shall lose by the short-distance railway traffic.

? But I think I am right in saying that no figures were submitted to the Commission, or have been submitted to the Committee, showing the loss in tram fares.

2539. You have in the extract I have read the positive statement of Mr. Eddy that he would get more revenue by giving better services to the various suburbs than he would lose by getting rid of the railway trams? Yes; but I think you would find that very few of the residents of Sydney would agree with that statement.

2540. I would also like to direct your attention to the evidence given by Mr. Kirkcaldie on the 29th July last:—

At the beginning of 1888, when the locomotive establishments had been removed to Macdonaldtown, and consequently all light engines had to come from there to begin a day's work, and go back after it was finished, the number of trains and engines passing through Redfern yard on the main line, taking three ordinary days in 1888, had increased from 80 or 90 in 1877 to 340, 363, and 355. And in 1897, taking three days in January, the numbers had increased to 555 from 340, to 547 from 363, and to 561 from 355. If we come to exceptional days—on last Eight-hour Day, the 5th October, we passed through the yard 701 independent trains and engines in twenty-four hours. That has nothing whatever to do with the shunting about the yard.

? That only refers to the number of trains, not to the number of passengers. Surely you cannot expect an increase in the number of passengers when the statistical returns show clearly that there has been a decrease in population, or that the population of the suburbs has only just been maintained.

2541. Are you aware that one of the chief reasons given by Mr. Eddy for coming away from Redfern is that there must be longer platforms;—is it known to you that the length of trains has been very largely increased of late years since the introduction of heavier engines? I am quite aware that it is necessary to run long trains, and that the length of the trains has been increased; but I think that there is a cheaper and more effective way of providing for the increase of traffic than by extending the line to Hyde Park.

2542. If the number of trains has increased, and if longer trains are used now, must not that be accepted as strong evidence that the traffic on the line has also increased? Not when you can get all the particulars if you like to ask the Railway authorities for them.

2543.

2543. You cannot tell exactly what the passenger traffic is, because so many travel with season-tickets? E. W. Knox.
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The point upon which I want to obtain accurate information is as to whether there has been any substantial increase in the number of passengers carried since the end of 1893 or the beginning of 1894.

2544. That is shown by the fact that at the present time more trains and longer trains are being run? I think the evidence of which you speak shows clearly that greater convenience has been given to the residents of the railway suburbs; but I do not think that it goes to show that a larger number of people have been carried.

2545. *Mr. Wright.*] Have you carefully read the evidence given by Mr. Eddy before the Royal Commission? Yes.

2546. Did you notice the remarks which he made in regard to the danger of continuing the present Redfern arrangements? Yes.

2547. He is asked, Question 2572:—

The Commission have been given to understand that the congested state of traffic at Redfern is not only a matter of inconvenience, but is fraught with some danger? Undoubtedly. Where you have to conduct your business under continual stress for want of time, and want of platform accommodation, there must be the element of risk which you wish to see eliminated, in spite of every precaution being taken to carry on the business with perfect safety, which has been fairly successfully accomplished at Redfern.

Then a little further on, Question 2574:—

Mr. Hoskins.] Has there been great danger from the probability of collisions between shunting engines and carriages in the confined space at Redfern yard? There is not much risk in connection with shunting operations so long as the men obey the signals. Everything at Redfern is interlocked, so that you cannot have the signal "off" for an engine to come into collision with an operation going on in another part of the yard. But, of course, if a driver runs past a danger signal, he is liable to come into collision with some other operation that is going forward. It appears from the watching of the tram and omnibus traffic, that a station abutting on King-street would be the most convenient position for a terminal station, and that was the reason for the Commissioners putting forward the scheme which has been inquired into by a previous Royal Commission. Although an alternative scheme was put forward towards the end of the sitting of that Commission, it was simply put forward because it was stated that there was a strong feeling against taking so much of the Park. But we cannot depart from the opinion which was so clearly emphasised at that last inquiry, that Hyde Park is the right and proper position for a general station of the dimensions which you have had placed before you in plans.

I might explain to you that all engines now bringing trains into the Redfern yard have to shunt between the outgoing and the incoming traffic, so that the slightest neglect might any moment result in very signal disaster. Mr. Eddy goes on to say—and these are the words of, I suppose, the greatest railway expert that we ever had in Australia:—

Again, looking at the fact that it must be generally admitted that Redfern station is totally insufficient for the traffic, I would point out that it would be unwise to spend a very large sum of money in connection with the present site, or any site closely adjoining, because you could not charge any additional fare to recoup the interest on the large expenditure. But if, by bringing the line into the city, you convenience the public, and save them expense in travelling along the streets, you can wisely and justly make them pay a small additional fare; and by charging a fare of 1d. to each passenger taking ordinary tickets for each journey, and adding a small sum per month to the season-ticket-holders, and about 3d. a week to workmen, you bring them into the city at a less cost than at present, and you get sufficient revenue to recoup the country absolutely for every penny of expenditure incurred in carrying out this great improvement. Those are the main points I wish to bring under your notice, and I would strongly urge that the scheme for placing a big general station in Hyde Park should be adopted.

In another part of his evidence Mr. Eddy says that the George-street electric tram is not required to convey passengers to the railway station, but that the Commissioners look upon it as likely to be a profitable line irrespective of railway traffic, and that they hope that it will ultimately be continued to the various suburbs. We have had it repeatedly in evidence that the loss of revenue caused by the discontinuance of the railway tramway service would be very slight. There are one or two other matters in connection with Mr. Eddy's evidence to which I would call your attention. He is asked, Questions 2613, 2614:—

Supposing Parliament is disinclined to approve of the Park being taken, would it not be of great benefit to three-fourths of the travelling public? If Parliament takes the responsibility of the complaints of the long-distance public, I am sure the complaints will be very continuous and very strong.

Can you suggest anything but the Park? No; I wish I could.

? I am quite familiar with Mr. Eddy's evidence.

2548. Mr. Eddy was also asked:—

You are aware that it is assumed that once you are placed in the Park, and get 10 acres, it will not be very long before you take the whole—is that fear groundless?

To which he replied:—

I think so. In my opinion it is.

In a subsequent answer, Mr. Eddy explains that the Park will give sufficient accommodation for twenty years to come, and if at the end of that time more accommodation is required, it will be given, not by the alienation of more of the park land, but by an extension of the railway to the Circular Quay? I do not attach the least value to anyone's predictions as to what will happen in Sydney in twenty years' time. I have seen so much changes in twenty years that I do not attach any importance to the predictions of the late Chief Commissioner, who, although an extremely able man, only lived here for nine years. I know a great deal more about Sydney than Mr. Eddy could have known.

2549. But you do not know as much about railway matters? I do not know anything about railway matters.

2550. If Mr. Eddy has told us that there is great danger in leaving Redfern as it is at present, and that an extension into the city would be a great benefit, have we not a right to attach considerable importance to that evidence? Yes; but I think that the alleged danger has been seriously over-estimated. There has only been one serious accident there, and that occurred because the engine-driver disregarded the signals.

2551. There have been at least three accidents within a year or two? Only one serious accident.

2552. We have been told by various railway experts that Redfern yard is now being worked with the constant and daily risk of serious accidents, and that under no circumstances is it capable of meeting the requirements of a larger traffic? Every day of my life I am told by experts that a certain course must be followed; but I follow that course or not, just as I think fit, and I take the responsibility for what is done. It seems to me that the Committee is in the same position. They have the responsibility of deciding what weight should attach to the expert evidence. I do not attach much to it—not with reference to the expenditure of money.

2553. You are not averse to the railway coming into the city? No.

2554.

E. W. Knox. 2554. You are not in a position to suggest any scheme to the Committee? No.

13 Aug., 1897. 2555. Have you read the evidence given in favour of schemes other than the departmental scheme? I have read the newspaper reports.

2556. Do you believe that Sydney could be served by an underground railway? If it were worked by electricity, yes; if it were worked by steam, no.

2557. *Mr. Humphery.*] Do you attach much weight to the report of the Railway Commissioners issued yesterday, and the statement which it contains as to the necessity for immediate steps being taken for the extension of the railway into the city? Is that a fair question?

2558. I understood you to convey that you attach little or no weight to expert evidence? I do not think I said that. I said that in my own business I took it or not as I thought fit, and that the responsibility rested with me.

2559. I would like to read you an extract from the report of the Commissioners which was issued yesterday:—

The proposed extension of the railway into the city is a matter which demands some mention in this report, not with object of advocating any particular route . . . but because of the absolute necessity for a decision in the matter. The time has arrived when it must be emphatically stated that the passenger business cannot longer be conducted at Redfern with reasonable convenience to the public, or without unnecessary risk.

Are you not disposed to attach great weight to a statement of that character, coming from such a source? I should accept it as what is known as an official statement.

2560. If we are told that the passenger traffic has greatly increased, would you credit that statement? I do not see how it is possible that the suburban passenger traffic can have increased.

2561. I will quote another paragraph from the report:—

The coaching traffic shows an increase of £54,774; second-class traffic having increased by £58,407, and miscellaneous traffic by £8,694. First-class traffic shows a decrease of £2,327.

? That is the entire traffic. My remarks apply only to the suburban traffic.

2562. The report continues:—

For the increased money earned there were 1,667,876 additional passenger journeys made.

In the face of that statement, do you adhere to the opinion that it is not necessary to provide better passenger accommodation? I think that that only makes an average of thirty additional passengers for each train. I do not think you want an extension for that. I do not know how many passengers there were carried before. The statement that there has been a certain increase is of no value unless you know what proportion that increase bears to the number of passengers previously carried.

2563. Inasmuch as the earnings from passenger traffic, notwithstanding a large decrease in first-class passenger receipts, increased last year by £55,774, must there not have been a very greater number of suburban passengers carried? I would not say so. I do not know what proportion the increase bears to the total number of passengers carried.

2564. Without distinguishing between long-distance and suburban traffic, may we not fairly assume that a portion of the increased earnings came from suburban passenger traffic? I could not express an opinion without having the figures as to the actual traffic before me.

2565. Notwithstanding the very definite opinion you have expressed as to Redfern being near enough to the city for a terminal station, if we have been told by Mr. Eddy and others that it would be wise to bring the railway into the city, would you not be disposed to value the opinion of experts upon a matter of this kind. You are managing a very large institution, employing a great number of men, and you have control of a vast enterprise;—would you not expect outside opinion to defer to yours in questions relating to management? I should be quite ready to defer to Mr. Eddy in everything relating to the management of a railway, because that is a subject upon which he was thoroughly informed, and about which I know nothing; but upon a question of public policy, I think that I have as much right to an opinion as Mr. Eddy had, and this is a question of public policy.

3566. *Mr. Fegan.*] The Secretary to the Railway Commissioners told the Royal Commission that for the year 1896 the total number of passenger journeys in and out of Sydney was 11,670,000; that is, on the assumption that each ticket-holder made one journey in and one journey out each day; therefore, an increase of 1,667,876 passenger journeys is very considerable? That would be an increase of about 15 per cent.

2567. You will admit that the railway officials are the persons who are most likely to be supplied with the correct figures on this subject? Unquestionably.

2568. In view of this great increase of traffic, is it not necessary that something should be done to relieve the congested state of Redfern;—would it not be better to extend the railway into the city, with some chance of recouping the interest upon the money expended, than to merely improve the terminal station at Redfern? If the business were mine, I would not consider the question of leaving Redfern. I would merely tell the experts that they were going to stay there, and that they would have to make such provision as would make the stations arrangements safe, supposing they thought them to be unsafe.

2569. But, as a business man, would you not like to see a return for your money, even if you spent only £100,000? I do not think it would cost anything like £100,000 to make Redfern unquestionably safe, and to provide longer platforms than there are there now.

2570. According to the figures put before the Commission it would take from £200,000 to £400,000 to extend the Redfern station arrangements across Devonshire-street? I do not in the least believe in the construction of large stations. I think that we should follow the American plan rather than the English plan. We should not run our trains under great glass roofs. In my opinion it would be sufficient to have only the platforms covered in. The trains themselves could stand out in the open air. You do not require a large sum of money to build a station of that kind.

2571. *Mr. Hoskins.*] Have they not a large central railway station in New York? I think they have now.

2572. *Mr. Fegan.*] Do you know that out of the 11,000,000 passengers arriving at Redfern during the year only about 3,000,000 take the railway tram into the city? That to me is a strong argument against the proposed extension, because it shows that the great proportion of the passengers are quite content to get out at Redfern.

2573. It must be remembered that the trams are very slow, because they stop at nearly every corner, and that there is a wait before the tram starts;—do you not think that if the railway were brought on into the city, at least one-half of the 11,000,000 people arriving at Redfern would come on by train? I do not

not

not think so. I think that the very large proportion of the 8,000,000 who do not come on by tram now do not want to come near Hyde Park. They want to come to some place between the Redfern station and the Cathedral. E. W. Knox.
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2574. There is a great advantage in being able to come right through to your destination without changing? I believe that if the railway were brought into Hyde Park, the greater number of passengers would continue to get out at Redfern.

2575. Do you think that more would get out at Redfern if the railway were extended to Hyde Park? No.

2576. Do you think that a larger number would go on to Hyde Park by train than now travel by railway tram? I think you could count upon getting the 3,000,000 that now travel in the tram.

2577. But there would be no increase beyond that? That is so.

2578. The main point of your evidence is that there is no necessity for going to the expense of continuing the railway into the city? I think that there is no justification for such an expense.

2579. You think that greater accommodation could be given at Redfern? Unquestionably.

2580. What is your real objection to the taking of Hyde Park? I object to the use of land which has been dedicated to the public as a park for any other purpose, whether by a particular section of the community or even by the whole community.

2581. Your evidence to-day is a protest against the handing over of any of these reserves for any other purpose than that to which they were dedicated? Yes.

2582. Have you ever protested against other reserves being used for purposes other than that to which they were dedicated? I think that to a certain extent I was instrumental in preventing the Metropolitan Collieries Company from obtaining 6 acres of land at Bradley's Head.

2583. Did you ever make a protest against the handing over to the City Council of any reserve in George-street? I do not know of any reserve in George-street that was ever handed over to the Council.

2584. Did you ever raise any objection to the alienation of the Métropole site? That site has been private property ever since I was born.

2585. It is not very long since it was built upon? I think it is forty years since it belonged to the Council. I was not in a position to make protest against any alienation then.

2586. Your argument is that, no matter how badly the public convenience may require the use of a portion of the Park for railway purposes, it must not, under any circumstances, be taken? I say that that section of the public which wants the Park should not get it under any circumstances.

2587. You say that these people will not pay for the construction of this line? The Railway authorities have said that they did not propose to charge them for its construction.

2588. You challenged the opinion of the Commissioners that this line would pay interest upon the cost of construction? I think the Railway authorities value that portion of the Park which it is proposed to take at £100,000; but you had evidence submitted to you three or four days ago to the effect that it was worth much more than that.

2589. The Commissioners say that they are willing to place £100,000 upon the Estimates for the resumption of 24 acres at Devonshire-street, which they would make into a park, and in maintaining which they would spend £1,000 a year;—do you not think that that arrangement would be a good one for the public? I am not aware that the Railway Commissioners own any land in Devonshire-street which they can make over to the public. The whole of the population of the Colony will have to pay its share of the £100,000 which you speak of. There is only a small section of the suburban residents of Sydney who would be carried over the extension.

2590. Surely if the extension will give greater comfort and speedier transit to the people of the country, as well as to the people of the city, it should be made? I do not admit that.

2591. You do not mean to say that a separate account should be kept between the city and the country so far as the railway revenue was concerned? If I lived at Mudgee I should not think so, because then I should have to pay three times as much as other people who travel by rail. The residents in the eastern suburbs are told that they must pay high fares in order that the Commissioners may get a return of 4 per cent. upon the working of the railways and tramways; but the man who travels to Mudgee only pays as much as the man who travels from Bathurst, although the Mudgee line is an unprofitable line, while the Bathurst line is a profitable line.

2592. The extra charge made upon the passengers carried would be sufficient to pay for the proposed extension? Yes, if you do not pay for the Park.

2593. *Mr. Roberts.*] Are we to understand that in your opinion the Government would be making a great error of policy in bringing the railway to St. James'-road? Yes, at the present time.

2594. Do you arrive at that opinion from a purely financial view? Yes.

2595. If you had control of the railways you would look upon this as an unremunerative investment? I should look upon it as an undesirable investment, in view of the present position and the immediate prospects of the Colony.

2596. I think you said that you would not come further north with the line than Belmore-road? Yes.

2597. Does it not occur to you that if the railway were brought to St. James'-road there would be a large increase in the suburban traffic, and, consequently, a large increase in the revenue? I think there cannot be any increase in the suburban traffic. So far as my knowledge of Sydney goes, I should say that the population is more likely to diminish than to increase within the next year or eighteen months.

2598. Is not the population of the Colony gradually increasing? The population of Sydney is not increasing to any extent at the present time, and the Colony is poorer now than it has been for the last ten years. There is less ability on the part of the country districts to carry the town, and, therefore, the number of people living in the town cannot increase.

2599. If greater facilities were offered to enable people to get to the western suburbs, is it not likely that the suburban railway traffic would increase? Not unless there were more people to settle in the suburbs, or the people had more money to pay for fares.

2600. If an extension into the city were decided upon, would you prefer a line on the west side of George-street to one on the east side of George-street? I should say that a line on the west side of George-street would serve more people.

2601. Would the fact that such an extension would have to be by means of tunnels prove a serious objection? I do not think it would be desirable to carry these trains underground in this climate. If you had electricity you could use tunnels.

- E. W. Knox. 2602. Things might as well remain as they are as to have an electric train in addition to the present trains? Well, that is a matter for the people to decide for themselves.
- 13 Aug., 1897. 2603. If steam locomotives were to be used and the railways to be brought into the city, you think that it should, if possible, be brought in by means of a daylight line? Unquestionably.
2604. *Mr. Humphery.*] I find it stated in the Railway Commissioners' report that during the last nine years the passenger traffic has increased 50 per cent., and we are told that nine-tenths of the passenger traffic is suburban traffic;—that being so, do you not think that if 1,657,876 additional passenger journeys were made last year, there must have been a large increase in the suburban passenger traffic? I could not offer you any opinion upon the subject.
2605. Would not that be a fair inference to draw? I think so, because of the enormous development of traffic from the North Shore line. I think you would get better information upon the subject if you were to ascertain from the council clerks in the railway suburbs what increase there has been in the number of inhabited houses in those suburbs during the last twelve months. If there has been a decrease in the number of inhabited houses, I do not think there can have been an increase in the suburban railway traffic.
2606. Will you say whether the inference is a fair one as to the western suburban traffic? Can you tell me how many of the 1,667,876 passenger journeys which you have referred to were made upon the North Shore line?
2607. I am not closely distinguishing between the North Shore and the western suburbs passenger traffic? When you speak of an increase of 50 per cent. during the last nine years, I would remind you that the platform accommodation at Redfern has been increased more than 50 per cent. in that time.
2608. *Chairman.*] In your opinion, what is the business centre of Sydney—approximately? A line drawn from the Custom House along George-street to Christ Church.
2609. Give us the middle of that line? I cannot do that. There is no business centre in Sydney, just as there is no business centre in Melbourne. There is no business centre in any of the large towns that I know of. In most of the large towns the different business establishments collect together in different portions of the town. For instance, in Melbourne you have the soft-goods houses in Flinders-lane.
2610. You say that there is no business centre in Sydney? Yes.
2611. *Mr. Black.*] Do you not mean that there are several business centres in Sydney? I say that there is no business centre in Sydney, or rather, that the business centre is a line, not a point.
2612. Would it not be fairer to say that there are various business centres in Sydney;—for instance, Sussex-street is the business centre for produce? I think it is better to say that the centre is a line, and not a point.
2613. *Chairman.*] Is it not a reasonable inference that the Post Office is the business centre of the city? No; I do not admit that. Goldsbrough, Mort's office is as far from the Post Office in one direction as it is possible to get, and at the other end of the town, close to the Haymarket, you have the two principal wholesale grocers, and between the two places various large business establishments are scattered about.
2614. The population between Redfern and Parramatta is 125,000;—do you know how many people live within half a mile of Hyde Park? Very few.
2615. Then, regarding this as a local question, the proposed extension would convenience 125,000 persons, and, at the worst, inconvenience but very few? I think that that is a very unfair way of stating the matter. No doubt in the 125,000 that you speak of you include the population of Newtown, and of the Glebe.
2616. The population of Newtown is included; but not the population of the Glebe;—there are about 19,000 people living in Newtown? Most of those people use the tram, and so do most of the Marrickville people.
2617. Of course, if you take the stand that people do not desire to get closer to Sydney than Redfern is, there is an end to the argument? The figures mentioned by Mr. Fegan prove that conclusively. He says that out of 11,000,000 arriving at Redfern only 3,000,000 come on by tram.
2618. But you know that that is not the reasonable inference to draw from those figures. A few minutes ago you referred to the mayors as the proper exponents of public opinion. Well, the mayors of several municipalities have come here and given evidence in favour of the line, and, if necessary, they are all prepared to do so. They say that it will suit the convenience of the public to be brought to King-street, and surely they know what they want? I do not dispute the statement that it would suit the convenience of a portion of the public to be brought to the top of King-street.
2619. *Mr. Hoskins.*] In reply to a question of Mr. Humphery, you stated that the number of platforms at Redfern had been increased to a greater extent than the passenger traffic had increased;—are you aware that the Railway authorities say that they have been compelled to erect more platforms because of the increase of traffic, but that this has increased the difficulty of working the station? I am aware that that is their statement.
2620. Do you not think that they are responsible for what they say, and that we ought to credit it? I have no doubt that they are responsible for what they say.
2621. And that we ought to credit what they say? Surely that is a matter for you to decide, not one for me to decide.

The Honorable William Robert Campbell, M.L.C., sworn, and examined:—

- The Hon. W. R. Campbell, M.L.C.
13 Aug., 1897.
2622. *Mr. Hassall.*] Have you any statement to make to the Committee? My first objection to the proposal into which the Committee are inquiring is based upon what some people call sentimental grounds, but what I might call national or patriotic grounds. It is many years ago since Hyde Park was dedicated to the citizens of Sydney, and I think that the Government have no right to destroy that Park. I think that it would be a great mistake, considering the money which has been spent in beautifying that part of Sydney, that we should take any part of the Park for the purpose of putting a railway station upon it, which would benefit but very few people. To put a railway station upon Hyde Park would close one of the best lungs of the city, or whatever you please to call this breathing-space. In the summer-time the north-easters have a clean sweep across the Domain over that Park to the railway suburbs towards the south and west. If the proposed extension were carried out the erection of a station building on Hyde Park would, to a certain extent, block that current of air. That, in my opinion, is a serious objection to the proposal. It must also be something to the people of Sydney and of the country that it is proposed to

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to destroy at one swoop a very beautiful park. We know that this Park has been the pride of Sydney for years. There is not a man, woman, or child who comes to Sydney who does not go to Hyde Park, and from there into the Domain. The whole of the traffic from Park-street to King-street, across the Park, will be blocked if the proposal is carried out. Any railway station which is built must be built upon a level, and I am sure that there is a fall of 20 feet from the Queen's statue to Elizabeth-street. Therefore, to get a level site for the station, you would have an immense cutting near the central avenue of the Park. Then, too, you will have to raise Park-street a great many feet in order that the line may go under the roadway without disturbing the traffic. In raising Park-street you are doing what in every other city in the world they are trying to avoid—you are making the grades worse.

2623. *Chairman.*] Park-street is to be raised only 3 feet 6 inches, and the grade is to be 1 in 25? Well, to increase the grade of a street is contrary to the policy which is followed in every other part of the world. Though you say that the street will only be raised 3 feet 6 inches, I think that it will probably be raised at least twice as much.

2624. *Mr. Lee.*] If you took a little time to look at the plans, you would see that an overway 30 feet wide is to be provided to take the people from near Market-street right across the platforms into the middle of the Park? Well, suppose that is so, that is a nice arrangement. You will have people scrambling up flights of stairs to make a crossing which they can make now through a beautiful park. Is that the recommendation that is to be made by a Committee like this? I think that such an arrangement is to be condemned. In this beautiful city, which is to be the Federal city in the future I have no doubt, we have need of all our beautiful parks. In London they have no station in the centre of the city, and they would never think of doing away with any of their parks to make room for a railway station. Victoria station, which is a little bit of a hole near Buckingham Palace, is the station nearest to the centre of the city.

2625. *Mr. Hoskins.*] What about Charing Cross? That is out of the way, near the river. It is not in the middle of London. In London they have spent thousands and tens of thousands of pounds in improving the Thames Embankment, while here it is suggested that we should give up 13 acres of park land for £100,000, and some people have estimated the value of this land at £160,000. I will show you, however, what the Government had to pay a few years ago for some land which it resumed for tramway purposes. I asked a question about this matter a little while ago, and I ascertained that for 2 roods 19½ perches on the western side of Circular Quay, between Pitt and George streets, which the Government resumed in 1883, they paid £98,120, and £212 for legal expenses, or nearly £100,000 altogether; yet it is now proposed to give up 13 acres of park land for £100,000.

2626. *Chairman.*] You think that that resumption is so satisfactory that the Government ought to resume more private land? No. I am comparing what the Government paid for that land with the amount for which they proposed to part with a quarter of the Park. I do not wonder at the Commissioners saying that they want a railway into the city; but if they had to pay value for this land, they would not be able to meet the interest upon the cost of constructing the line. The Commissioners were appointed to work the railways upon commercial lines, and it is not going upon commercial lines to give them this Park. I do not think that the country should give it up. If the railway were a private venture, people would never think of giving up that portion of the Park for £100,000. So far as I can discover, there has been no very great agitation for this railway. According to the ideas of some members of the Committee, if the railway is brought to St. James'-road there will be an immense increase of traffic; but I would point out that at the present time the traffic in King-street is very much congested, and I would like to know how it is proposed to deal with any more traffic there. If the traffic in that part of the city increased, it would be necessary to widen the streets, and the Commissioners would have to pay for widening them. There is very little doubt that if the railway is extended to Hyde Park the Law Courts will have to go, and St. James' Church will have to go. Both those buildings will have to be paid for.

2627. What about the Houses of Parliament? I do not think we shall let them have the Houses of Parliament. We are not going to give them the Law Courts for nothing, and they will not get St. James' Church for nothing.

2628. *Mr. Wright.*] Or St. Mary's? I do not know about St. Mary's. Those people can answer for themselves. I believe that Sydney is actually the capital of Australia. The members of the Committee know what the surroundings of the Redfern station are. Are they anything to be proud of? But if the railway goes to St. James'-road we shall have the same thing perpetuated there; we shall have low eating-houses, and low, mean buildings there. Upon sentimental grounds alone, I think that this is a monstrous proposal, and, as an Australian, I object most strongly to it. The City Council had to pay £250,000 for the Market site, and yet we propose to give up 13 acres for £100,000. If the Commissioners get the Park on these terms, they will be paying very much less than the value of the land. There was a great outcry when Garden Island was taken. At the time it was suggested that a good bargain was being made, because we would get the barracks and other property; but I think a great mistake was made when that exchange took place, and we do not want any more transactions of the kind. At Bradley's Head they were only stopped from using the land for a coal-mine by the agitation which was got up, and if the citizens do not rise and protest against this scheme Hyde Park will be taken. I do not see where all the benefits of this extension come in. I do not see that the Commissioners will be any better off when they get Hyde Park than they are now. They will be jammed right up against the Law Courts. It ought to be very easy to resume enough land at Redfern to make provision against accident there. It would be very easy to take the Asylum ground and the Cemetery. There is a sort of promise that we shall get the burial-ground in place of the 13 acres of Park. What is the worth of that promise? This land was dedicated specially and absolutely to the people of Sydney; but you say that you will take it away because you want it. Then, when we get the 24 acres that you speak of, you will say again, "Oh, we want that land. We will give you some land at Botany Bay."

2629. *Mr. Black.*] Mr. Eddy suggested that that land might eventually be wanted for railway purposes? Yes. What is this promise worth? We have a grant from the Crown, and you take no notice of it. You tell us that you will give us something in place of it; but what is the promise worth? Nothing. It is the most monstrous proposal ever suggested.

2630. *Mr. Lee.*] Mr. Eddy did not make any promise; he simply suggested the arrangements you speak of? Well, "suggested." You know that it was understood that there should be an exchange. The suggestion has been made that Hyde Park should be given up in exchange for land in Devonshire-street; but

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but I say that that suggestion is worthless. I am sure that there is no greater statesman in these Colonies than the late Sir Henry Parkes, and he always protested against the Park being taken. If I am correct the break-up of the last Parkes Ministry was caused by a dispute upon this very question. He wanted the line on the western side of George-street; but other members of the Ministry wanted it to be brought into Hyde Park. I think the voting was even, and nothing came of it. Sir Henry Parkes was always in favour of going along towards Wynyard-square, through the Rocks, and on to North Shore. He always advised the marriage of North Shore with Sydney. Of course, the great objection to taking the train on the western side of George-street is that you would have to tunnel. But you must tunnel to get any extension from St. James'-road, and to suit the majority of the people you must take them down to the water. I admit that tunnelling is well enough where you have electricity; and, in my opinion, there would be no great trouble in changing from steam locomotives to an electric engine at Redfern before going into the tunnel. A line through Hyde Park will be a very ugly affair. It is the people of the western suburbs who want the extension. There has been no agitation on the part of anyone else for an extension. I do not blame them if they can get the country to bring them a few hundred yards further into the city; but I do not think that the people would be wise in doing what they ask. No doubt people who have land near the Park, which would be made more valuable by the construction of the line, are in favour of it; but otherwise I do not think that many people want the extension. A man coming from the country must take a cab in any case to carry his portmanteau, and he might as well get out at Redfern as at St. James' Park, while to a man who was simply carrying his tools and his swag it would not matter if he had a yard or two further to walk. He would not be coming down into this end of the city at all. It has been decided that an electric tramway should be constructed up George-street. That will greatly convenience people who wish to come down into the city. People wishing to get to the Quay will, no doubt, take the George-street tram in preference to the railway to King-street. Then, too, there will be very few people wanting to get to Woolloomooloo Bay, so that the number of passengers coming to King-street would be very few. To convenience these few people you would destroy what I think is the best park in the world. I do not know any park which is more beautiful. You would inconvenience hundreds of people by destroying a recreation-ground which is necessary for the health of the public.

2631. *Mr. Hassall.*] Do you believe in any extension into the city? I think the railway might come into the city; but I am in no hurry to see it extended.

2632. Could you suggest any other scheme? I think it would be better to take the line to Wynyard-square, and on to North Shore possibly. That would open up and improve what is now a very discreditable neighbourhood. Everyone speaks about the cost of the proposal, but you cannot get good things for nothing. You must pay for what you get. North Shore and Sydney must be brought together some day.

2633. You spoke about this proposal having the effect of closing up one of the lungs of the city;—do you know that it is proposed to open another lung near Devonshire-street, in a neighbourhood where the population is much greater than the population around Hyde Park? I do not see where that park would get its fresh air from.

2634. Have you been on that site? Not very lately. The air coming to that park would have to pass through the smoke arising from the railway yard at Hyde Park.

2635. Does not the air now coming to Hyde Park have to pass over the smoke and dirt of Woolloomooloo? Of course it does; but that is very little in comparison.

2636. Do you not think that a park near Devonshire-street would be as advantageous to the people in that locality as Hyde Park is? Where do you propose to put that park?

2637. On the site of the old Cemetery? Who is going to give it to you?

2638. *Chairman.*] The State owns both places? The State does not own Hyde Park.

2639. I presume that the State could do to Hyde Park what it did with the George-street Cemetery? Well, I suppose there were too few people to protest against the resumption of the George-street Cemetery.

2640. *Mr. Hassall.*] Do you not think that it would be desirable to remove the Devonshire-street Cemetery? Yes; but people are not being buried there now.

2641. You cannot suggest a better route for the line? Well, it is not my business to suggest any route.

TUESDAY, 17 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Edward James Howes Knapp, C.E., Surveyor, made an affirmation, and was examined:—

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2642. *Chairman.*] You are a surveyor and practise your profession in Sydney? Yes.

2643. You have considerable knowledge of the city and its surroundings? Yes.

2644. *Mr. Black.*] Do you desire to make a statement in reference to the proposal now under the consideration of the Committee? I do. I presume that it would not be out of place to mention that last February I addressed the Press in regard to the suggestions which I am about to make to the Committee. I was then in favour of extending the Redfern railway station by taking in Prince Alfred Park and some other adjoining land; but, seeing that such a determined opposition has been set up against the absorption of any of our parks for these purposes, I have remodelled my original proposition.

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I agree with the late Chief Commissioner that the present terminus at Redfern is sufficiently large to deal with the long-distance traffic. The proposal I have to make is for the construction of an underground loopline through the city itself; and inasmuch as it has been said that the Redfern terminus is too small, I would suggest that the area might be increased by resuming land lying between George-street, Regent-street, and the Mortuary receiving house. In view of what we may imagine this city will be some years hence, I think it prudent to look ahead, and therefore I suggest that the Cemetery and all the Government property between Devonshire-street, Pitt-street, Belmore-road, and Randall-street, also be resumed. I know that there will be some sentimental objections raised to any disturbance of the dead; but I hold that the interests of the living are of more importance. I myself have a brother and sister lying in that burial ground; but I would have no objection to the resumption of the whole of it for the use of the public. That would give us about 20 acres in addition to the present site. Upon this ground which I propose should be resumed might be commenced the construction of an up-to-date station, and, when it is built, the present station might, if necessary, be remodelled. I believe that I am right in saying that I saw it reported in the newspaper that the Railway Commissioners intended to expend between £70,000 and £80,000 upon the remodelling of the Redfern station. The route I propose to follow in my city line starts from the proposed new station, and goes through Belmore Park under Elizabeth-street, along by Wexford-street to the junction of Goulburn and Nithsdale streets, where I propose to have a platform; under Elizabeth-street to the east side of the Grammar School grounds, skirting by the public school in William and Yurong streets on to the site of the Industrial Blind Institution, and through Cook and Phillip Parks, where I propose to have another platform extending through to Woolloomooloo-street. Here provision can be made for a railway line to the eastern suburbs. From there it skirts round Sir John Young's Crescent, inside the Domain, and sweeps round by a tunnel underneath the Domain to Macquarie-street, near Governor Bourke's Statue and on to the site of the Educational Department, which I suggest should be resumed. There I would have a station, and from there I would go on to Bridge-street, underneath Pitt and George streets. From there I would cut through into Argyle-place, having a station there, and, circling round the edge of the quarry, I would get round into Kent-street, following under Kent-street all the way until I got to Liverpool-street. From there I would return by a circuitous line to the proposed new station at Belmore-road. If the authorities would not object to a few open cuttings, we might have 110 chains of the line open and 220 chains in tunnel, the total distance being about 4 miles. Such a line would serve a larger number of people than a single line running into Hyde Park. The area within the loop will be served by Elizabeth and (proposed) George streets trams, and not materially interfere with the railway traffic. The reason I have for objecting to the Hyde Park proposal is that it ends in a *cul de sac*, and if, at a future time, it is required to extend the railway to the waters of Port Jackson, this will entail a very much greater expense, because the value of all surrounding property will be enhanced by the construction of the St. James'-road station. I do not propose to have any stations along my proposed line; I would merely have platforms at which passengers could embark or disembark; therefore, I would save the great amount which would be spent in constructing a station in Hyde Park. I have never been in London, but, from what I have read, I believe that on the underground railways there they have only platforms. By the employment of a few extra guards to travel round with the trains, for the purpose of selling and collecting tickets, a considerable saving would be made, as no expensive stations and extra staffs of officials would be wanted. I estimate that, roughly speaking, taking the figures put down for the proposal before you, the cost of the whole 4 miles would be £1,955,000, or, adding 10 per cent., so as to be well within the mark, £2,151,000. Outside it is said that the Railway Commissioners have told their staff that they want a station in Hyde Park. Whether that be true or not I cannot say. I have not come here to dictate to the professional staff of the Department what it should do. I believe that if they have a free hand given to them we have a staff of men in the Department second to none in the world, and capable of carrying out any engineering works, no matter how difficult. I consider it a libel upon their efficiency to say that it is impossible to improve the present station. I believe that they are quite competent to do it without the assistance of anybody outside. I appear before you as one of the public who has an intense interest in this matter. With regard to Mr. Perdriau's valuation of the Park, I would like to say that he is a friend of mine, and against his professional ability no one who knows him can say a word. He justly stands very high in the profession; but I think he has considerably under-estimated the value of the Hyde Park site. If I may be permitted to express an opinion in opposition to his, I would say that his subdivision is hardly a fair one. He gives the depths of some of the allotments as 140 feet; but that is an excessive depth in the city of Sydney. He has also accounted for only two frontages between Elizabeth-street and Macquarie-street.

2645. May I interrupt you here to say that when Mr. Perdriau was last before the Committee I pointed that matter out to him, and he promised to furnish an amended estimate, reckoning four frontages instead of two? I am glad to hear that, because Mr. Perdriau is a personal friend of mine, and one whose professional opinions I value very much. Between Elizabeth-street and Macquarie-street and the sections north of King-street there would be four frontages. I have before me a copy of the trigonometrical survey of the city, and I find that between Elizabeth-street and Phillip-street, the average depth is 155 feet, which, of course, would give, in round numbers, a depth of 77 feet to each foot of frontage. Between Phillip-street and Macquarie-street, the average depth is 240 feet, or 120 feet to each foot of frontage. This is without any back lanes or entrances. Continuing Elizabeth-street and Macquarie-street southerly, I find that I could get four frontages, with an average depth of 87 feet, and access to 20-foot lanes at the rear. Although I do not agree with Mr. Perdriau's figures, I have accepted them in order to compare our valuations. He has valued land in Macquarie-street at £90 a foot. Well, in making some assessments for the Commissioners of Taxation, I valued some of the land there—and my valuation was accepted by the Commissioners at £100 per foot unimproved. But if we take Mr. Perdriau's figures, namely, £75 a foot for the Hyde Park land, we should get for the four frontages, which give, 4,260 feet, £319,500. Mr. Perdriau estimates the same land to be worth £167,250, or £152,250 less. I am bold to say that it would be most difficult to state accurately what price would be given for that land by persons desiring to purchase allotments facing a southerly extension in Macquarie-street. I believe that the figures would be very much larger than those I have given. The site itself is unique, and with a park in front I am certain that the land would realise an enormous price. On the 19th March, 1886, on behalf of a syndicate, I offered Bishop Barry £70,000 for St. James's Church, the Parish Hall, and the site where the parsonage stood. I know that the members of the syndicate were prepared to give more, but that was the offer made. The land we wanted to buy comprised a little over half an acre.

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2646. In proposing to resume land to the west of the railway station, are you aware that at the present time the Darling Harbour branch would cut off that land from the present yard? Yes.
2647. Have you thought out any means of diverting the Darling Harbour branch so as to enable use to be made of the land you wish to resume? I have not; but you might cover over the Darling Harbour line.
2648. Would you sink that line still deeper? Yes. To go back to a point that I omitted to mention in making my statement, I would say that, in order to divert a good deal of the traffic from the upper portions of George and Pitt streets, I propose an extension of Castlereagh-street from the Belmore-road to give more direct access to Redfern and to Waterloo.
2649. Would you carry Castlereagh-street through Belmore Gardens? No; I do not propose to connect the present Castlereagh-street with my proposed new street. To do that, of course, I would have to take the new street through Belmore Gardens. I do not propose to touch Belmore Gardens, because they make such a row about these things now-a-days. The traffic coming down Pitt-street would turn into Belmore-road, and then go along the new Castlereagh-street straight into Castlereagh-street, Redfern, instead of going up George-street and *via* Regent-street.
2650. Going back to the question of dealing with the Darling Harbour branch; you were speaking of taking it beneath the ground;—how much further back would you take it—to the other side of the Redfern tunnel? Yes. You would have to go back a considerable distance in order to get deep enough.
2651. You propose to have a station where the Education Office now stands? No; a platform.
2652. Where do you propose to have your intermediate stations? I would have platforms.
2653. At what points? I would take in the whole of the Educational Department site.
2654. Would that be your terminus? No.
2655. That would be your turning point? No; the turning point would be round in Argyle-place—at the junction of Argyle-street and Kent-street. Further on I would suggest an approach to North Shore by tunnel. I do not favour the high-level bridge connection.
2656. To which point would you tunnel? To Dawcs Point.
2657. And from there to Milson's Point? Yes.
2658. You would have another platform at the corner of Kent-street? Yes. At all the stopping places I would simply have platforms. Of course if more stopping places were required at any future time they could easily be made.
2659. Where would you have your first platform? At Nithsdale-street, and there would be another extending from William-street to Woolloomooloo-street, and another, if necessary, at Macquarie-street opposite the Public Library.
2660. Do you mean in the Domain? In the Domain. There would be another platform at the Educational Department, and another at the corner of Kent and Argyle streets.
2661. Then you are on the return journey? Yes. You might have a platform in Kent-street opposite the gasworks, another at the corner of King and Kent streets, and another at Liverpool-street.
2662. I gather from what you have said that you do not oppose the resumption of Hyde Park upon sentimental grounds? Well partly, and partly because I believe that the proposed scheme will not serve the population who require to use the railway.
2663. You also think that it would be incapable of future extension? Well, it seems to me that while we are about it we should do more than merely bring the railway into Hyde Park, because the proposed line will so enhance the value of surrounding land that any future extension would be very costly.
2664. As a surveyor, how far would you say it was from St. James'-road in a direct line to where a tunnel could be constructed to convey passengers to North Shore;—how far is it from there to Circular Quay? About 42 chains to the nearest point.
2665. That is a little under 1,000 yards? Yes.
2666. Are you aware that the site of the proposed railway station in Hyde Park is somewhere about 77 feet above high-water mark? Somewhere about that.
2667. Are you further aware that engineers say that if a tunnel is constructed to North Shore it will have to be 60 feet below the surface at the water's edge? I cannot say that I am aware of that.
2668. Presuming that to be true, there will be a loss in head between St. James'-road and the Circular Quay—a distance, as you have shown, of less than 1,000 yards in a direct line—of from 130 to 140 feet, if you attempt to construct a tunnel to carry an extension of the line to North Shore? Yes.
2669. Do you think that that is possible? No.
2670. Such an extension is impossible in a straight line, and even if you wound about—a thing which I suppose is not very commendable in a tunnel—it would still be very difficult? Yes, and very objectionable.
2671. The fall would be something like 1 in 7? That would be impracticable for railway purposes.
2672. You spoke of having offered £70,000 for half an acre of land in King-street—that was in 1886; I suppose you are aware that land is considerably reduced in value since then? Undoubtedly.
2673. Has the value of land in the locality we are speaking of fallen 50 per cent? Not far from it.
2674. That would make the land for which you offered £70,000 worth £35,000, which would be equivalent to a value of £70,000 per acre;—do you consider the Hyde Park land to be as valuable as that in Phillip-street, for which you made your offer? I consider it to be more valuable.
2675. If that be so, does it not seem a ridiculous thing for the Railway Commissioners to offer £100,000 for 13 acres of Hyde Park—about £7,692 per acre? I say unhesitatingly that it is not a fair offer.
2676. Some people have thought it a piece of astounding liberality? I am prepared, with a syndicate behind me, to give the Government 50 per cent. more than that, if they will sell the Park.
2677. Another gentleman estimates the value of Hyde Park land at £12,500 per acre;—do you think that that also is an under-estimate? Unquestionably I do. As I have already said, I believe that it would be difficult to state exactly what that piece of ground would fetch if it were subdivided and put up for auction. Its position is unique. I believe that an enormous sum would be paid per foot for any land fronting a continuation of Macquarie-street.
2678. In valuing the land, I suppose you take into consideration, not only its beauty and its position, but the amount which has been spent in making it what it is now? I have not considered that at all. I am treating it just as though it were a piece of bare, waste land.
2679. But do you not think that it would be fair to take into consideration the expenditure upon it? I have not considered that in my estimate; but it would be perfectly fair to consider it to a certain extent.
2680. *Mr. Hoskins.*] Are you aware that Mr. Perdriau's valuations have been endorsed by Mr. Sievers, the Land Valuer for the Commissioners of Taxation? I am not aware of it. 2681.

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2681. *Mr. Humphery.*] How many selling feet would there be in the half acre for which you offered £70,000—approximately? I think St. James' Church stands upon a block of land having a frontage of about 200 feet to King-street. There was another block having a frontage of 57 feet to Macquarie-street, and about 117 feet to King-street, and another block having a frontage of something like 55 feet to Phillip-street. The three blocks had a total frontage of about 317 feet.

2682. How much would that land be worth a foot, at £70,000 an acre? £150 a foot.

2683. Do you not think that that is an extreme price? I think that if the church authorities would accept my offer I could find the money within twenty-four hours.

2684. *Mr. Trickett.*] You believe that property has depreciated about 50 per cent. during recent years? I take it that since 1883 it has depreciated from 40 to 50 per cent.—in some localities 300 per cent.

2685. Are you aware that land in George-street, which some years ago was sold for £1,400 a foot was sold the other day for £375 a foot? Yes; but I never believed that land in George-street was worth the amount which in boom times was obtained for it. Within the last three years £2,000 a foot was offered for 30 feet of frontage to George-street, at the corner of George and King streets. The buildings upon that land are ramshackle constructions, worth nothing. That shows you that when people make up their minds to have a certain spot, they are prepared to give anything for it.

2686. What do you think the land in Macquarie-street is worth at the present time? Well, I assessed the unimproved value of some of it at £100 a foot, and Mr. Sievers has agreed with this, though some months before coming here I altered my valuation to £125 a foot.

2687. *Mr. Wright.*] You are aware that King-street occupies a unique position in the city? Yes.

2688. Do you think that land as far away as Hyde Park would be worth anything like as much as land in King-street? If Macquarie-street were continued south, and the eastern half of the Park were left intact, I should say that the park lands fronting the continuation would fetch a higher price at the present time.

2689. There is no site in the Colonies to be excelled by the present Macquarie-street sites? Well I should consider that portion of Hyde Park to which I am referring of more value than the land in Macquarie-street between King and Hunter streets, because at Hyde Park you are away from the Hospital, and you have an open space in front of you.

2690. Can you tell us why land in Elizabeth-street will not bring £70 a foot, although it fronts the Park? It is not worth more because of the trams.

2691. Are you aware of the selling price of that land before the tramways were made? No.

2692. You are not aware that before the tramways were made no higher price than £40 a foot was paid for that land? No, I am not.

2693. You would be surprised to hear that such is the case? Well, I was not aware of it.

2694. The platforms you provide for the business portions of the city are at Bridge-street, Nithsdale-street, and the intersection of George and Elizabeth streets? Yes.

William McIntyre, Chief Electoral Officer, Chief Secretary's Department, sworn, and examined:—

2695. *Chairman.*] You have some information to give us in regard to the population in and about Sydney? *W. McIntyre.* I have a statement showing the population of the municipalities between Sydney and Parramatta on the main suburban line, and upon those portions of the other lines within the county of Cumberland upon which the trains run daily to Sydney. 17 Aug., 1897.

2696. How far on the Illawarra line do you go? Not beyond Hurstville.

2697. What is your terminal point on the Western line? Penrith.

2698. On the Southern line? Campbelltown. I also take in Camden.

2699. On the Northern line? Marsfield. If you go as far as Hornsby you include some of the traffic that comes to Sydney by the North Shore line. There are a few small places like Beecroft and Carlingford which I might have included but I could not get an accurate return of the population, and there are unincorporated portions of land—for instance, between Blacktown and Richmond—where there is a large population about which I have no information. The return which I have prepared is as follows:—

TRAINS run daily from the undermentioned Municipalities to Sydney, the population of which is also given:—

1.	2.
Erskineville	Concord
5,495	2,300
Newtown	Ryde
19,943	2,336
Petersham	Marsfield
12,000	675
Ashfield	Dundas
12,646	900
Burwood	
6,300	3.
Enfield	Windsor
2,230	2,000
Strathfield	Richmond
2,600	1,372
Rookwood	
2,350	4.
Auburn	St. Peter's
2,400	5,000
Bankstown	Marrickville
1,000	17,500
Granville	Canterbury
3,420	3,000
Parramatta	Rockdale
12,500	7,000
Prospect and Sherwood ..	Kogarah
2,556	3,189
Smithfield and Fairfield ..	Hurstville
1,500	5,332
Cabramatta and Canley Vale.....	
954	5.
Liverpool	St. Mary's
3,450	1,780
Ingleburn	Penrith
500	4,570
Campbelltown	Mulgon
2,400	500
Camden	Castlereagh
1,700	1,400
	Total
	154,798

Oswald M. Master, Contractor, sworn, and examined:—

2700. *Mr. Hoskins.*] You gave evidence before the Royal Commission appointed to inquire into the expediency of extending the railway from Redfern into the city, upon the 6th and 8th of April last? *O. McMaster.* I did. 17 Aug., 1897.

2701. We have that evidence before us;—have you since that time seen any reason for altering or amending or recalling any part of it? I have no reason to recall any part of it; but I wish to amend it and to put in a modified scheme and a reduced estimate of cost. 2702.

O. McMaster. 2702. Will you read any statement which you have to make? Yes.

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O. McMASTER'S CITY RAILWAY EXTENSION SCHEME.

(Cost, £480,000 for the extension to St. James'-road, including loop.)

My estimate of the total cost of extension from Redfern to Circular Quay is £550,000, which includes £100,000 for land resumptions, £68,000 for covering and ventilating Hyde Park, and £70,000 for Circular Quay extension. I venture, in view of the determined animosity and opposition which have been shown towards the utilisation of Hyde Park for railway purposes, and the generally expressed desire for the extension of the railway to the waters of Port Jackson, to submit the following scheme:—

Description of my scheme.

My scheme provides for central station, loop-line, Circular Quay extension, and future extensions to North Sydney and eastern suburbs.

The scheme now submitted is practically identical with that lately described by me before the Royal Commission, except that I have now modified it, so as to omit for the present the extension to North Shore, though every portion of the work now proposed will be of value, and available without alteration or extra cost whenever that extension is deemed expedient, as, in my opinion, it must be in the near future. This extension will then cost less than in the Hyde Park scheme, by reason of my loop line and Circular Quay extension being so much on the way.

My scheme, shown in red on plan, has for its principal features the utilisation of the Government property at the top of King-street now occupied by the District Court, &c., for the purposes of a central station. A loop line which runs round the Domain and back to the central station for the convenience of working traffic, two lines of way being carried to terminal station at Circular Quay. This station I have designed with a view to permit of future extension to North Shore on the lines proposed by me in giving evidence before this Committee, then acting as a Royal Commission, and which extension, I notice, has been adopted in their Report.

Land required.

It is to be noted that the only land required by my scheme will be 2½ acres of Government property at the top of King-street, together with a small piece of the Domain (now but little used). Starting from Redfern Station, four lines of way will be carried over Devonshire-street, through the Benevolent Asylum Grounds and Belmore Park, to Liverpool-street, along the same route, in a similar manner to that described by the Engineer-in-Chief for Railway Construction in the Hyde Park proposal. Passing under Liverpool-street the lines will be carried just under the surface of Hyde Park to a point near the Queen's Statue, where they will curve into the central station at St. James'-road which will only be about 70 yards east of the proposed Hyde Park station. My object in carrying the railway under the surface is that there may be no interference with the appearance of Hyde Park to which the public have so strongly objected. I would submit that the fact of the line being simply covered would not occasion any discomfort to passengers from smoke and fumes such as might reasonably be the case with a deep underground railway as in St. Gothard and Mont Cenis tunnels.

In the present instance the lines would be so close to the surface that very excellent ventilation could be obtained throughout by means of grids provided at frequent intervals and causing inconvenience to no one. The cut and cover system was advocated by the present Committee when acting as a Royal Commission (see Royal Commission Report, page 16). Half of the distance through Hyde Park is provided to be dealt with in this manner by the scheme recommended by the Royal Commission.

Central Station.

The site I propose for the Central station is on the Government property now occupied by the District Court (and about 70 yards east of the proposed Hyde Park station), comprising an area of 2½ acres in extent, with frontages to Macquarie-street and St. James'-road. In order to give sufficient accommodation to meet the large and increasing traffic to be dealt with, and also to provide sufficient office accommodation to meet the requirements of the passenger traffic, it will be necessary to utilise in addition about 2 acres of the Domain at the rear of these buildings for the purpose of this station. This portion of the Domain is now very little used, and would, I venture to believe, be very little missed.

The station will be of an ornamental character, not underground, three storey's high, the two upper of which will be available for office-room and the basement for waiting-rooms, luggage, &c.

There will be three double and two single platforms provided, or a greater number if desired; the length of platforms will be 700 feet.

It is not proposed to cover all the platforms with one main roof, as in the Hyde Park proposal. In my opinion the great expense of £67,000 is not desirable, because of the great number of trains standing at one time in the central station, which would cause an accumulation of smoke and fumes discomforting to passengers and prove also injurious to the roof itself. In place of this I propose to cover each platform separately and similar to the new suburban stations, leaving the space between platforms entirely open to sky. The whole of the platform and approaches in my scheme will be under cover and protected from the weather and heat.

In the estimate of £200,000 for station buildings in the Hyde Park proposal, £65,000 is set down as the cost of providing office accommodation for the Railway Commissioners. This I do not propose to include in my scheme, since on the figures given the annual cost would be £600 per annum more than is now paid as rent, and I fail to see any advantage in placing the Commissioners amid the noise, bustle, and vibration of a central railway station, at a greater rental.

Entrance to the various platforms will be provided from St. James'-road, the level of which will not be interfered with in any way. It is proposed to take the *outward* traffic by a subway in front of the station into a new road to be constructed between St. James'-road and St. Mary's-road, as shown on plan, 100 feet wide, well lighted, providing for foot, cab, and other vehicular traffic.

Another and obvious advantage is, that whether entering or leaving the station, passengers will descend at all times,—that is to say, to enter the station from St. James'-road they will descend to any platform desired, and when leaving the train, passengers will also descend into the new road approach. To anyone in a hurry to catch a train the advantages of this feature are most marked, since it is practically impossible to ascend steps to a platform in the face of a descending crowd. Suburban passengers know this to their cost.

This is an advantageous feature peculiar to the site proposed, since at no other position of the city (that I am aware of) could such a desirable arrangement be possible, with a scheme in which, if any of the lines are carried past the platforms, and if the Hyde Park scheme is ever to be extended to Circular Quay, this is a *sine qua non*.

It is to be particularly noted as a feature of my scheme that the central station building will not require to be so large and costly as the one in the Hyde Park proposal, since with the loop-line there will be no necessity to provide so many platforms.

From the rear of my central station two loop-lines will be taken through the Domain and adjacent to Cowper Wharf, Woolloomooloo Bay, passing into a subway (beneath the main road to Mrs. Macquarie's Chair) at a point near the residence of the Curator of the Botanic Gardens.

After entering the Botanic Gardens the two lines will be carried below the surface to a point near the stone wall which divides the upper and lower gardens: from thence the loop-line will curve back to the central station, while the two Circular Quay lines will sweep round the Garden Palace grounds in front of Government House stables, to the Circular Quay station, at the intersection of Albert and Macquarie streets. With the 1 in 50 grade for which the line is designed there will be no disturbance of the surface throughout the Botanic Gardens and Garden Palace grounds.

The dotted black lines on plan represent an extension which would be valuable for various purposes, including coaling, shunting, and spare carriages, &c.

The Circular Quay Station.

This will be an open-air station, cut out of the solid rock, with access on the level from Circular Quay, and will prove a great convenience to railway passengers travelling by the various ferry steamers from Circular Quay, and especially so at holiday times.

This station will be simply, easily, and economically worked, as shown on plan, by means of shunting lines at the rear of station, a system free from danger, no passengers being in the trains when shunting. Provision is made for working two down and two up trains at one and the same time.

Future

Future extension to North Shore.

O. McMaster.

17 Aug, 1887.

The Circular Quay station forms the terminus of the works provided for in the present scheme, but the rail level at this point is designed so as to allow of future extension to the North Shore without alteration of any portion of the works herein proposed. This extension will be on the same lines and route (from Fort Macquarie to Kirribilli Point) as originated and already described by me in my evidence before this Committee (when sitting as a Royal Commission), and which idea I notice has been embodied as a tunnel in the plan accompanying their Report.

Advantages of my scheme over the Hyde Park proposals.

The first advantage I claim, and one on which public opinion is unanimous is:—

No. 1. *No interference with Hyde Park.* If this Park be used for railway purposes its value, nearly £800,000 (see page 13, Royal Commission Report), should be added to the estimate for the Hyde Park scheme. The Railway Commissioners recognise the fairness of this when they offered £100,000 to provide other park lands, though the above £100,000 was not allowed for in any estimate submitted for the Hyde Park scheme. £100,000 would hardly be a fair exchange for a property valued at about £1,000,000.

The value of Hyde Park proposed to be resumed for railway purposes must be estimated at almost a million of money, as per estimation of adjoining ground (see page 13 of Report), where 10½ acres adjoining the Park were valued at £922,800, and the property mentioned was not so central as at St. James' road, where values are considerably higher.

No. 2. *Comparative savings in construction of station buildings as follows* (see page 7, Report).—

Roof	£67,000
Administrative offices	65,000
Saving in cost, owing to different design of station providing for a less number of platforms owing to loop, &c.	18,000

Total..... £150,000

Difference in cost of station buildings—namely, £50,000 as against £200,000—£150,000, now £50,000, at 3 per cent is £1,500 which, added to the present rental paid for railway offices—viz., £1,365—makes a total of £2,865 against £6,000 (the interest on £200,000 at 3 per cent.), leaving a difference of £3,135 annual gain in favour of my scheme.

No. 3. Further saving by the construction of only four in place of six lines.

No. 4. No allowance has been made in the Hyde Park estimates for covering the lines through the Park, for which I allow £70,000. If considered the Hyde Park proposal necessitates covering six lines in place of my four, and as it is proposed to take the six lines half through the Park, an amount of £50,000 will need to be added to the present estimate for Park-street proposal. If this is not done the strip of ground left open should be added to the area already proposed to be taken from the Park, and this also has the objection of breaking up the continuity of the Park.

No. 5. No allowance was made in estimate for proposed wall around the Hyde Park Station site, all of which additions are unnecessary to my scheme, and would cost several thousands to carry out.

Loop Advantages.

This station will really be no more underground, as far as facilities are concerned, than Hyde Park proposal, where the foot passengers have to go from one platform to another at a greater height by over-bridges than will be necessary in my scheme. Hyde Park is represented in one place to be a dead-end station, and in the next we are told that this station will admit of extension to Circular Quay, and to the eastern suburbs. If such extensions are carried out it will be impossible to get from one platform to another except by over-bridge, thus destroying any virtue claimed for the dead-end platform.

There would be no necessity in my scheme to interfere with any street, nor to resume any property, nor to alter the tramway service. Mine is a complete city scheme. It will only cost £370,000 extra to take it over to North Sydney, or a total of £800,000, and it will give a more complete, economical, and practical line than can be possible by any other route.

It is noticeable on page 9 of the Report re Redfern Railway Station, "that the shunting there is both expensive and troublesome." This may be facilitated by the new station at Hyde Park, but can never be as economically worked as on my loop-line system; and I estimate the attendance and loss of time, to say nothing of the danger in working any dead-end system, at several thousand pounds per annum, and a sufficient reason in itself for adopting the loop.

With the loop-line there will not be the ever-pending danger of collision, unavoidable in a scheme in which the numerous platforms—thirteen in number at least—have to be fed from two lines, as proposed in the Hyde Park scheme.

With my loop-line system the interlocking will be practically nil, thus saving £10,000 in construction and in the working expenses, and maintenance of points and crossings, further thousands per annum, to say nothing of the assurance of safety that my loop-line scheme carries with it, such as avoiding compensation for accidents, also saving in time.

Summary.

In conclusion, I would like to say that mine is no theoretical scheme, but thoroughly practicable, all details having been carefully thought out; therefore I am prepared to prove that my estimate of the cost of the works is a fair one, by giving a substantial guarantee, and undertaking to construct the whole of the works for the amounts stated by me, viz., £480,000 for the extension to St. James' road, including the loop-line, or £550,000 if it be deemed expedient to at the same time continue the line to the Circular Quay, as, in my opinion, certainly should be done. An amount of £100,000 is allowed for land resumption, and included in the above estimates in each case.

With regard to any objections which might be taken to my scheme because of the tunnels which I propose, I would point out that in long tunnels like the St. Gothard and the Mont Cenis one can understand the ventilation being bad, even if no trains ever passed through them; but it must be borne in mind that the tunnels which I propose will give a width for four lines, and there will be no difficulty about ventilating them, because there can be ventilation shafts at distances of 50 or 100 feet. On the North Shore line there is a tunnel which is very little shorter than that I propose through the Park; but no complaint was made about that tunnel. That portion of the Domain which I propose to take is simply a damp corner at the present time. The nearest part of the station would be about 4 chains from the hospital, and the nearest part of the railway would be entirely underground at that distance, so that there would be no vibration felt. I have put down 700 feet as the length of my platforms; but, of course, there is ample room to make them as long as you like, though on a loop line, where it is not necessary to have trains in waiting, long platforms are not required. The Commissioners' proposed station contains thirteen platforms, over the whole of which there is to be one large roof. Now, if there were trains at only half of those platforms, the smoke and fumes from the engines would be very unpleasant to the passengers. These large roofs have been found very inconvenient in many of the large European stations. The soot comes back on to the passengers, and the sulphurous fumes spoil the iron. At Redfern, corrugated iron has been entirely eaten away in a few years from this cause. One of the advantages claimed for a dead-end station is that it avoids the necessity for over-bridges; but once you extend the lines beyond the station—and it is claimed as one of the advantages of the Hyde Park scheme that it renders practicable a further extension to the Circular Quay—you get rid of this advantage, and you have to cross from platform to platform either by ascending an over-bridge or by descending into a subway.

2703. *Mr. Trickett.*] Will that part of the line going through the Botanic Gardens be entirely underground, or will it be "cut and cover"? It will be "cut and cover." From the rear of the station until you get down to the Botanic Gardens proper, the line will be open.

2704. *Chairman.*] You mean the eastern part of the loop? Yes.

2705.

- O. McMaster. 2705. Would the Circular Quay station be on the surface? Yes, the new surface. It would be open to the sky, but it would be 20 feet below the present street surface. Passengers would get from platform to platform by descending from an over-bridge on a level with the surface.
- 17 Aug., 1897. 2706. And with a grade of 1 in 50 you could get under the harbour? Yes, from that point.
2707. *Mr. Lee.*] Does the question of the value of the Hyde Park land enter into this matter at all? It is proposed to set aside a certain amount to purchase land for a new park; but to purchase land of the value of the land which it is proposed to take is out of the question.
2708. Suppose that for the expenditure of £100,000 an area of park land can be provided equal to that which it is proposed to resume? But you must give equal value. As the value of Hyde Park is not £100,000, but nearly £1,000,000, and to substitute another park value must be given for value.
2709. Why must you, if you give equal accommodation? Because you are taking away from the public an asset which cannot be replaced. The great advantage of a loop-line is that it avoids dangerous collisions between outgoing and incoming trains. In the Commissioners' proposal you have two lines of railway, spreading out into thirteen platforms, so that the outwards and inwards traffic cross. It was this crossing of traffic that caused the collision at Redfern.
2710. *Mr. Lee.*] With a loop-line the down trains continually go one way, and the up trains the reverse way? Yes.
2711. *Chairman.*] How many platforms do you propose to have? Eight—three double and two single.
2712. How much do your lines spread? They go into two platforms one way, and into two platforms the other way.
2713. Then trains cannot rest at the main station? Yes, they can, because there are refuge sidings between the platforms. You could have two trains stopping at the station while another train ran through; but there is no crossing from the inward line to the outer line, or *vice versa*.
2714. *Mr. Hoskins.*] Is there anything else you would like to say? In the large station proposed by the Commissioners you would have to cross from platform to platform by means of an overhead bridge. The platforms provided for are so long that it would be impossible to go round, and besides there would, no doubt, be numerous gates to regulate the traffic. If the station were below the surface it would be an advantage, because passengers could then descend directly on to whatever platform they wished to go.
2715. *Chairman.*] The tracing which you show to the Committee allows for very short platforms? They would be 700 feet long, and could be made longer if it were desired. My proposed loop, too, could be made larger or smaller. I do not think that a length of 700 feet is necessary, because I do not think we have any trains twelve cars long.
2716. *Mr. Hoskins.*] What about the country trains? They do not take the ordinary long cars. Of course, at a dead-end station you must have trains waiting; but with a loop line that would be unnecessary.
2717. *Mr. Trickett.*] How do you propose to go from your station at the site of the District Court to where the line enters the Botanic Gardens? That part of the line would be all above ground.
2718. Would it go over a viaduct? No; through a cutting. Then, going towards Farm Cove, it would be on a bank.
2719. *Mr. Black.*] Am I to understand that it is better to have an underground station than a dead-end station where the platforms are connected by overhead bridges? Yes.
2720. Because, I suppose, with an underground station, the approach to the overhead bridge would be on a level with the surface of the ground? Yes.
2721. You were asked a question by Mr. Lee with regard to the valuation of Crown land; the assumption was made that when you diverted a section of Crown land from use to one purpose to use for another it was not worth while to take into consideration its value? Well, in answer to that I would say that the value of the Park would not have come into my calculation at all had it not been that the Royal Commission recommended the expenditure of £100,000 for the purchase of another park to be used in substitution.
2722. So far as railway management purposes are concerned, I suppose that land of the very lowest class is just as good as land of the very highest class? Yes.
2723. For park purposes, undulating land, giving open beautiful views and fresh air, is of most value? I do not think there can be any doubt upon that point.
2724. If you divert land which is eminently suitable for park purposes to the inferior purpose of railway use, is it not fair to assess the loss that results to the country? If you take away park land from the citizens—and you cannot say that it is the Government who own this park—you must provide them with another park of equal value.
2725. *Mr. Lee.*] Of equal convenience—not necessarily equal value? Well, of equal convenience.
2726. In estimating the value of the Park its value for building purposes would be kept in view? Quite so. It has been estimated at what it would bring if it were sold to-morrow. If you realised upon it, it would pay for the construction of the line to North Sydney and City Railway complete, and no cost to the country.
2727. Well, we have not sold any of our parks for this purpose yet? No; but if you did sell them you would lose an asset. If you can get the same convenience from inferior land you must show the difference in value.
2728. Does your scheme provide for both short and long distance trains? Yes.
2729. For the whole of the passenger traffic of the Colony coming into Sydney? Yes.

WEDNESDAY, 18 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
 The Hon. JAMES HOSKINS.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 JOHN LIONEL FEGAN, Esq.
 THOMAS HENRY HASSALL, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.
 FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park fronting St. James'-road.

Oscar Garibaldi Roberts, sworn, and examined:—

2730. *Chairman.*] You are in business in the City of Sydney, and have a fair knowledge of the requirements of the city? Yes; I have had twenty years' experience in Hunter-street, so that presumably I know a little of the business requirements of the city. O.G. Roberts.
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2731. It is specially with regard to the financial aspects of the question into which we are considering that you desire to speak? Yes; in regard to that question more particularly.

2732. *Mr. Trickett.*] Perhaps you would like to make a statement to the Committee? Of course, I am not a railway expert; but the position which strikes my mind, as a business man, and one who is interested in property at the Hunter-street end of the city, is that, if Parliament sanctioned the construction of the Hyde Park scheme—which is the scheme that I prefer,—the business men and the property-owners of the Hunter-street end of the city would be prepared, without any delay whatever, to provide the whole of the necessary funds. My reason for making this statement is, first of all, the opinion which I have gathered from many conversations with property-owners upon the subject; and, secondly, because of the marvellous difference in the value of city property at this end of the town which the extension of the railway into the city would make. My feeling, and the feeling of a great many others, is that the southern end of the city is being unduly and abnormally fostered, and somewhat at the expense of the Hunter-street end of the city. At the present time, the railway stops at the southern end of the city, and feeds the business premises at that end of the city; because wherever there is increased population taken to any part of the city, that part necessarily benefits financially, and business premises which in the ordinary way would be worth £5 a week become worth £6, £7, and even £10 a week. If the railway came to the northern end of the city, land at this end would be considerably increased in value, and for that reason business men and property-owners would have no hesitation in supplying the money necessary to pay for the extension. Now, as regards the sentimental objection to the resumption of Hyde Park. At the present time Hyde Park is used in the morning by loafers, in the afternoon by nurse-girls, and in the evening by worse people. We have, too, around the city any quantity of park land. In the greatest cities in the world you will not find as much park land as we shall have round Sydney after a portion of Hyde Park has been resumed.

2733. *Mr. Black.*] Might I ask if your remarks in regard to the use of the Park are based upon hearsay, or upon personal observation? Upon personal observation. Any one who has been through Hyde Park at various hours of the day and night, must necessarily come to the conclusion that I have come to. The facts are self-evident. Speaking in regard to the financial aspect of the proposal, of course the effect of the construction of the line would be to at once employ a large number of men. It seems absurd that Parliament should hesitate for a moment in sanctioning the construction of a railway, about the paying possibility of which there can be no question. It seems, too, that to endeavour to abnormally foster the southern end of the city is unwise and unnatural. In no large city in the world have any abnormal means been able to retain the business in or take the business to a part other than that where it was originally established. One's mind at once reverts to London. Of course, while the east end of London has grown to be, relatively, an important part of the city, the large business transactions of the city have never been removed from the west end. The same remarks would apply to New York. So, when we endeavour here in Sydney, by retaining the railway where it should not be retained, to force the growth of the city in a particular direction, we are endeavouring to do that which it is impossible to accomplish. My feeling is that the principal business places of the city must always be down at the northern end. In order to pay our debts and to live as a nation we must produce wealth, and we must export the wealth that we produce. Therefore, the whole of our wool, our copper, our lead, and other productions must of necessity be brought down to the water at the northern end of the city, and for that reason it seems absurd to try to force business to the southern end of the city.

2734. *Mr. Trickett.*] I understand that you favour the proposal to bring the railway to St. James'-road? Undoubtedly. I think that is much the wisest scheme. Of course, I do not profess to know anything about matters pertaining to the internal working of a railway system, but, as a business man, I think that that is undoubtedly the best position for a station. Property-owners get into the habit of estimating very small influences, and in the letting of property through a series of years we have endeavoured to calculate these small influences. We know that the public is very much like a bird. If a twig is disturbed, the bird flies off and is gone. To me it seems that, inasmuch as the Hyde Park extension would be open to the air, it must necessarily be better than any underground extension. I recollect the unpleasant feeling which was almost invariably created in me when I travelled by the underground railway in London. The difference between the atmosphere above ground and in the underground railway tunnels in England is illustrated very frequently by the action of asthmatic people, who, when they get bad attacks in the open air, go into the underground railway to relieve their sufferings. If there is this difference of atmosphere in England, where the temperature is so much lower than it is here, what would it be in this Colony, where our climatic conditions are so different. To me it seems absurd to have an underground route when you can have an open-air route. The public would undoubtedly take exception to an underground route, and would largely prefer to travel by omnibus or by tram, or even to walk. Therefore, from a financial

O. G. Roberts. financial point of view, the extension is bound to be more successful if carried in the open air than if carried underground. Hyde Park is in a commanding position. It seems to be the right place in which to land people coming into the city. I think that the Hyde Park scheme must strike business men as being the best.

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2735. Do you think that travellers in that portion of the city north of St. James'-road would be well served by the proposed extension, or do you advocate the continuation of the line on to the Circular Quay? They will necessarily be much better served by a railway to St. James'-road than they are at the present time; but I should conclude that any scheme for extending the railway into the city should make provision for a future connection with the Milson's Point line. To anyone who has observed the signs of the last two years it is evident that there has been more progress in population, and a greater increase of values on the North Shore line than in any other direction round Sydney. That undoubtedly points to the fact that the Milson's Point line will in the future become a very important factor in our railway system, and for that reason I think provision should be made for a future connection. Of course, such a connection is not warranted at the present time.

2736. If the line is continued on to the Circular Quay it will be by a circuitous route going round by the back of the hospital;—for people wanting to get to Hunter-street or to the Post Office, a station at St. James'-road would be as serviceable as any? Quite so.

2737. An extension to the Circular Quay would be a convenience to the people in the neighbourhood of the Quay, and would allow for a connection with the North Shore line? Quite so.

2738. Where do you live? At the present time I live at Hornsby Junction; but I have been living upon the main suburban line, at Ashfield.

2739. As a traveller, you have no interest in the construction of this line at the present time? Not any.

2740. Were you living long at Ashfield? For something like thirteen years.

2741. As a constant traveller, where do you think the bulk of the railway tram passengers get out? Without question at King-street.

2742. You say that as the result of constant observation? Yes, undoubtedly it is so.

2743. That is another fact in support of the statement that a station at St. James'-road would be in a central position for the bulk of the suburban traffic? Yes.

2744. You do not wish to advance any figures to show that the proposed extension would be a financial success? No; though of course I have read the figures which have been advanced by the railway authorities.

2745. You merely wish to say that if the matter were in the hands of the citizens of Sydney the necessary money could be provided at once? Yes.

2746. You understand that at the present time the construction of railways is in the hands of the Government, and that what you suggest is impracticable—that there are no means whereby citizens may lend money to the Government for the carrying out of an undertaking of this kind? I understand that what I refer to would be a departure; but I do not know why it is a departure that should be deprecated.

2747. You think that the advantage to property which the carrying out of the line would create would be such that the money necessary for the work could be obtained at once? Undoubtedly. I know, as a matter of absolute fact, that property has depreciated at a greater ratio at the northern end of the city than at the southern end.

2748. And you think that the fact that the railway now stops at Redfern has a good deal to do with it? I think it is evidence of the fact that the southern end of the city is being better supplied with traffic, and, therefore, with purchasers, than is the northern end of the city—in other words, that the southern end of the city is being abnormally fostered, and somewhat at the expense of the northern end.

2749. Do you think that the whole of the traffic, both country and suburban, should be brought to a Central Station at the northern end of the city? Undoubtedly. It is the country people who more particularly want to come to the northern end of the city, because their principal transactions are in regard to the productions of the Colony, and necessarily their business is done almost entirely at the northern end of the city.

2750. The wool depôt, the shipping offices, and large mercantile offices centre more in the northern end of the city than in the southern? Yes; much more.

2751. Has it not been a source of constant complaint by the regular passengers on the western suburban line that they are deposited at Redfern, and have to use trams and omnibuses to get to their places of business? Undoubtedly. The present arrangement strikes most men who have travelled in other cities as absolutely absurd. The idea of being deposited in a suburb when you want to get into the city is ridiculous.

2752. Have you ever figured out the loss of time which the present arrangement entails? It is very large. To go to Ashfield in the middle of the day would take about thirty-nine minutes. In London you would do the same distance in about twenty-four minutes.

2753. A very influential citizen has strongly urged that the terminus should be extended from Redfern to Belmore Gardens;—do you think that that would be of any advantage to the traffic? Not any; it is simply playing with the subject.

2754. *Mr. Black.*] Judging from your evidence, I am inclined to think that you do not believe in city parks? I believe very largely in city parks; they are most necessary. But I think that too much of any good thing is bad. If you made the whole city a park, where would business be transacted.

2755. I understood that your objection to parks was that they were frequented by nurse-girls and loafers? I merely instanced that portion of Hyde Park which it is proposed to take for railway purposes.

2756. If you lessened the area of the Park would you not increase the evil, if it is an evil? Well, at the present time it is concentrated in that particular place. The probabilities are that if you remove the conveniences for a given evil, you must minimise, and possibly remove it.

2757. To another place? Not necessarily; you may remove it altogether.

2758. When you speak of loafers, do you mean men who are voluntarily idle, or men who are compulsorily idle? I think that the majority of those who frequent the Park in the morning are voluntarily idle.

2759. You were speaking about money being raised by property-owners at the northern end of the town to pay for the extension of the railway into the city;—does that proposal refer to any particular route? Preferably to the Hyde Park route.

2760. If some other route were proposed which made a certain amount of land resumption necessary, and which carried passengers to the centre of the city, do you think that property-owners would be as ready to subscribe for it? As a rule, business men do not favour extensive resumptions, but if a route showed financial prospects it would not be ostracised because it was not the Hyde Park route. O. G. Roberts.
18 Aug., 1897.

2761. With regard to what you said about the discomforts of tunnel travelling, do you not think that is an objection of the kind which applies to all new things—the discomfort of the unaccustomed, the fear of the unknown? It is not a fear of the unknown; it is the realisation of experience. You must know that tunnel travelling is at all times unpleasant, even in cold climates, and the unpleasantness must be intensified in a warm climate such as ours.

2762. We have received many different opinions upon this point? I only speak from my own experience.

2763. Have you done much train travelling in this country? Yes; I have travelled nearly every day for probably twenty years.

2764. Have you passed through the big tunnel between Sydney and Newcastle? Yes.

2765. Have you passed through the long tunnel between Sydney and Bulli? Yes; but the experience of passing through those tunnels is not a fair illustration of the discomfort of underground travelling. A tunnel is not the same thing as an underground railway. A tunnel is a construction which gives free vent to and allows the free flow of the air. It is not so with an underground railway.

2766. Do you think that any tunnel in connection with an underground railway system here would be without free vents for the air? Of course modern appliances are very efficacious; but they cannot get a perfect result.

2767. In a city underground railway, the tunnel would have to be open at the Redfern end, and it would be open at the end near the Circular Quay? That of course is evident. But such a tunnel would not be the same as an ordinary railway tunnel, where the train is running upon the same level the whole way.

2768. Not necessarily? Most of the tunnels run practically upon the same level.

2769. With regard to the discomforts of tunnel travelling, I am inclined to think that with our lighter air, the smoke would be more easily dissipated than it is in London? Well; that is rather a matter for experts. I do not know the relative rarity of the air; but in England, presumably, you have the best advice and skill that money can procure, because there the railways are worked with private capital, and are made to pay, and therefore would probably be run upon up-to-date lines. If the underground system is not a success in London, presumably it would not be a success here.

2770. If we carry out an underground railway here we should be able to profit by the experience of people in England, and should thus have a better opportunity of making our tunnels perfect? I think it would be wiser to let somebody else experiment.

John Horbury Hunt, Architect, sworn, and further examined:—

2771. *Mr. Humphery.*] You have expressed a desire to attend again to-day for the purpose of further explaining the scheme which you placed before the Committee some days ago;—what further explanation have you to make? I have brought two plans, upon which the route of my proposed railway is plotted, and I have this further written statement to make.— J. H. Hunt.
18 Aug., 1897.

My desire to appear before you again arises out of the singular statement made to me at previous inquiry, recorded as follows:—"The Committee would be quite unable to recommend your scheme without an estimate of cost. Any recommendation they may make to Parliament must be accompanied by a recommendation of cost." Therefore, to save my scheme from being pigeon-holed, I have resolved to waive my strong objection to giving approximate estimates, especially for nil. I have, however, safeguarded myself, and tried to protect you, by writing down a very liberal figure in the sum of £725,000 for my scheme, carrying with it the following items:—

Purchase all the properties on the Asylum site, also the small parcel of privately-owned land connected therewith, and all other city properties required to be purchased, or the owners thereof compensated.

Remove the human remains from the old graveyard to Rookwood.

Build a portion of a grand central station on the Asylum site, with platform area, &c., equal in all respects to what is now proposed for St. James'-road station.

Convert one-half of the basement-story of the new markets into a station.

Build under a portion of Wynyard-square and so much of the side streets as may be required to make this the chief city station for suburban traffic. No structure will be built above surface of park. In no way will the property in the square be injured. There will be neither smoke, steam, nor noise connected with this scheme.

Resume 50 feet frontage to George-street, so as to make a passenger entrance from the level of the footpath right through to the platform level of station in the square.

Build on this site offices for Commissioners of Railways, with other offices to let: out of this rent pay to the Corporation rent for one-half of basement of markets.

Build under the square in Macquarie-place and continue under Bridge-street into a portion of the vacant land at offices of the Education Department. This will be the Circular Quay traffic station.

Build a small underground station at the cricket-ground site, facing Art Gallery, for the use of suburban visitors to the Botanic Gardens and Art Gallery.

Build above ground a small station at Phillip Park.

From the point A, at the intersection of Goulburn and George streets, right around to the point B, at the intersection of Goulburn and Wexford streets, shown on plan, the road to be in tunnel, with two sets of rails, with signals and lighting plant complete; motive power, electricity.

While my proposal is a tunnel scheme, the longest length is but the distance from Goulburn-street to Park-street; in fact, you will see on examining the plan that it is a less distance than the length of the semi-tunnel for the St. James'-road scheme.

By the time the inward train reaches Macquarie-place (which will be by these short-distance tunnels) they will be empty of passengers, while the outward-bound traffic will commence at the Macquarie-place station, and in travelling to the great central station will pass along these short tunnels.

The real tunnel length of the line exists only through the Domain portion of the route, where the trains will be all but empty of inward and outward bound passengers.

You will please observe and take into consideration when you are making your recommendation, that I have shown on the plan my line extended on to the site of the proposed future city platform (No. viii on plan) while still preserving the circular line. This proposed future city station placed as here shown on the new and future area of the city is to be for passengers and small goods, yet in two distinct stations and sets of rails, the goods to be taken by tunnel on to Darling Harbour station.

To compare the two schemes with fairness, then, you must add to the St. James'-road scheme the value of the Park lands and Asylum lands taken for the use of that scheme. £300,000 is the least value of those lands, and must be added to the £650,000 = £950,000. To this a further sum must be added for the widening of King-street and making a new street as an outlet for the traffic—there is a dead certainty of every penny of half a million being fooled away in trying to make this St. James'-road site fit for its work. £500,000 added to £950,000 equals (say) one million and a half as against three quarters of a million for a complete scheme as proposed by me.

J. H. Hunt.
18 Aug., 1897.

Having now complied with what may be termed the unjust conditions of your Committee, namely, that private individuals supply you gratis with estimates, &c., you will pardon my refusing to give any details of this figure of £725,000. To do so would not be fair. What I have so far done in this matter represents considerable gratuitous labour and thought. The popularity and usefulness of this wisely-established tribunal would be greatly increased if expert services were in a discriminate manner secured and fairly paid. I desire before closing these remarks to place on record my appreciation of the fair and courteous hearing you have afforded to me in these several inquiries.

The Mayor, in his evidence, gave as his opinion that the elevation of the old burial-ground site was at a much greater elevation than Hyde Park. At the close of that meeting I spoke of this to you, Mr. Chairman, and you promised to see and correct any error that may have been made. It now appears as if this statement of yours had gained credence, because this day week, while Mr. Mills was giving evidence before you in regard to this proposed new Park at Devonshire-street, he said, "And it would be the highest park in Sydney." I hope the press will give full publicity to the following facts, namely, only a little crest or ridge of the cemetery is 101' 34". The mean level is about 72' 00", while the proposed park level would be about 65' 00". The level of Hyde Park at the Statue is 96' 00", or 31 feet above the level of the proposed new park, while that portion of the Park where the band plays stands at about 105' 00" (not less), being 40 feet above the level of your proposed park.

While dealing with errors, I now wish to correct one of mine. I stated at last inquiry that Park-street would have to be raised fully 9 feet. In forming that opinion I had some trouble in getting reliable data to work upon. I wish to fix the 9 feet at 4 feet 6 inches. I find on application at the Town Hall that the present level of Park-street where the line is to pass under to be 85' 90", while the rail level at that spot I find to be fixed at 72' 50". Allowing 18' 00" for the headway and thickness of bridge construction—the difference between 85' 90" and 72' 50" being 13' 40"—this is the height from surface of Park-street to rail level, whereas we want 18' 00" to gain this we will have Park-street raised 4½ feet at its worst point of grade. Will this be allowed. No, is my answer. I reiterate my previous condemnation of this Hyde Park scheme; it condemns itself to any unbiassed, farseeing, engineering mind.

First—You cannot extend the lines to the north-west unless you bungle up the levels. To the east you can extend, but in that direction no extension is required.

Second—You cannot grade St. James'-road to fit into the station without bungling that important part of St. James'-road.

Third—You cannot extend the station buildings so as to secure proper moving above space or area without curtailing your running length of rails, and, consequently, you will be compelled to raise Park-street to near my first assumed figure—9 feet. Do what you will, a big engineering bungle confronts the scheme, and thousands on thousands of pounds will be wasted over it; you are confronted with objectionable features on the north, south, east, and west.

A tunnel through clean, sweet, sandstone, such as Sydney provides, is very different from a tunnel through the foul soil of London. With regard to my proposed future city station at the Flagstaff Hill section of the city, which I propose to level down for commercial purposes, I have so arranged my passenger line as to go from Wynyard-square straight into that station, and then back out again, and continue on the loop. It is also necessary to make some provision for the carriage of small goods. I do not believe in the proposal of taking the goods from the ships' slings and putting them on to the trucks. (As an architect I would never advocate that, because we should then have no warehouses to build.) The goods should go first to the warehouses, and bulk be broken there. The goods traffic I have arranged for is small goods traffic only.

2772. What is the elevation of the Elizabeth-street frontage at Hyde Park? Eighty-five feet is the official height of the road at that spot. In getting information for the working out of my estimate, I have had to fish where I could. I wrote an official letter to this Committee, asking if you would be good enough to furnish me with the cost of tunnelling for a certain distance, with everything complete for running train, hoping that you would get the information from the Department; but I received no answer to that letter.

2773. In the statement which you have placed before the Committee you have not given any details of the probable cost of your scheme, as opposed to your estimate of the cost of the scheme submitted by the Department;—have you arrived at your figures upon a similar basis? I have arrived at my total by a long series of detailed figures.

2774. Have you, in estimating your total, taken the same basis as that upon which you worked in estimating the cost of the Railway Commissioners' scheme? I did not estimate the cost of the Railway Commissioners' scheme. It would be impossible to do that.

2775. Did you not add £800,000 to the Commissioners' estimate of cost? £500,000; that is for widening King-street and new street.

2776. And £300,000 for the Park? Yes, and £300,000 is the lowest value of the Park and Asylum lands.

2777. Have you arrived at your estimate upon a basis similar to that which you took in calculating the probable cost of the Commissioners' scheme? What you want to ask is: has there been the same fairness of estimation—yes.

2778. Have you included in your estimate of cost the probable resumptions at the Markets and at Wynyard-square? You do not want to resume anything at the Markets—only pay rent.

2779. Have you made allowance for what you propose to resume? I have told you that the rents which would accrue from the George-street offices which I propose to build would many times cover any rent for the Markets.

2780. How do you approach your Markets station? From York-street.

2781. Have you made any provision for that? I am not going to give any details, though I have all the figures down.

2782. I suppose I may take it that you decline to give similar information with regard to the cost of your other proposed stations? Yes; I have about fifteen items altogether. Wherever I could obtain Government information I have done so.

2783. Your statement has been so full that I do not think it necessary to ask you any more questions? I do not want to go into the details of that £700,000.

2784. Will you leave your plans with us? I have already asked the Chairman that the plans before the Committee may be illustrated. I would like both to be reproduced if it can be done, but if I can get this last one reproduced I shall be content; it will be sufficient to show Members of Parliament what I propose, otherwise all that I have done for you will in a measure be lost.

John Upward, Mayor of Ashfield, sworn, and examined:—

J. Upward.
18 Aug., 1897.

2785. *Mr. Clarke.*] You were examined before the Royal Commission some time since? Yes.

2786. Do you wish to make any statement in confirmation or amendment of the evidence you then gave? The subject under the consideration of the Royal Commission was the extension of the railway into the city. The Commission made a definite recommendation upon that subject, and I take it that it is in regard to that recommendation that you are now collecting evidence. I wish now to speak with regard to the proposal before the Committee. As the Members of the Committee are no doubt aware, between 33,000 and 34,000 people come to Redfern by train each day, and it is essential that their convenience should

should be studied. In a report recently issued by the Railway Commissioners, it is stated that it is next to impossible to manage the traffic at Redfern without a certain amount of danger; it is therefore absolutely imperative that some alterations should be made. That brings us to the matter in hand. It has been proposed to merely extend the Redfern railway station across Devonshire-street to the Benevolent Asylum ground. I have not the figures with me; but I believe that that would cost £400,000, and not one penny of extra revenue would be obtained. Such an arrangement might certainly minimise the present danger; but it would not add to the convenience of the travelling public. Then there is the Hyde Park scheme, which, as compared with the other schemes in the matter of affording facilities to the travelling public, and cheapness, seems to be the most feasible that can be adopted, more especially when we find that it is capable of a continuation to the eastern suburbs, to the Circular Quay, if necessary, to North Shore, and it could be made part of a circular city line. Coming to the objections raised against the station at Hyde Park, I take it that they should consider this matter from a business, not from a sentimental, standpoint. Which is it more necessary to consider—the convenience and safety of the vast number of people that travel on the railways, or the convenience of the few people of the class who now use the Park. I think that that question scarcely needs any answer. I notice that one witness recently estimated the value of Hyde Park at something like £70,000 per acre. But when we consider that Sydney is now overstocked with offices, shops, stores, and business places of all descriptions, it is hard to believe that land is worth so large a sum. The demand for business premises in the city does not appear to give the Park land anything like that value. I have been directly interested in what is known as the City Railway Extension Alliance, and have been Chairman of that body since it was formed. Quite recently we sent a number of circulars to every municipality in the Colony, asking the Councils to pass resolutions in favour of the scheme recommended by the Royal Commission. Upon the Illawarra line, from Erskineville right down to Nowra, and on to Shoalhaven, every Council is strongly in favour of the proposed extension, and I think that the Councils may be taken to fairly voice the wishes and opinions of the people they represent. On the western line, we commenced at Petersham, and went as far as Penrith, and we have had favourable replies from Petersham, Ashfield, Burwood, Concord, Strathfield, Auburn, Parramatta, St. Mary's, and, I believe, Penrith. On the Illawarra line there is a population within municipal districts of about 65,000, and on the western line there is a municipal population of about 68,000. We also took the southern line from Granville to Liverpool and Campbelltown, where there is a population within municipalities of 9,000 or 10,000. On the northern line, I fancy that Ryde is the only municipality of any consequence.

2787. *Mr. Farnell.*] No, there are Marsfield, Rydalmere, and a number of others? Well, at any rate, we received a favourable answer from Ryde. In many places on that line there are progress associations, which, when they heard of the Alliance, wrote asking us to forward copies of the petition in favour of the proposed extension. We have received support in places which would not be directly benefited by the extension—places in the eastern suburbs, for instance, Randwick, Woollahra, and Waverley, where there is a population of something like 30,000. We have also received strong support from places where the people are scarcely interested in the matter at all, except indirectly—places like Waterloo, Manly Beach, Leichhardt, and North Sydney, representing a population of 50,000. Within a radius of about 30 miles of Sydney, there are about 150,000 people who would be benefited by the proposed extension, and whose municipal representatives state that they are heartily in accord with the movement for it. In addition to these, there are about 30,000 people in the eastern suburbs who hope to benefit by it to a slight degree, and about 50,000 people who reside in suburbs who would benefit only indirectly, so that altogether there are about 230,000 people whose municipal representatives are in accord with the proposed scheme. We have had many replies from far-distant country towns; but I have not dealt with them, because the people in those places use the railway to Sydney very seldom, and of course feel rather luke-warm about the matter. We have had twenty or thirty replies from country places where they say that it is no business of theirs; but that it is a matter for the city and suburban people to fight out. Nine or ten places have distinctly refused in writing to forward the movement. Most of them give the reason that they prefer the money spent in their own district. I am authorised by some thirty-three councils, either by direct communication through the mayors, or by letter, to state that they would be willing to send representatives to give evidence before the Committee if the Committee desire it.

2788. Have you a list of them? I have been directly authorised by the mayors of the following boroughs to speak on their behalf, viz., Hurstville, Marrickville, Waverley, Leichhardt, Rookwood, Burwood, Kogarah, Randwick, Waterloo, North Sydney, Strathfield, Ashfield, Rockdale, Woollahra, Manly, Parramatta, and Canterbury. The City Railway Extension Alliance, of which I am the Chairman, have letters from the following boroughs, all of whom give their strong support to the scheme, viz.: South Shoalhaven, Shellharbour, Auburn, Prospect and Sherwood, Nowra, Erskineville, Enfield, Ryde, Kiama, St. Mary's, Concord, and Ingleburn. I have also good authority for saying the following boroughs are in favour, viz.: Wollongong, Penrith, Campbelltown, Liverpool. The Railway Alliance has also letters from several of the country municipalities which are of the same opinion, viz.: Condobolin, Cowra, Dungog, Katoomba, and others.

2789. *Mr. Clarke.*] Are the representatives of any of these municipalities coming here? They are perfectly willing to come if their evidence is required; but inasmuch as the Committee has been sitting for a long time, I presume you wish to bring the inquiry to a close shortly. Some twenty councils have authorised me to speak for them, though they are quite willing to give evidence themselves.

2790. You are no doubt aware, from the knowledge which you have gained in travelling on the line, of the danger which results from the use of Redfern yard? Yes; I have already witnessed two accidents there, and the Commissioners in their last annual report emphasised this matter to such an extent that I am afraid that if there is not an alteration soon it will have a very serious effect upon the residential prospects of the railway suburbs.

2791. You have, no doubt, read of the various proposals for extending the line into the city; which do you favour? Taking all things into consideration, I favour the line referred to the Committee, and recommended by the Royal Commission.

2792. Do you consider that the terminus at King-street is central for all purposes? It is very central.

2793. Is it the centre of the business part of the city? I suppose that King-street can be taken as the centre of the business part of the city.

2794. You consider £70,000 an acre an excessive valuation to be placed upon Hyde Park land? From my knowledge of the value of land I consider it excessive.

2795.

J. Upward.
18 Aug., 1897.

- J. Upward. 2795. What is your idea of the value of that land? I should not care to answer that question; it is more a matter for experts.
- 18 Aug., 1897. 2796. We have had evidence from several gentlemen who are pretty well agreed that the whole of the land proposed to be taken is worth from £180,000 to £200,000? I am hardly in a position to say what is a fair valuation; but I consider £70,000 an acre excessive.
2797. *Mr. Lee.*] You are of opinion that to bring the railway terminus to Belmore Gardens would be of no value to the travelling public? It might minimise the existing danger, but it would give the travelling public scarcely any more convenience.
2798. Are you of opinion that it is necessary to extend the line into the city? Most decidedly I am.
2799. Do you live at Ashfield? Yes.
2800. Are the people living there aware that if the line is extended into the city they will have to pay higher fares? Certainly.
2801. Will they be prepared to do that? I believe so. From the evidence given by the late Mr. Eddy, they will be charged only about one-half of what they now pay to get into town by omnibus or tram.
2802. If the charge which is made is sufficient to cover the cost of maintenance and the payment of interest, would you be of opinion that the travelling public would be paying for this extension? Of course they will pay for it, and they are willing to do so.
2803. When you pay your fare, you consider that you are paying your portion of the cost of managing the line? Yes.
2804. Do you hold the opinion that if the western suburbs people require the extension of the railway into the city, there can be no objection to it if they are willing to pay for it? Certainly.
2805. And you consider that they will pay for it by paying additional fares? Yes.
2806. *Chairman.*] We understand that if it is considered necessary, other witnesses will substantiate your evidence? I am authorised to speak for some twenty councils, whom I practically represent to-day, and they would be willing to send witnesses, if necessary.

John Cash Neild, Esq., M.P., sworn, and further examined:—

- J. C. Neild, Esq., M.P. 2807. *Mr. Lee.*] You have expressed a desire to give further evidence before the Committee, I believe, in the direction of somewhat altering the route about which you gave evidence upon a former occasion? Yes.
- 18 Aug., 1897. 2808. Will you put the matter before us in your own way? Yes; but, first of all, I wish to take advantage of the opportunity to say a very few words with reference to Mr. Deane's criticisms of the proposal I made to the Royal Commission, to place a station in Cook and Phillip Parks. Mr. Deane says, in answer to Question 29, that the length of Phillip Park, fronting College-street, is 600 feet; his signed map makes it 660 feet, and Mr. Perdriau swears that it is 635 feet. I do not know which of the three is correct; but I am prepared to take Mr. Perdriau's statement. Then, in reply to Question 33, Mr. Deane says that a platform 700 feet long would have one end under the Museum and one end under St. Mary's Cathedral. But these buildings are 1,000 feet apart. Therefore Mr. Deane's statement is that a platform 700 feet long would project beyond the limits of 1,000 feet. I do not think I have much to say about that contention. Taking Mr. Perdriau's length of 635 feet, and utilising in tunnel the widths of William-street and Woolloomooloo-street, a total length of 767 feet, or 67 feet more than Mr. Deane says is necessary for his platforms, can be obtained. But I never proposed to place the station parallel with College-street. My description showed that I purposed crossing the parks diagonally, and the words used were "at the east end of the Cathedral grounds." Mr. Deane's signed plan gives the length at this point as 11 chains, or 726 feet. In answers to Questions 40 and 41, Mr. Deane says that "speaking as an engineer, the proposal to put a station in these parks is perfectly absurd, because it is on a slope." In answer to Question 36, Mr. Deane says "the difference in level between the south-west corner and the south-east corner is 37 feet." He also says, in reply to Question 41, that the length of the line is nearly 500 feet, so that there is a fall of 37 feet in 500 feet according to him. Then, in his report to the Minister, he says that the difference in level between the east and west corners at the northern end of the block of land bounded by King, Castlereagh, Market, and Elizabeth streets is 13 feet. This block is 150 feet wide, and Mr. Deane is quite prepared to put a station upon it. Now a fall of 13 feet in 150 is equal to a fall of 43 feet in 500; but in Cook and Phillip Parks, instead of there being a fall of 43 feet in 500, the fall is only 37 feet, which shows that the fall upon the site which Mr. Deane says is a "perfectly absurd" one for a railway station, because of the slope, is less than that upon the land which he says is a very good site. Putting it in another way, a fall of 13 feet in 150 is equal to a fall of 39 feet in 450, whereas in Cook and Phillip Parks the fall is much less, being only 37 feet in 500. Therefore I have shown that the slope of the High School site is much greater than the slope of the site I suggested. Then reference was made to the great dip in the north-east corner of Phillip Park. Of course I recognise that there is a very big dip there; but that dip would be used in my plan for the commencement of a line to Wolloomooloo Bay, and the eastern suburbs, and it would save making a cutting, as proposed by Mr. Deane, in Hyde Park. Mr. Deane also describes the two parks as too small for a station, yet they are $9\frac{1}{2}$ acres in area—to be more accurate, 9 acres 2 roods 30 perches—or a rood and 10 perches, which is little more than a quarter of an acre smaller than the area in Hyde Park, which he says will be ample for the requirement for a central station for twenty years to come. But the Hyde Park station is to be a dead-end station, while mine would be only a passing station, where, of course, so much land would not be required. I think I have now answered the criticisms of Mr. Deane very amply indeed. Coming now to my proposal for a circular line, I want to submit to the Committee a modification of my original suggestion, which is to make the line more essentially a city line. It occurred to me that if the Committee were investigating the proposed construction of a line for the city, and for the city only, it would be better to limit my proposal to a city line. I will read the description of the route which I propose should be followed:—Leaving the Darling Harbour branch railway at Macarthur-street, the line crosses the railway yards on bridge or viaduct, and proceeding north-easterly, crosses Sussex-street on the north side of the Public School. From about this point to Bathurst-street it proceeds in the open, until near the junction of Bathurst and Kent streets the site of the first station is reached. This station extends from the south side of Bathurst-street to the north side of Druitt-street, a length of 10 chains, and has a north-easterly direction, with a slight curve. One chain of the south end of the station would be open, the next 3 chains would be in tunnel, the next 5 chains would be open, and the last chain in tunnel. The line from Druitt-street proceeds by an easy curve under

under George, Pitt, and Castlereagh streets, till the site of the second station is reached on the south side of Market-street, extending to the north side of King-street, and fronting the west side of Elizabeth-street. As I am providing for a circular line, I do not require the full width of the High School block; I only want 1 chain of it. The western side of the block—that fronting Castlereagh-street, where the valuable buildings, such as the Mont de Piété and Metropolitan Hotel are—will be left untouched. One chain at each end of this station would be in tunnel, and 8 chains open. The station would be at the levels provided in Mr. Deane's schemes. Passing northerly, and then curving south-easterly, the line passes in tunnel 16 chains in length under Elizabeth-street, Phillip-street, and Macquarie-street, and the Mint, on the east side of which it comes into open cutting, and passes at the rear of the District Court and the Government Architect's premises, still in cutting; thence passes to the Domain, and proceeding south-easterly in cutting and viaduct, nearly parallel with St. Mary's-road, which is crossed at the junction with Woolloomooloo-street, and entering Phillip Park, reaches the third station, which extends south-westerly to William-street. This station would be raised sufficiently to pass over Boomerang-street by bridge. From William-street the line passes under the junction of William and College streets, and skirts the south-eastern section of Hyde Park in "open-top" tunnel, or "cut and cover," the open space being 12 or 15 feet wide, and occupying that strip of the Park now a useless steep slope. Passing under Liverpool-street to the east end of Lyons'-terrace, the line proceeds south-westerly to the north-east corner of Belmore Park in cutting and viaduct, and crosses Belmore Park on viaduct in a southerly direction near its east side; thence crosses the eastern side of the burial-ground, and passing over Devonshire-street, re-enters the Redfern yard on the east side. There is this great difference between my viaduct and that of Mr. Deane's, that while his crosses nearly the middle of the Park, mine is at one side of it, and mine will be only about one-third the width of his. Stations.—Each station would be 10 chains—660 feet long, and being passing stations, the engine and tender could over-run the platforms, thus giving a length equal to 70 feet in a dead-end station. Stations 1 and 2 would be 1 chain wide, viz., double line of rail and two platforms, each 20 feet wide. No. 3 station would have four lines of rail and an island platform in addition to the side platforms—in all, a width of 2 chains. The island platform for suburban traffic would be reached by overhead bridge, taking off from the higher levels of the Park, and thus having one flight of stairs and by flights of steps from Boomerang-street. The side platforms would be for long-distance trains taking in and discharging mails and luggage. Carriage-ways and cart-roads might be placed alongside the major portion of the length of this station on both sides. Trains following each other every five minutes each way would give a two and a half minutes' service.

2809. What would be the distance from Macarthur-street to the station at the High School site? Sixty-seven chains, 10 chains of which would be station. From Redfern to King-street, or rather to the same latitude as St. James'-road, my line, would only be 10 chains longer than Mr. Deane's, which goes direct. The distances are: From Macarthur-street to the Town Hall station, 35 chains, 10 chains for a station there, 22 chains tunnel to King-street station, 10 chains for King-street station, 16 chains for a tunnel to the Mint, 21 chains from the Mint to the Park station, 10 chains for the Park station, 17 chains cut and cover to Liverpool-street, and 55 chains from there to Redfern—a total length of 196 chains. I have taken Mr. Deane's prices for tunnel construction, brick-lined and with the rails laid, namely, £70 per yard, and I have charged for all my tunnels at that price. Mr. Deane seems to charge the same price per chain for open work—that is, cutting and viaduct—whether four or six tracks of rails are laid. For this he puts down £1,900 a chain. I have put down one-half of this for two lines, or £950 a chain. For my land resumptions, I put down exactly the same price per running chain as Mr. Deane puts down for his resumptions at the southern end of Hyde Park, though I say from my knowledge of land values—and I am a sworn valuator, appointed by the Governor-in-Council—that my resumptions as a whole would not average the same price as Mr. Deane's resumptions at Nithsdale-street. However, he charges £5,270 per chain for a width of 100 feet, and I have, accordingly, put down one-third of that, or £1,757 per chain for my resumptions. For that ragged piece of ground behind the Town Hall, I have charged my scheme with £24,750, which is an absolutely extravagant sum; but I wish to be extravagant.

2810. *Mr. Humphery.*] What is the area of that piece of land? About half an acre. There is no possibility of getting a back entrance to that property, so that business premises constructed upon it would have to allow for archways, and would lose so much of frontage and yard space. I think that my scheme is cheap enough to stand any amount of weighting. I have put down £75 per foot for the whole 5 chains of length. For the strip of land on the west side of Elizabeth-street, near the High School, I have put down £40,000.

2811. Do you go right up to King-street with your resumption? Yes; I resume a chain of King-street frontage. The evidence given before the Royal Commission was that the whole of that block of land not owned by the Government was worth £100,000. I take less than one-half of it, and the least valuable half. It might be said that I ought to have put down £50,000; but the half that I take is altogether the least valuable half, and it has on it none of the large buildings which there are on the Castlereagh-street frontage. My whole scheme comes out in this way: The works, taking Mr. Deane's prices, cost £225,500. In estimating the cost of my platforms, I have put down an extra £100 per running yard for excavation. Mr. Deane's tunnel price is £70 per yard, and I have charged £170 a yard for my station excavations. For the stations, I put down £66,000; for signalling and lighting, I have taken Mr. Deane's price, namely, £14,000, though it must be evident that where the trains merely pass through the stations without shunting the cost of signalling and lighting would be less than where you have a big station and are shunting all day long. For land resumption, adopting Mr. Deane's prices, I put down £86,082. For the land taken for the stations at the back of the Town Hall and at Market-street, I put down £64,750. This makes the total cost of my scheme £456,332.

J. C. Neild,
Esq., M.P.
18 Aug., 1897.

THURSDAY, 19 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Stephen Edward Perdriau, Surveyor, Department of Lands, sworn, and further examined:—

S. E.
Perdriau.
19 Aug., 1897

2812. *Chairman.*] There are various matters into which the Committee suggested that you should inquire;— which would be the best to deal with first? Perhaps the value of the portion of Hyde Park which it is proposed to resume. Mr. Black asked me for another valuation upon a different design of subdivision. Mr. Black thought I did wrong, Mr. Chairman, in not cutting the land up into allotments of smaller depths. I have a couple of plans here which show recent subdivisions of city land made by the Government, and from which it will appear that the design I suggested would very likely be adopted if the Hyde Park lands were to be sold. By a subdivision giving long depths and only two rows of allotments, you would be likely to attract attention, and people would rush after the land. That is very important in these times, when land is a drug in the market. I think that upon the subdivision which I suggested the land would realise as much as upon the other subdivision, and it would sell more quickly. The plan before the Committee shows the area available for subdivision. I have laid out a street through the whole length of the block at the back of the allotments which would front the Park, and you would have two other rows of allotments between that street and Elizabeth-street divided by a lane 20 feet wide, one row fronting Elizabeth-street and the other a proposed new street.

2813. *Mr. Black.*] How many frontages would you get in that way? Three frontages; there would be three rows of allotments. Of course, we can get four frontages; but then the depths would be very shallow, and I do not think the land would realise as much upon such a subdivision. The allotments would be very shallow, they would have no back entrance, and they would not be at all attractive.

2814. *Mr. Wright.*] By your proposed subdivision you would have three double frontages? The row of allotments fronting the Park would also front a street at the back.

2815. That row of allotments would have a double frontage? Yes; the form of subdivision which I think the best has a street abutting on the central avenue, then a row of allotments 82 feet, then another street, another row of allotments, a lane, another row of allotments, and Elizabeth-street.

2816. How many feet frontage will that give altogether? 3,308 feet. I put upon the Elizabeth-street frontage a value of £75 a foot. I put a value of £40 a foot upon the frontage to the new street going through the middle of the block, and a value of £50 a foot for the frontage to the new street abutting on the central avenue. That would give a value of £178,405 for the whole block. Taking the other form of subdivision, with four rows of allotments, I would estimate the Elizabeth-street frontages as worth £60 a foot, the frontages to the middle street as worth £30 a foot on both sides, and the frontages to the street abutting on the central avenue as worth £40 a foot, or £174,070 for the whole block.

2817. *Chairman.*] Have you taken any steps to have your valuation confirmed by some other authority? Yes; they are confirmed by the following minute, addressed to you by Mr. Sievers, the Government Land Valuer:—

I have considered the plan prepared by Mr. Surveyor Perdriau of the proposed subdivision of the land required for the above proposal from Hyde Park.

Undoubtedly the scheme shows the most advantageous treatment from a commercial point of view, and in my opinion, by the most judicious handling, would not realise more than £200,000 in the present state of the property market. Perhaps the Committee might adopt £200,000 as the approximate value of the whole block. I think that that is a very liberal estimate.

2818. You regard it as an extreme estimate? Yes; and one which I think it would take a long time to realise. It must not be forgotten that from that amount must be deducted the cost of forming the new roads and the lane. These prices would not be realised unless the roads were formed like an ordinary city street—wood-blocked, paved, kerbed, and guttered. That would cost about £9,000 for each road.

2819. That would be the cost of the lane and a street? That would be the cost of making the middle street. I have not allowed anything for the lane, and there would also be the cost of making the street abutting on the central avenue.

2820. Therefore, you could not expect to get more than £180,000 for the land? That would be the very most you would get for it if you took off the cost of forming the streets and lane.

2821. *Mr. Lee.*] If this property is not cut up and sold the State will not get anything for it? No.

2822. If you cut it up and sell it, so much of the Park is gone, is it not? Yes.

2823. Ought the value of this portion of the Park enter into our consideration;—has it any bearing upon the question before the Committee? I think so.

2824. Is not the Park State property? Yes.

2825. If it were cut up and sold in allotments, it would disappear as a park? Yes.

2826. If it is taken by the State for State purposes, it still remains;—the State is only using its own? Yes.

2827. If it were cut up and sold the State would get the money? Yes.

2828. That being so, does the value of this land enter into consideration at the present time? Well, if another park is provided in a more suitable position —

2829. That is not the question;—what value can the park land have unless it is sold? It has a value as a recreation ground.

2830. As a recreation ground only;—it has no money value until it is sold? At the present time it is a constant source of expense to the country for maintenance.

2831. *Mr. Black.*] The area which you have valued is under 13 acres? About 11 acres.

2832. Figures before the Committee show that the area of Hyde Park proposed to be taken comprises about 13 acres;—if we deduct from that area the 1 acre and 20 perches in the south-western division of the Park, it leaves a balance which is considerably over 11 acres? I have taken out the area of the block which I have valued, and I have found it to be a little over 11 acres. (The exact area is 11 acres 0 roods 3 perches.)

2833. Do you include that portion of the Park which it is proposed to take for the purpose of [widening Elizabeth-street? Yes. I can give you a separate valuation for the $1\frac{1}{2}$ acre in the south-western division of the Park.

2834. How is it that there is this discrepancy between your figures and the figures previously supplied to the Committee? I think you will find that Mr. Deane told the Committee that the area to be taken was approximately 13 acres. I got a copy of the areas proposed to be taken as adopted by Mr. Deane. I know his figures, but I have taken out the area from the official plan.

2835. You estimate this land to be worth about £16,000 an acre? Yes; that is the rate for the whole block obtained by dividing eleven into £178,000.

2836. In your evidence before the Royal Commission you value the block of land upon which the High School stands at nearly £90,000 an acre? That valuation applies to the land with buildings upon it lying between the High School land and Market-street.

2837. You told the Royal Commission that—

The High School property, together with that portion of the block extending thence to Market-street, comprising an area of 1 acre 1 rood . . . was resumed in November, 1880, at a cost of £88,940.

Further on you state:—

The value of Castlereagh and Elizabeth streets property in that locality is about £70 or £80 a foot. It would come to about £90,000 an acre? Yes.

? That would be for the little piece resumed, and covered with shops and houses. Those figures are perfectly correct. They agree thoroughly with the figures I am giving you now.

2838. You say that land on one side of Elizabeth-street is worth £16,000 per acre, and that land on the other side, which has buildings upon it, which you value at £12,000 or £13,000—you say that you could provide similar accommodation in new buildings for that amount—cost £90,000 per acre? Well, at the time, I was speaking of the cost of resuming a certain block of land, and the buildings, shops, and houses upon it. That resumption was made when property was very dear. £16,000 per acre is for the whole area—11 acres = £178,000.*

2839. Do you consider that the land bounded by Liverpool Elizabeth, Goulburn, and Macquarie streets is more valuable than the Hyde Park land? No.

2840. You know the class of buildings erected upon that land? Yes.

2841. Are they extraordinarily good buildings? There are some good buildings upon it. There is Lyons' terrace, for instance.

2842. But one or two pieces of land there are vacant? Yes.

2843. According to former evidence given by you, the municipal assessment of that land is £9,840, which, capitalised at twenty years' purchase, gives £196,800 for 6 acres? Yes.

2844. Do you not think that you could put up all the buildings upon that land for £40,000, and still have a considerable margin? I cannot give an estimate of the value of the buildings upon that land until I have seen them.

2845. The area in the block I have mentioned is about half the area which you propose to resume at Hyde Park, and is land which you say is inferior in value? That land is inferior in value. The buildings make the difference. I think that if you get the most reliable land auctioneer in Sydney—the man who sells most land in the city—and ask him to value the Hyde Park land, he will fix a lower price than the price I have put upon it. The gentleman to whom I refer is Mr. Gregg, of Richardson and Wrench. You must remember that you have to take in the area of the new streets and the lane out of the Hyde Park block.

2846. Do you think that the buildings erected upon the 6 acres of land to which I have referred are worth more than £100,000? I should think so. The municipal assessment is a fairly good indication of the value of house property; it is based upon the rent actually received.

2847. There are a few good buildings in the front of that block; but behind there are only dirty little two-storey terraces, and some tumble-down cottages? There are some good buildings there. I am quite satisfied that my estimate is correct, and that it will bear the closest examination. If you take out of the Hyde Park block the area contained in the new streets and lane, you have only 6 acres of selling land left, and that is what I say is worth £178,000.

2848. *Chairman.*] That would make the value of the selling land £30,000 an acre? Yes.

2849. *Mr. Black.*] That is to say, about two-fifths of the entire block would be taken for streets? Very nearly one-half of it would be taken for streets. There are the two new streets, the lane, and the continuation of Market-street to be allowed for.

2850. How wide is the lane? Twenty feet, which is the minimum width for a lane under the Act; and the streets are 1 chain wide, which is the minimum width for streets. The width of the streets is about three-fourths of the depth of the allotments.

2851. *Chairman.*] What is the next matter to which you wish to refer? I have here a criticism of Mr. Selge's statement as to land values and the cost of resumption for the route of the proposed city railway, suggested by him in comparison with those of the Hyde Park scheme.

2852. Will you read it? Yes; it is as follows:—

In Mr. Selge's statement he estimates the cost of the $4\frac{1}{2}$ acres to be taken between Devonshire-street and Elizabeth-street for the Hyde Park scheme at £70,000 per acre, which he states is my general estimate for city land.

This

* NOTE (on revision):—Upon reading this Question (No. 2838) and Answer again, I find that Mr. Black in using the information at Questions Nos. 1796 and 1797 of the inquiry before the Royal Commission, has made the mistake of supposing that the amount £12,000 or £13,000 was quoted by me as referring to the total probable cost of new buildings upon an area of 1 acre 1 rood to provide equal accommodation to the present accommodation. Whereas the figures £12,000 or £13,000 were not supplied by me at all, but by the Government Architect, Mr. Vernon, and they do not refer to the probable cost of new buildings upon an area of the 1 acre 1 rood, but to the cost of a new building to provide equal accommodation to that now afforded by the High School building.

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19 Aug., 1897.

This is not a fair way of putting it, because the £70,000 per acre includes the land as well as the buildings with which it is covered, and the 4½ acres referred to having scarcely any buildings upon it is not worth anything like that amount.

In my evidence before the Royal Commission, page 56, Question No. 1,248, I state that about £20,000 per acre is the mean of three valuations by different persons of the Benevolent Asylum land, admittedly a very valuable site. These valuations were made by experts for the directors of the Benevolent Asylum who based their claim for compensation upon them. Naturally the directors would adopt a full value.

That value, viz., £20,000 per acre would, in my opinion, be nearer the value of the 4½ acres than £70,000 per acre. 4½ acres at £20,000 per acre = £85,000.

The 11 acres comprising the Hyde Park station site, if subdivided and sold to the best advantage, would probably realise £178,000, which is £16,182 per acre, not £88,730 per acre as stated by Mr. Selfe.

Thus instead of the portions of land referred to as required for the Hyde Park scheme being worth £1,433,000, as stated by Mr. Selfe, £263,000 is nearer the mark.

NOTE.—The area to be taken for the railway station is 11 acres, not 13 acres as stated by Mr. Selfe.

To get a clear and distinct comparison, I will place the two estimates in juxtaposition—

<i>Mr. Selfe.</i>	<i>Mr. Perdriau.</i>
4½ acres, lying between Devonshire-street and Elizabeth-street	4½ acres, lying between Devonshire-street and Elizabeth-street
£270,500	£85,000
Portion of Hyde Park—13 acres.....	Portion of Hyde Park—11 acres.....
1,153,500	178,000
£1,433,000	£263,000
	Add for the 1½ acre of air space in the south-western section of Hyde Park referred to below
	12,000
	£275,000

NOTE.—The area proposed for the openings for air spaces over the railway in the south-western section of Hyde Park is 1½ acre. This is internal land, remote from the street, and as it will remain open as an air space, and the taking of it will not obstruct the view across the Park, it is almost unnecessary to state that the value for it should not be set down at the same rate as that of the 11 acres for the station site which will be taken absolutely—that is £16,000 per acre. I think it would be fair and reasonable, if not liberal, to adopt £12,000 as the detriment resulting from the taking of this 1½ acre.

2853. *Mr. Black.*] What would be the value of the 3 roods 20 perches omitted from your calculation, according to Mr. Deane's figures? I stand by my area.

2854. Who supplied you with your measurements? I made them myself.

2855. How did Mr. Deane get his? I do not know. To continue my statement:—

Mr. Selfe says that I estimated 30 acres of land at the "Rocks" suggested by him to be resumed at £30 per foot frontage, but he has misunderstood what I said, for in reply to question No. 1790, page 80 of the report of the Royal Commission, I clearly state that £30 per foot is the approximate value for the land only. In his valuation of this 30 acres at £398,000, Mr. Selfe led the Committee to believe that he had based his valuation upon my figures, whereas upon page No. 107, I clearly state that, based upon values as per municipal assessments the resumption of this area (it is 24 acres, not 30 acres) would cost between £622,340 and £677,925 (exclusive of the 10 per cent. additional for forced sale, and compensation for disruption of business) plus £2,000 for the Ragged School.

Mr. Selfe bases the cost of resumption of the "Rocks" station site upon the street frontage of the land as at present, which he states is 13,200 feet, and then he takes the credit of having resumed an area thereof of 30 acres, whereas it is only 24 acres. So that he tries, I think rather unfairly, to present his own scheme in a favourable light.

It will be seen that when Mr. Selfe is estimating bare land proposed to be taken for the Hyde Park scheme he inflates the cost thereof by adopting the rate of valuation which should be applied if the land were covered with buildings, but when he is estimating for his own scheme the value of land with buildings upon it he adopts the rate of valuation which would pay for the land only. Mr. Selfe, in reply to question No. 381, states that in using my figures he has adhered to the maxim that "what is sauce for the goose is sauce for the gander." I think the figures given above prove that he has turned that maxim topsy-turvy.

It is necessary to draw attention in this way to Mr. Selfe's statements, because he says that, as he is not an expert in land values, he has adopted those put before the Committee by me; but from the foregoing criticism and what is to follow, I think it will be perfectly clear that Mr. Selfe has not used my values fairly.

At questions 793 to 799 Mr. Selfe says that my valuation for the land is only at the rate of £74,000 per acre (which, of course, is not so), and that it is quite fair if he adopts the same value for the land taken from Hyde Park. He evidently forgot that, by parity of reasoning, in my estimate based upon municipal assessments for the 30 acres at the "Rocks," suggested by Mr. Selfe as a station site, I must also have allowed for land only in the approximate cost (viz., £622,340, + 10 per cent. extra added for forced sale, = £684,574), and that if that be so, the value of the buildings would increase the cost of the resumption alone to considerably over £1,000,000.

When, at questions 796 to 799, Mr. Selfe states that my valuations were for the land only he appears to misunderstand the case altogether. Such valuations for the purpose intended would be useless. Any reasonable mind should, I think, understand that the object of the valuation is to show the Committee what the cost of the resumption would be for the property as it stands, including the land and the buildings as well where there are any.

To show again how Mr. Selfe has under-estimated the cost of resumption of the properties which would be required for his scheme, let us take his proposed station site near the markets, viz., the block bounded by Market, Drnitt, Clarence and Kent streets, which contains 19 acres.

Mr. Selfe calls this area 2 acres, and estimates its value in common with other land at £35,000 per acre =

£70,000
Whereas, by adopting the municipal assessments, which total £5,536, @ twenty years purchase, = £111,120; and adding the customary allowance of 10 per cent. for forced sale, I estimate the value of the same area at

£122,232
To which, of course, must be added compensation for disruption of business.

Now, if we take the block to the north of that just described, through which Mr. Selfe's railway would run, and which is bounded by King, Market, Clarence, and Kent streets, Mr. Selfe estimates the cost of resumption of whatever portion of this block he would require at £35,000 per acre also, whereas by using the municipal assessments for the block, as described in the foregoing example, I estimate that it would cost £108,300 per acre. Leaving disruption of business and severance still to be paid for, and without adding to the cost anything for the loss arising from the Government being compelled, under the Public Works Act, to purchase the whole of any allotment of which they would require a portion only.

Mr. Selfe's Valuation of Hyde Park Land.

Mr. Selfe values 13 acres of Hyde Park for the Hyde Park scheme at £70,000 per acre, a rate which I have shown to be absurd. He also values the 2 acres comprised in Wynyard-square which would be taken in connection with his own scheme at the same rate. Apparently, his object is to throw a glamour of fair dealing over his own figures, but when it is pointed out that his extravagant valuation applies to 13 acres for the Hyde Park scheme, whereas it applies to only 2 acres for his own scheme, or at most to 4 acres, including the Drnitt-street station site, it will be perceived how misleading the estimate is, giving a fictitious advantage to his scheme.

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Perdriau.

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I have also an estimate of the value, based upon the present municipal assessments, of the properties which would probably have to be resumed for Mr. Selfe's scheme:—

The total of the municipal assessments for the year 1897-8 for the properties which would be required for that part of Mr. Selfe's scheme, lying between the Darling Harbour railway at George-street and Charlotte-place, as indicated upon my sketch showing Mr. Selfe's scheme is £30,888, which, at twenty years' purchase, would amount to £617,760, to which add 10 per cent. for forced sale, £61,776 = £679,536, leaving disruption of business still to be paid for, and this would be a very heavy item when it is remembered that the premises are taken of such large businesses as James McEwan & Co., wholesale ironmongers; A. McArthur & Co.; Gardiner & Co.; and Edwards, Dunlop, & Co.'s immense new stone store in Kent-street; which is not yet complete.

The following churches and schools would also be taken:—

The Scots' Church and Hall at Church Hill, approximate value	£11,000
St. John's R. C. Church	3,500
St. Andrew's Scots Church	4,500
Baptist Church and Sunday School	11,000
Congregational Mission Church at corner of Liverpool and Sussex streets	4,000
Total	£33,000

I have compiled two plans from the official plans in the Department, and they show Mr. Greenwood's and Mr. Selfe's schemes as nearly as I could ascertain them. At the present time, the Government would probably be compelled to treat land affected by tunnelling in just the same way as they would have to treat land which they passed over on the surface. They might be compelled to take the whole area of any property tunnelled under. The areas edged blue are those which would have to be resumed for actual occupation by the railway, according to the statements of Mr. Greenwood and Mr. Selfe. Mr. Greenwood's scheme provides a width of 5½ feet, and Mr. Selfe's a width of 66 feet. The red edging shows the extent of the land which the Government might be compelled to resume under the law as it stands. I made inquiry upon this point of the Crown Solicitor's Department, and the effect of the reply I received was that while the Government had power to make a tunnel, it might be compelled to take the land under which the tunnel went.

2856. *Chairman.*] Is that the opinion of the Crown Solicitor? That was the opinion which was obtained from the Crown Solicitor's Department.

2857. *Mr. Black.*] Is there a distinct law upon the subject, or is that common law? I believe that is the common law. I made inquiries in order to satisfy myself upon the point before going into the calculation. I have also here a criticism of Mr. Selfe's statement that he makes his station site a present to the people of New South Wales.

My estimate of the probable cost of the resumption of the "Rocks" suggested by Mr. Selfe, and which by his scheme he says, "makes the 10-acre site for a station a gift to the Railways."

The balance of the "Rocks" site remaining after the station site and new roads shall have been deducted, and suggested by Mr. Selfe to be sold, is 8 acres, and is estimated by him at £396,000, whereas, in my opinion, based upon the best values in that locality, the amount would not exceed £275,000; for the figures giving the result, see my evidence before the Royal Commission.

A reasonable estimate of the cost of resumption of the "Rocks" site is	£600,000
And the cost of excavating the site for a station was estimated by Mr. Foxlee at	120,000
The cost of wood-blocking and repaving the 8 acres of streets which would require remaking would be about	43,560
	£763,560

Also the cost of replacing and rearranging, or perhaps renewing, the sewers and water and gas mains in so large an area as 30 acres in the city would be considerable. No such gigantic proposal has ever been carried out in Sydney, and I know of no precedent in this respect as to cost of such an undertaking. Compensation for the disruption of business must also be added. I shall be very much within the truth if I estimate these items at £36,440, which is only 6 per cent. of the cost of resumption

Total **£800,000**

Thus my opinion of the cost of the resumption, and accomplishing what Mr. Selfe proposes, is about £800,000.

From £800,000 deduct £275,000 for the re-sale of allotments, leaving £525,000, which, less £25,000 for the old material of the buildings, leaves £500,000 as the cost, according to my estimate, of the station site, which, by an ingenious arrangement of figures, Mr. Selfe endeavours to show he would obtain free of cost, and present to the people of New South Wales.

NOTE.—There are about 600 dwellings of various sizes, mostly small and very old, and £25,000 for 600 would be at the rate of about £42 each.

I cannot agree with Mr. Selfe when he proposes to locate the main station for the city railway in a remote part of the city, at the Argyle Cut. This is ancient Sydney, and was a central and important position many years ago, but when the city spread southerly and easterly it ceased to be so: but I quite agree with him that great improvement would accrue by the resumption and subdivision of the "Rocks" district according to a suitable modern design.

John Cash Neild, Esq., M.P., sworn and further examined:—

2858. *Chairman.*] Will you kindly resume your statement from the point at which you were interrupted yesterday? Yes. Taking the total of £456,332, the cost of my scheme, I wish to point out that these figures do not provide for any compensation that may be payable in respect of tunnelling, which involves the question of existing and perhaps future law. Whatever route is selected, it will be necessary for the work to be sanctioned by an Act of Parliament, and I cannot foretell what Parliament may do in respect to amending the existing law in regard to compensation for tunnelling. As Mr. Deane has suggested in his evidence before the Royal Commission, if any buildings were destroyed by the tunnelling, the space above the tunnels could be built over again. Therefore, what has to be considered is, not so much the cost of resumption, as the cost of rebuilding. This matter was fully gone into by Mr. Deane on pages 2 and 3 of the evidence before the Royal Commission.

2859. It is held by the law authorities in this country that tunnelling may involve the resumption of the surface land? In that case the question would resolve itself into a question as to the price obtainable by the Government for sites above the tunnels. If the Government had to take over and pay compensation for land under which they tunnelled, they could undoubtedly re-sell the sites for as much as they gave for them. Everyone knows that in London tunnels run for miles under buildings of the most important character,

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character. Whether compensation is paid or not, the sites above the tunnels will be available for buildings of great height and great weight. In Westminster I lived in mansions seven storeys high, which were built over tunnels.

2860. Your contention is that even if the Government had to pay compensation for the land under which they tunnel, it does not necessarily follow that the buildings upon that land would have to be removed? Undoubtedly. In London there are miles and miles of buildings erected over tunnels.

2861. But the tunnels might, in some cases, go under a public building or a church, and it would be most difficult to arrive at a fair estimate for compensation in such a case? The route suggested by me would not take a tunnel under any building of consequence.* On pages 2 and 3 of the Royal Commission's evidence, Mr. Deane suggests that it might be necessary to pull down buildings, the foundations of which might have been injured, and that these buildings might be re-built. He suggests that they might be re-built and let.

2862. Then there is the question of loss of value from the vibration caused by passing trains? That would not be material where the tunnels were at any reasonable depth, and were carried through rock. As regards my scheme, I admit that that part of my tunnel which passes under Pitt and Castlereagh streets goes through a part of the city where there is more soil than rock, and it is quite possible that some of the buildings there might be injuriously affected; but in other places the tunnels go through solid rock, and I do not think that the buildings above them would be in the least degree affected.

2863. *Mr. Lee.*] Any tunnel scheme must necessarily involve more or less disturbance? Yes; but it is a question of degree, and is impossible to foretell. I compare my estimate of cost—£156,332—with that given by Mr. Deane for the St. James' road scheme (questions 2494, 2505, and 2506 of the Royal Commission evidence), namely, £650,000. I omit the cost of the offices—£65,000—because there are no offices in my proposal; and that makes the total cost of Mr. Deane's scheme £585,000. To that he proposes to add £100,000 to pay for 10 acres of Hyde Park, making the cost £685,000 or £229,000 more than the estimate of my scheme at Mr. Deane's prices. But while I load my scheme with the prospective risks of tunnelling, I think that the Hyde Park scheme should be loaded with the cost of the Benevolent Asylum grounds, and that it would also be a fair thing to reckon in the value of the large area of Government ground between Devonshire-street and Belmore Gardens, $1\frac{1}{2}$ chain in width, which would be occupied for railway purposes. Those two items are a very fair set-off against any charge which might fall upon my scheme in connection with the tunnelling. The dual scheme submitted by the Royal Commission (*vide* appendix on page 146 of their report) is estimated to cost £350,200. I do not know whether that includes the cost of offices for the accommodation of the railway staff, but so far as I can make out from the report, it does not. That scheme, on the same basis of prices for works and resumptions, would cost, in round figures, £390,000 more than my scheme, and it allows nothing for the 5 acres of Hyde Park, for the Benevolent Asylum grounds, and for the large area of Government ground at Carter's Barracks, and thereabouts, which would be taken. There are also one or two other points which I should like to mention. My scheme, at Mr. Deane's prices for both work and land, is £229,000 cheaper than Mr. Deane's Hyde Park scheme, omitting office buildings, and is £394,000 cheaper than Mr. Deane's dual scheme, and the latter, while taking 5 acres from Hyde Park, allows nothing for it. The expense of rebuilding injured buildings (my scheme) could not amount to the cost of Benevolent Asylum land resumption (Mr. Deane), and my scheme avoids the destruction of Government land between Devonshire-street and Belmore Park. My scheme gives opportunity for a tunnel to Circular Quay, equally with Mr. Deane's scheme, but also gives opportunity for connection with a North Shore bridge, which Mr. Deane's does not. It also gives an equal or rather a superior connection with the eastern suburbs. On the plan before the Committee, I have shown by a dotted red line the route of a possible future extension to the Circular Quay, which could be very easily arranged, and of a "take-off" for a line crossing to the North Shore by means of a bridge. It is just as easy to go to the Circular Quay or to the North Shore from the High School site as to go from St. James' road, and an extension to the eastern suburbs could be more conveniently made near the junction of St. Mary's-road and Woolloomooloo-street than from St. James' road, and would avoid a great length of tunnel. My scheme gives three stations instead of one; it gives much greater convenience to the travelling public, *viz.*, at both sides of the city, it avoids the annoyance of a huge terminal station in the centre of the city, and avoids the destruction of Hyde Park.

2864. I do not think you explained exactly how you proposed to get from Redfern to Darling Harbour? I propose to go by way of the existing line. I have heard that line is deemed rather steep. I do not know what the grade is; but if it is a grade over which heavy goods trains can be worked, passenger-carriages could certainly be hauled over it. On the other hand, if it is alleged to be too steep for passenger traffic, about half a mile of resumption, half a chain wide, will be required for the construction of a new line.

2865. You would have to go back some distance? It would be an advantage to my scheme to have a new line from the Redfern yard, because then you would not have to "take off" to follow my route, from a point so near the water, and would consequently have more "head" for clearing the railway-sheds, and an easier grade to the Town Hall site.

2866. But it would be necessary to go under George-street to get down to Darling Harbour? In that case you would have to start further back, just as in the Hyde Park scheme—you "take off" a little further back in order to clear Devonshire-street. I have not the details of the levels of the Redfern yard; but it seems an extraordinary thing that if all the goods traffic of the Colony is worked over the Darling Harbour line a few passenger trains could not be run over it.

2867. Where do you propose to have your Central Station? I do not propose to have a Central Station at all. My main station would be situated in Cook and Phillip Parks.

2868. Of necessity there must be a station where the long-distance traffic can start from and arrive? That is what I am coming to. At this main station I propose to have an "island" platform for suburban traffic, and to use the side platforms for the long-distance traffic. The long-distance trains will be able to remain at the side platforms, and it will be easy to load mails and luggage.

2869. *Mr. Wright.*] Have you gone into questions of grade? I have gone into that question to this extent, that I know pretty well what the grades are from the evidence which has been taken by the Royal Commission.

2870. Can you tell the Committee what will be the height of your Town Hall Station above high-water mark? I have not the figures with me; but, as nearly as I can remember, somewhere between 40 and 50 feet.

2871.

2871. Your next station will be a daylight station between Elizabeth, Market, and Castlereagh streets? Yes, at the level proposed by Mr. Deane; that is, 19 or 20 feet below the surface. That will enable me to pass under Market-street.

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2872. What will be the height of that station above high-water mark? About 60 feet. The grade between the "take-off" at Macarthur-street and King-street will not be anything worse than 1 in 66.

2873. What is the length, in chains, from your proposed station behind the Town Hall to your proposed station at Market-street? Twenty-two chains.

2874. You pass over Darling Harbour;—from that point to Market-street you have to climb up some 20 feet? If I remember aright, the surface level at the site of my proposed King-street station is 80 feet; and, as the rails will be 20 feet below the surface, they will be 60 feet above high-water mark. From my "take-off" at Macarthur-street I have 35 chains to the Town Hall station. There are 10 chains at the Town Hall station, and then I have 22 chains of tunnel to get to the south side of Market-street. That makes 67 chains altogether; so that I have a rise of less than 1 foot to the chain, even if I start at Macarthur-street at the water's level; but I start from a point 15 feet above water-level, so that I have a very flat line.

2875. What I was anxious to find out was the difference in elevation between your first and second stations? Well, I may say that I have gone carefully over the ground. It is 20 feet. I am not guessing at anything.

2876. Can you tell me the difference in level between your Market-street station and your third station? That is at Cook and Phillip Parks. That station will be midway between the highest and lowest points in those parks which, according to Mr. Deane's figures, would be at a level 18 feet 6 inches below College-street. Therefore, the third station would be almost on the same level as the Market-street station. If there was any difference in level it would be only a few feet.

2877. Have you had your figures as to grades, elevations, and so forth, checked by any professional man;—have your estimates been prepared by a professional man, or are they your own deductions from information received? The figures are taken from Mr. Deane's evidence, and I have used the estimates which he has supplied. Of course, I have been able to get no valuation from Mr. Deane of the 5 chains behind the Town Hall which I would resume; but, as I have put down £24,750 for that land, I do not think anyone would increase my estimate of its value.

2878. You say that the Cook and Phillip Parks station would be on the same level as the Market-street station? I believe that the levels of the two stations would be almost identical. Anyhow, the distance between the two is a good many chains, and that would enable you to provide against a considerable difference in level.

2879. You could, if necessary, drop a foot per chain, and still have a fair grade? Certainly; I do not think one in 66 is a bad grade for a passenger line.

2880. Where would be your next station? That is my last station. I originally suggested a station at the foot of Oxford-street; but I find that that station would only be 16 chains away from the Cook and Phillip Parks station, and I do not think that you could have trains stopping at such short distances.

2881. You contend that upon your proposed line you could provide a two-and-a-half-minute service of trains? With trains following each other every five minutes each way, you would have a two-and-a-half-minute service.

2882. The loading and unloading of long-distance trains takes from twenty minutes to half an hour? Exactly; and therefore I have provided extra platforms at the Cook and Phillip Parks station.

2883. How many platforms have you provided for the long-distance traffic? Two, each 10 chains long, and, as the engine and tender would overrun the platform, you would have more available length than in a "dead-end" station with platforms 700 feet long.

2884. You think that in this way all the requirements of the traffic can be met? Yes.

2885. Your dépôt would still be at Redfern? For marshalling trains.

2886. And for surplus rolling-stock? Yes. The trains would be made up there.

2887. You have apparently given this matter a great deal of thought? Yes; and I have gone over my calculations in half a dozen different ways, to be perfectly sure that the figures are accurate. I have "proved" them, as the schoolboy phrase goes, in every possible way. Whenever any doubt has arisen, I have given it against my scheme.

2888. You think that your scheme will bear the scrutiny of professional men? I believe that it will. Of course, I am not a professional engineer, and an engineer will be able to find some crudities somewhere; but they will not be of much importance. They will not be in regard to grade, or feasibility, and they may be the result of prejudice.

2889. A traffic expert would be the man to determine the question of feasibility? He would be guided, I assume, by a constructing expert.

2890. Not in regard to traffic matters? Well, to answer that question with any degree of positiveness, I should have to be a traffic expert myself.

2891. When the light of day, in the form of criticisms by engineers and traffic experts, is thrown upon your scheme, it may not prove as good a one as you imagine it to be? Of course. One side of a story is always good until the other is told. I think that the aim of the Committee is to ascertain from a standpoint other than that of professional skill, whether the proposal is a good one. I think that in times past the Committee has expressed opinions differing from professional opinions. If a non-professional body may hold opinions diverse from those of professional men, I suppose it is equally competent for professional authorities to hold opinions adverse to the work of laymen.

2892. *Mr. Regan.*] I did not understand you to say that you proposed to interfere with, or to remodel the arrangements of the present Redfern station? I have not heard any technical evidence as to the necessity for alteration in order to improve the grade upon the Darling Harbour branch. In the absence of information upon that point I can say nothing. That is an engineering detail with which Mr. Deane alone is probably competent to deal.

2893. You would still retain Redfern station as a dépôt? Just as Eveleigh at the present time answers the purposes of Redfern.

2894. All your marshalling would be done there? Yes.

2895. But both long-distance and suburban traffic would be taken over the circular line? Yes; a train coming into Redfern on the western side would run round easterly, and a train coming round on the eastern side would run round westerly.

2896.

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2896. There would be no inconvenience upon holidays or at other times when the traffic was abnormal? No; there would never be any block. You could range one train after another if necessary.
2897. You believe that your scheme is better than a "dead-end" scheme? Certainly, because of the shunting which it will save. You will not have to shunt once in twenty-four hours.
2898. Directly the passengers leave the trains the trains will go on again? Yes; the trains will keep on moving ahead. In London, on the underground railways, they run trains every three minutes.
2899. Without any inconvenience? Certainly; one train is not allowed to leave a station until the station ahead has "rung up."
2900. Have you given the cost of your various stations? I have put down £170 per running yard for my stations.
2901. But one of the stations will be larger than the other two;—do you allow for that? I have averaged the cost of the stations. After making the line right through, I have allowed £66,000 for platforms, roofing, and sundry expenditure in connection with the stations.
2902. You do not make any provision for offices for the administrative staff? No; I leave that out of my scheme, because it has already been left out of some of the schemes submitted to you.
2903. You think there is no necessity for making new provision, since the officers are already provided for? It might be convenient to make new provision: it cannot be necessary. As I do not propose to occupy, with my station, anything like the whole of the block owned by the Government at the High School site, there would be plenty of room for the construction of offices there, or they might be built at Cook and Phillip Parks, and form part of the main station.
2904. Have you made any provision for emergencies in this direction? Certainly. With reference to the question of cost, may I point out that my scheme is so much less expensive than Mr. Deane's, because he requires a six-line track, while I require only a two-line track. Mr. Deane reserves a width of 100 feet for six tracks. I propose to reserve a width of 33 feet for two tracks. In estimating cost, I divide Mr. Deane's prices by two, because I have been unable to ascertain from his evidence whether he charges the same price for putting down four lines of rails as he charges for putting down six lines of rails.
2905. What provision have you made for an extension to the eastern suburbs? All proposed future extensions are shown on the map by dotted red lines.
2906. You believe that your scheme will give greater convenience in working than the proposed scheme, and will effect a great saving in construction? Necessarily. It gives you three stations instead of one, it serves both sides of the city, and it has a station as central as the St. James'-road station.
2907. Do you believe it to be a fault in the St. James'-road scheme that no second station is provided for? If there is no second station between Devonshire-street and St. James'-road, a large part of the traffic will get out at Redfern, and go into town by train or bus.
2908. It was suggested that a station might be made at Liverpool-street? Yes; and in the same way, I could put a station at Liverpool-street, and with less expense, because my station would only have to provide for two lines, while Mr. Deane's station would have to provide for six.
2909. How much of Phillip Park do you take? I take 2 acres of Phillip Park, and 2 acres of Cook Park.
2910. How much of Hyde Park do you take? A strip 12 feet wide, and about 15 chains long. I cross Belmore Gardens on a viaduct.
2911. You do not take any part of Belmore Gardens? No: I cross one side of it with a viaduct 22 feet or 24 feet wide. The St. James'-road scheme viaduct would cross the middle of Belmore Gardens. The portion of Belmore Gardens which would be covered by my viaduct would be about half an acre. Mr. Deane's would cover 1½ acre. Then I take about an acre of the Domain.
2912. Altogether, you take about 5½ acres of park land? Call it 6 acres.
2913. That would not interfere much with the facilities for public recreation offered by these parks? No; it would scarcely be possible to design a scheme which would interfere less. I merely skirt one end of the Domain, I skirt one side of Hyde Park, and I skirt one side of Belmore Gardens. Of course, I materially interfere with Cook and Phillip Parks, but they are so little used that I do not think there can be any grievance about that.
2914. Can you tell us what would be a fair charge to impose upon railway passengers using the proposed extension in order to obtain interest upon the capital expended. The Commissioners say that a charge of 1½d. for the return journey would pay interest upon the cost of their scheme? Well, as my scheme would cost only two-thirds of the amount which the Hyde Park scheme would cost, if the interest upon the Hyde Park scheme could be met by a charge of 1½d., the interest upon the cost of my scheme could be met by a charge of 1d.
2915. Have you gone into the matter? Not more than that. It is not necessary, because I accept the Commissioners' figures. I think that is the fairest thing to do in order to make a comparison.

FRIDAY, 20 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
 The Hon. JAMES HOSKINS.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.
 CHARLES ALFRED LEE, Esq.
 JOHN LIONEL FEOAN, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the city, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

2916. *Chairman.*] Since last you were here, Mr. Deane, several matters have been referred to you for consideration;—which are you prepared to deal with first? If you will allow me, I should like to make two or three remarks upon Mr. Neild's criticisms of my criticism, wherein he is wrong upon two or three points. He challenged the length given by me of Cook and Phillip Parks along College-street. You will remember that it was only roughly measured from the plan as 600 feet. Mr. Perdriau gives it as 635 feet. As a matter of fact, one park overlaps the other. But if the actual length is only 35 feet more than the length I gave, it is not very much, considering that mine was only based upon a scale measurement of the map. With regard to Mr. Neild's statement that I said that a platform 700 feet long would extend under the Museum at one end and St. Mary's Cathedral at the other, I think if you refer to my evidence, you will see that I spoke of the station, the length of which has been referred to as 1,120 feet—the distance between St. James'-road and Park-street. I assumed that Mr. Neild's station would be more or less parallel to College-street, because, in his description of his scheme, he said that it would be a central station, which I concluded to mean a large station where all the traffic would be dealt with. As regards the fall from College-street down into Woolloomooloo, what I pointed out was, not that the inclination was the objection, but that the difference of level was the objection. I also pointed out that Cook and Phillip Parks had not the right shape for a railway station. The area would be nearly sufficient, if you could adjust it; but there is too much breadth for the length. I have looked at Mr. Neild's modified scheme, and it appears to me that there are a number of objections to it. In the first place, I find that the proposed curves are impossible. To get 10-chain curves, which are the worst that one could do with, it would be necessary to take the line round by the route which I have indicated on the plan by pencil lines. Of course, that is not a very serious matter, and on Mr. Neild's plan the route is only roughly sketched out. With regard to levels, however, I would point out that the level of Sussex-street, where Mr. Neild's line crosses, is 30 feet above high water, while the rail-level there would be 18 feet above the road-level, or (say) 48 feet above high-water mark. The road-level at the corner of Bathurst and Kent streets is 53 feet. Mr. Neild's line goes under those streets, which would make his rail-level about 35 feet. The difference between 48 feet and 35 feet is 13 feet, which means that the line would have to descend 13 feet in a length of 400 feet—a grade of about 1 in 31. Then, at the corner of Woolloomooloo-street and St. Mary's-road the road-level is 36 feet. The rail-level would be 18 feet above that, or (say) 54 feet. For the station, assuming that it would be on a grade of not more than 1 in 300, that would give 57 feet for the rail-level under Park-street. Where the line would cross Boomerang-street the level is about 60 feet, so that Boomerang-street would have to be diverted. You could not get over Woolloomooloo-street and under College-street without diverting Boomerang-street. Mr. Neild proposes to take his line under the new markets. The level of the junction of Clarence and Druitt streets is 53 feet, so that his rail-level there would be (say) 35 feet. Road-level at York-street, where his line would cross, is 69 feet, and the level of George-street about 68 feet. I have assumed that the foundations of the market buildings are 20 feet below the street-level. I do not know that that is quite correct, but I think it is somewhere near the mark.* If the rail-level there were 35 feet, the level of the top of the tunnel would be (say) 55 feet, so that the top of the tunnel would be 7 feet above the foundations of the markets. Of course the construction might be made a little shallower, but it is quite evident that it would be an awkward piece of work. I do not think you could get the line under the markets. There is another difficulty I find with regard to the levels. The rail-level at the corner of College and Park streets would be 57 feet. At the crossing of Macquarie-street beyond the Park the street-level is 75 feet. As the line would have to cross over that street, the rail-level at the place of crossing would be 93 feet, making a difference of 36 feet in a length of 1,800 feet, or a grade of 1 in 50. I find, too, that the height of the viaduct at the north-east corner of Belmore Park, giving a grade of 1 in 66 from Macquarie-street down, would be 45 feet. This is high, but, of course, by no means prohibitive. Where we cross with the Departmental line, Goulburn-street is the critical point, and Goulburn-street is much lower there than at any other point. Mr. Neild's scheme, in common with Mr. Greenwood's and other schemes, provides for the working of traffic round a loop, which I have already shown to be impracticable. Our trains are fixed for certain times of running: they have to work to a time-table. The case here would not be the same as the case on the metropolitan railways in London, where the trains simply run round and round every few minutes. Consequently, here one of the stations would have to be fixed upon as a place where the trains could stop for a longer or shorter time. That station would be practically a terminus, and you would require extra accommodation there. With Mr. Neild's scheme the lines going down to Darling Harbour, and forming the western side of the loop, would be on a grade of 1 in 40, and the trains passing over those lines would practically not enter Redfern station at all, because the Darling Harbour branch is partly in tunnel and partly in cutting, and descends from Redfern yard at a point a good way beyond the platforms, and there is no possibility of making a stopping-place on the steep grade near George-street.

Only

*NOTE (on revision):—The City Architect tells me that this depth may be taken as 22 feet, which would make the interference greater.

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- H. Deane. Only the trains working on the eastern side of the loop could use Redfern station. It seems to me that Mr. Neild's scheme would not accommodate the long-distance trains and the semi-suburban traffic from places like the Mountains and Moss Vale. Those trains would not be wanted to run around the loop, but would have to stop somewhere. Another objection to the loop is that it would reverse the position of the carriages each trip. The Commissioners so arrange their trains now that the first-class carriages are at the Sydney end, and the second-class carriages at the other end. If the trains were run round the proposed loop this position would be reversed each time. To keep the carriages in proper position would necessitate shunting at Homebush, Parramatta, or Hurstville, as the case might be, and I have little hesitation in saying that there is not room for that shunting at those places.
2917. *Mr. Fegan.*] But really that would not matter much? I am informed by the Commissioners that it would matter a great deal. They have adopted this arrangement in order to save time, by preventing confusion. At the present time people using the two classes know exactly where to look for the carriages by which they want to travel. If the carriages were mixed up, people would be running from one end of the station to the other to find their right carriage. People would come into collision with each other, and there would be confusion and great loss of time.
2918. *Mr. Black.*] Do you not think that the Department might adopt a common-sense arrangement and have the carriages painted in different colours, or hang out bannerets, so that people could tell 50 or 100 yards away what class they were? That might be done. At the present time I think there are boards put up on the platforms telling passengers where each class of carriages will stop. Mr. Neild's scheme does not give anything like the accommodation given by the Departmental scheme.
2919. *Mr. Hoskins.*] Do you know whether persons who have houses or warehouses built over the tunnels on the London underground railway were entitled by law to compensation because of the tunnelling? I am not quite sure. I think there was a provision made for what is called an "easement" in some instances; but I should not like to make a definite statement on the subject.
2920. Do you not know that a considerable amount of compensation had to be paid in numbers of cases for alleged damage to foundations from vibration? Yes, I believe that that was so. One other point in connection with Mr. Neild's scheme is that it is essentially a tunnel scheme, and I have already pointed out the objection to tunnels. Of course, I have had to examine this scheme rather hurriedly, and there might be some differences of detail which could be improved or otherwise arranged; but, in the main, I think that my objections are correct. In fact, I think that the difficulties would be rather more than I have made them to appear. Where you have to deal with a steep street, it is more difficult to arrange for a good grade than where you are dealing with a level street or a street with only a slight incline. You cannot touch the grade of a steep street. If you want to raise it, you steepen the grade below the crossing; if you want to lower it, you steepen it above the crossing. Then, too, when crossing a steep street you must get your headway not on the centre line, but on the lower side, which may considerably throw out your calculations.
2921. *Chairman.*] With regard to the matter of curves in connection with Mr. Neild's scheme, it is hardly worth while particularising it? No, except that there would be a very tight fit coming round by the Town Hall. I am not at all sure that the line could be taken in that way.
2922. In the Domain you could get over the objection? Yes.
2923. *Mr. Hoskins.*] Do you not think that the Municipal Council would offer objections to the taking of the railway under the foundations of the Town Hall, or of the market buildings? I should think they would object to a railway going under the market buildings. Of course, the line would have to be kept clear of the foundations of the Town Hall.
2924. *Chairman.*] Would not that involve expensive resumptions? It looks as if you could just squeeze the line in without interfering with the Town Hall, but I am not quite certain that it is possible. A scheme of this kind requires to be worked out in detail at certain points before you can make sure whether it would be practicable. You cannot judge from a mere sketch. For that reason I have not raised any objection in regard to the matter of clearing the Town Hall site, although that would be a difficulty.
2925. You have given the scheme the benefit of the doubt? Yes; I base my objections to it upon the difference of levels and the difficulty of working traffic over such a line.
2926. *Mr. Trickett.*] Several circular lines have been suggested to us, and it has been proposed that trains should run round both ways;—how do you view that proposal? I do not think it would be at all a suitable arrangement. As I have already pointed out in this particular case, trains running down the Darling Harbour branch could not possibly stop at Redfern station, because the line is on a steep grade, and does not emerge from a deep cutting until it gets to the Eveleigh end of the Redfern platforms.
2927. But, apart from that difficulty, would it be practicable to run trains round the loop in both directions? You mean if that difficulty were got over?
2928. Yes? It would be possible; but it would be necessary to fix upon one station for a terminal station, where the trains could stop and wait for time. On the London Metropolitan Railway, which with the Metropolitan District Railway forms a complete loop, the trains run round and round in opposite directions continuously; there is no time-table required. They run every three minutes, or perhaps oftener. No trains coming from outside that loop run on to that loop. They in every case come to a terminal station.
2929. For the merely city traffic, I can see that the loop could be used; but do you think it would be desirable to work on to it the whole of the suburban and up-country traffic? No; that could not be done conveniently.
2930. When a long-distance train arrives, a considerable amount of time is occupied in getting rid of the passengers and putting out goods and luggage;—would not that interfere with the other traffic on the loop if we ran all these trains into the city? You could get over that difficulty if you had a large enough station where you could run the long-distance trains into separate docks: but you would require a great deal more room to do that than seems to be provided anywhere.
2931. Such an arrangement is practicable, but it would require a very large amount of room? Yes. Cook and Phillip Parks would be a very inconvenient site for a central station. I think passengers would just as soon stop at Redfern as be landed there.
2932. Your great objection to that site is that the ground is sloping? That is to say, the difference of levels. One end of the station would be in a deep cutting, while the other would be lifted right up. It would be a frightfully expensive station.

2933. You think that the plan of running trains round a loop in opposite directions would entail considerable expense? You would have to treat the lines as the separate prongs of a fork, which happened to meet at the further end. They would have to be worked separately.

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2934. As two separate systems? Yes. The convenience would be that all the trains would start from the same station, the central station that I speak of being the terminus of both systems. The idea of running in from the suburban lines right round the city continuously is impracticable.

2935. Except for suburban traffic? It is not practicable for suburban traffic. If the Committee want further information upon this subject, I would recommend them to call the traffic officers, who would be able to explain the matter more fully.

2936. The difficulty is not an engineering one, but one of practical working? Yes. These difficulties of working must be considered by the engineers in designing a line. I have not said anything with regard to Mr. Horbury Hunt's condemnation of the Departmental scheme. I worked out the station arrangements after repeated consultations with the late Chief Commissioner, and I do not think there is anybody in Sydney besides Mr. Hunt who would so severely condemn any arrangements which the late Chief Commissioner had expended so much thought and time upon.

2937. *Mr. Hoskins.*] Do you think that you have provided sufficient room to allow people to enter and leave the proposed station conveniently? Yes; I have provided quite as much as is usually provided in connection with similar stations elsewhere. I think I explained that matter fully last time I was here. I understand that it is thought that there may occasionally be a block at the new station, just as there is now at Redfern at times on that part of the platform opposite the indicators. I would point out, however, that people congregate on that part of the Redfern platform, because there is no other place for them to go. The people you see there are waiting for their friends, getting information about trains, collecting luggage, passing from one platform to another, and, consequently, the space is often very crowded, and considerable confusion exists. But when people arrive at the proposed new station, they will go at once into the station. All that the openings will be required for will be to admit the public into the station, or to provide means of exit. They will not be required to give standing room for persons waiting about. There will be a large platform inside the building and under the roof, 60 feet wide, where people will go to obtain information about trains, to collect luggage, and so on.

2938. The opponents of the St. James'-road scheme say that there will be a very deep cutting, and a very awkward one, on the eastern face of the proposed station, which will create an obstacle to traffic and greatly disfigure the place;—is it not the case, however, that you propose to give a very easy approach to the eastern side of the station, and that there will be no disfigurement? Yes; that is so. There will be no disfigurement, and everything will be slightly, if not ornamental.

2939. *Mr. Lee.*] Do you want to add anything to your evidence in regard to the necessity of increasing the approaches to the proposed new station? I think I sufficiently dealt with that matter when I was here before. I then showed the Committee the lithographed plan of the new Great Eastern Railway station at Liverpool-street, London, where they run 100,000 people in and out every day—a traffic vastly larger than the traffic which we have to deal with at Redfern. Not only are the means of ingress and egress provided there no greater than I have provided at St. James'-road, but the streets round about, as every one must know who has seen the London streets, are narrow and crowded. It will be seen from the arrangements connected with that station that the difficulties supposed to exist at St. James'-road are merely imaginary.

2940. *Chairman.*] It has been proposed to improve the approaches to St. James'-road station either by widening Market-street or by continuing St. James'-road into Castlereagh-street;—which would you prefer? My suggestion is to make an approach through from Castlereagh-street.

2941. *Mr. Hoskins.*] And to round off the corners of the streets? Yes.

2942. *Chairman.*] You would round off the corners of Market-street as well? Yes; I see no objection to that. I would make everything as convenient as possible.

2943. *Mr. Black.*] I should like to know how you are going to avoid at St. James'-road the dangers which now exist at Redfern? That is a traffic matter which I thought I had already explained sufficiently. Perhaps not being a traffic officer I have not been able to explain it properly. If the Committee would not mind calling a traffic officer to explain it, I think it would be better. I thought the Committee had had the benefit of Mr. Parry's explanation of the difficulties now existing at Redfern yard.

2944. We know what the difficulties are at Redfern, but I do not know why there would not be similar difficulties at Hyde Park? At Hyde Park you have greater length. You have about 1,900 feet there from the outside points to the ends of the platform. At Redfern you have only about 800 feet.

2945. You told me that the distance from St. James'-road to Park-street was 1,150 feet? The outside points are further out from the platforms than Park-street.

2946. But the lines begin to narrow in before you get to Park-street, and consequently there is the danger inseparable from the crossing of trains; you have already told us that between Devonshire-street and the Redfern tunnel there is more room in which to avoid that danger? The clear space at Redfern is only about 800 feet. You cannot go back to the tunnel, because there are other roads coming in before you get to the tunnel. The amount of clear space available for passenger traffic going into the station at Redfern is only 800 feet. At Hyde Park you have only passenger traffic to deal with, and you will have much greater length. Then, too, the engine "roads" which will be provided will render it unnecessary to shunt trains over other lines in order to get the engines which have brought them in away from the platform.

2947. As I understand your explanation, at Redfern you have more operations than you would have at St. James'-road—it is not that there is any structural deficiency at Redfern? Yes: there is a structural deficiency at Redfern. The design of the roads at Hyde Park was decided upon after consultation with the late Chief Commissioner, and he was perfectly satisfied with it. The traffic officers are, of course, responsible for the method of work adopted.

David Kirkcaldie, Chief Traffic Manager, Department of Railways, sworn, and further examined:—

2948. *Chairman.*] Have you had an opportunity of looking into Mr. Neild's scheme? Yes; I saw it about an hour ago.

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2949. Are you prepared to express an opinion with regard to it? Yes. I scarcely think it is a practicable scheme. Apart from any engineering difficulties which may exist, there will be some difficult gradients

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gradients to contend with. First of all, Mr. Neild proposes to go down the Darling Harbour branch on a grade of 1 in 40. I understand, too, that there are some heavy grades between Darling Harbour and King-street. Mr. Neild, I believe, proposes to run some trains on to the loop on the Darling Harbour side, and others on the Redfern side. That would mean, of course, that all the trains entering on the Darling Harbour side would miss Redfern Station altogether, because the commencement of the Darling Harbour branch is just at the mouth of the tunnel—a long distance from the station. Consequently, this arrangement would render the present Redfern platforms valueless. The only platforms that could be used would be two entirely new ones on the eastern side into which trains coming or going *via* Woolloomooloo on the eastern side of the loop could run. I understand, too, that Mr. Neild proposes to have only a double line of rails. We could not conduct our traffic on two lines of rails. His proposed arrangements would be admirable enough for a circular line where trains can run in regular periods, but we have to deal with trains coming from the west, the north, and the south, with trains going to Parramatta and making their first stop at Strathfield, and with other trains stopping at every station. To have all these trains running round a loop would mix up the traffic so much that it would create the greatest confusion. On the eastern side of Redfern yard, we now deal with the whole of the hay, straw, chaff, and produce traffic; but if the proposed scheme were carried out, that traffic would have to be removed to some other place, though we are pretty well crowded out at Darling Harbour now.

2950. Would it be possible to deal with all the suburban traffic on two lines of rails, leaving the long-distance traffic at Redfern? No. Our suburban traffic is so arranged that through trains for Strathfield often pass other trains going to Strathfield, but stopping at intermediate stations. The proposal made by Mr. Neild would, in effect, bring the traffic off four or six lines of rails on to two lines, which would immediately congest it. It would be of no use having four lines of rails beyond Redfern if you only had two lines to the city.

2951. A loop having only two lines of rails would be valueless? Two lines of rails would not carry the traffic.

2952. *Mr. Trickett.*] It is proposed that some of the trains shall enter the loop on the Darling Harbour side, and that others shall enter it on the eastern side, running round it in the reverse direction? Theoretically that arrangement may appear very good, but it would never be practicable.

2953. Why? Because people coming into or leaving the city for the proposed station at St. James'-road would have to be carried right round by Woolloomooloo.

2954. But the city traffic could come in on the Darling Harbour side of the loop? The trains are so numerous during the busy hours of the day that they could not follow round rapidly enough on a double line of rails.

2955. With a double line of rails this scheme is impracticable? I think so, absolutely.

2956. It would not admit of trains being run in opposite directions at short intervals? Trains could be run at short intervals, but the traffic is too great for a double line of rails.

2957. With a sufficient number of rails, you could carry out the arrangement? Yes; but there would still be the objection that you would be carrying the great bulk of the city traffic right round by Woolloomooloo.

2958. Would it tend to confusion if you had the trains running in opposite directions? I am sure it would. Another objection to the scheme is that there is no place for storing trains. Presumably a train coming on the loop on the Darling Harbour side would have to run round to Redfern, although it might not be required after it reached St. James'-road. Then, by and-by, when it is wanted again to fill up at St. James'-road it would have to be run round the loop a second time.

2959. You have had a great deal of experience in managing traffic; you have visited other countries, and I suppose you have read a good deal about traffic management;—do you know of any place where the traffic is carried on in the method proposed? No.

2960. You think that such an arrangement would lead to very great confusion? I am sure it would. It would also lead to great dissatisfaction to the public.

2961. On the London underground railways the trains run in reverse directions? Yes; but that is altogether a different thing. If you made this simply a circular railway you could run the trains upon it as they do in London.

2962. A circular railway is only suitable for the traffic running in the circle itself—it cannot be connected with outside suburban traffic and long-distance traffic? A circular railway is suitable only for dealing with a regular traffic—something like our own tram traffic.

2963. Traffic independent of main or trunk lines? Yes.

2964. *Mr. Humphery.*] Would it be practicable to treat the whole of the traffic when it reached the Redfern station as a local traffic? It would be possible, but it could not be dealt with so satisfactorily. It would mean that the trains would have to follow each other at certain intervals, say every three or four minutes. That would only allow you to deal with about sixteen or seventeen trains an hour.

2965. How many trains do you deal with now in the busiest hours of the day? On the 22nd June last we dealt with on an average thirty-six trains an hour in and out for nine hours—that is, from 4 o'clock in the afternoon until 1 o'clock on the following morning. In the busy times of an ordinary day we deal with upwards of twenty trains an hour inwards. We could not deal with that number of trains upon two sets of rails, even if they stopped at every station. In London if they deal with about sixteen trains an hour on one line they think they do very well. They have tried as many as seventeen, and even eighteen, but they have been found to be too many.

2966. If the trains were marshalled at Redfern, would some of the passengers have to get out at Redfern, and go on into the city by other trains? Yes. The train which would go round the loop on the western side would not touch Redfern at all. Trains coming in from Woolloomooloo would stop at the platforms on the eastern side of the Redfern station.

2967. *Chairman.*] You have a full knowledge of the traffic coming into Redfern, and you state that it is not possible to carry it round the proposed loop on two lines of rails? I do.

2968. *Mr. Fegan.*] Last time you were here I asked you if there were not a possibility of a mistake at Redfern where you had a man on the ground repeating the signals to the men in the boxes? Yes; there is a possibility.

2969. And a probability? Yes; and a probability.

2970. Had you not to make these effective arrangements because of the small amount of space you have at Redfern? You mean the arrangements in connection with the employment of ground signalmen.

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2971. Yes? No; ground signalmen were first put on because engines frequently got up into the tunnel, and it was thought that the signalmen in the boxes might forget that they were there. The ground-men were appointed to see to that, and to keep in constant touch with the signalman in the signal-box.
2972. But is it not on account of the limited distance at Redfern—because the lines branch right off from the tunnel—that the employment of these men is necessary? Yes.
2973. Do you think that this is a desirable state of things? I do not.
2974. If the railway were extended into the city you would have only the one system of signalling? Yes.
2975. And the interlocking system would then be completely relied upon? Yes.
2976. What grade would you recommend for a railway into the city? I do not think you should have anything greater than 1 in 100, if it can possibly be avoided. One in 100 is the ruling grade upon the main suburban lines, and I think that we ought not to go beyond that.
2977. You would have that grade in the Hyde Park scheme? Yes.
2978. Have you any information to hand as to the number of accidents which have taken place in the Redfern yard? No; but it goes without saying that the risk of accident is greater where the traffic is congested, and the men have not sufficient elbow-room to carry on their work.
2979. *Mr. Black.*] You say that no grade steeper than 1 in 100 should be adopted for suburban traffic;—how would you get down from Hyde Park to Circular Quay for a proposed extension to North Shore with such a grade? I have not given that matter any consideration, but in my opinion you should not have a steeper grade than 1 in 100, if it can possibly be avoided. Of course on the North Shore and Hurstville lines we have steeper grades, but they are not desirable.
2980. Is there anything in Mr. Nield's scheme which would prevent the laying down of four lines instead of two? I do not suppose so.
2981. One of your objections to it would be removed if he had suggested four lines instead of two? There would still be no provision for the storing of trains, and the heavy grades render the route, to my mind, impracticable.
2982. Could you not travel all your trains round the loop at a uniform rate of speed? I do not think so. When people get into a train they want to get to their destination as fast as they can.
2983. As a matter of management, would it not be possible to run all the trains through the city at a uniform rate of speed? There is nothing impossible, but such an arrangement would be very inconvenient. For example, in the afternoons we have a train leaving at 5'15, another at 5'18, another at 5'20, and another at 5'23, all on the fast road. There are also trains on the slow road, in fact, from 5'15 until 5'30 p.m. ten trains at present leave Redfern station, and the number will continue to increase. Such a number of trains could not follow on one line of rails, particularly as some are fast and some slow trains.
2984. According to the figures put before us by Mr. Deane, the distance from St. James' road to Park-street is 1,150 feet, or to the switches 1,120 feet; at Park-street you have twelve lines narrowing down to six—that being so, do you not think that the difficulties and dangers which now exist at Redfern will exist at Hyde Park? No. When a train comes into Redfern now, the engine bringing it in has to stay in the station until the train itself is removed. At St. James' road we shall have three lines of rails between the principal platforms, and the engine bringing in a train will be able to shunt on to the central road, and thus get out again, while the train can stay at the platform until it is wanted to go out again.
2985. Is there no danger where an incoming train crosses the route of an outgoing train? Where an incoming train crosses the track of an outgoing train there must always be some risk; but there need not be accidents if care is exercised. You cannot entirely avoid this risk without an enormous amount of shunting, or having separate arrival and departure platforms.
2986. Then the danger which now exists at Redfern will continue to exist at Hyde Park, but it will be minimised? It will be very largely minimised by the superior arrangements proposed.
2987. It would not be impossible to make Redfern a safe station? There is nothing impossible. If you took in Prince Alfred Park, or a large portion of it, and entirely reconstructed the station, you could make it safe; but you would then be spending a very large amount of money which would neither provide additional convenience to the travelling public or give us extra revenue. Furthermore, it seems to me if you absorbed the whole or portion of Prince Alfred Park, you would be taking a park in a part of the city which is considerably populated in order to save a park in a part of the city which is becoming more and more depopulated every year.
2988. Do you think that city parks are for the use of a resident population? Yes; to a large extent.
2989. I am inclined to think that the history of the great cities of the world is in direct contradiction to that view? I do not think that very many visitors to Sydney go to Hyde Park, except as a means to get from there to some other place. I should think visitors would rather go to the Gardens or the Domain.
2990. Do you not think that the Redfern station could be improved by the resumption of land upon the western side? No, because the Darling Harbour branch has to be contended with.
2991. But you could divert that? But to do that you would, as I said before, require to spend a large sum of money for no practical benefit, either to the public or to the railways.
2992. *Mr. Humphery.*] That is the commercial aspect of the case? That is one consideration, but the greater one is the convenience of the travelling public.
2993. *Mr. Black.*] Suppose Redfern could be improved at a cost of £100,000? I do not think that £100,000 ought to be spent in improving Redfern. My opinion is that it would be a great mistake to spend the money in that way. I am sure that 90 per cent. of our passenger traffic is purely suburban, and it seems to me to be an utter mistake to land these passengers a mile and a quarter or a mile and a half from the business portion of the city.
2994. Do you think it would be possible to meet the demands of the whole of the passenger traffic? You cannot meet all, but you can meet the demands of the great majority. That is all we can hope to do.
2995. Do you not think that in the proposal before the Committee there are two conflicting attempts—one is an attempt to serve the city and suburban traffic, and the other an attempt to bring all the long-distance traffic to a more central point? About 90 per cent. of our traffic is suburban traffic, and it is of no use attempting to deal with the other 10 per cent. at Redfern, where a separate staff would have to be employed to look after it. It would be much more economical and convenient to bring the whole 100 per cent. into the city.
2996. Will not the bringing in of the other 10 per cent. increase the dangers and difficulties connected with the Hyde Park station? Not appreciably.

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2997. Is not the long-distance traffic carried in longer trains than the suburban traffic? Some of the suburban trains are quite as long as the country trains. Some of them consist of eight or nine cars, while the country trains do not consist of more than seven or eight.
2998. *Mr. Roberts.*] From outside what limits would this 10 per cent. come? From beyond Penrith and Campbelltown. The long-distance traffic comprises trains like the Melbourne express, and the trains from Goulburn, Bathurst, Orange, Tamworth, and places like that.
2999. Where does the strictly suburban traffic come from? From places like Parramatta, Blacktown, Hurstville, Hornsby, and Penrith.
3000. Would a train to Penrith be regarded as a suburban train? It would be to all intents and purposes.
3001. *Mr. Fegan.*] Have you been in any city where the railway line runs through a garden or park? Yes; the train runs through the Prince-street Gardens in Edinburgh.
3002. Are the plants or trees there damaged at all by the smoke or dust? No; those gardens are very beautiful, and I never heard that the flowers and shrubs are injured by the smoke.
3003. *Mr. Humphery.*] Touching the suburban passenger traffic, the last report of the Railway Commissioners shows an increase of 1,500,000 journeys during the year ending June, 1897;—can you say, approximately, how many journeys were made on the North Shore line during the year? I should say, roughly, between 400,000 and 500,000.
3004. What would the increase in traffic on the North Shore line be? It about doubled last year.
3005. So that of the 1,500,000 additional journeys on the suburban lines referred to in the report, 200,000 might be attributed to the North Shore line? Yes.
3006. Have you any suburban radius at Newcastle? Yes; trains going to Maitland and to Teralba are included in the suburban traffic.
3007. What was the increase in the suburban traffic coming to Redfern last year? At least 1,000,000.
3008. The increase in the suburban traffic coming to Redfern last year would be fully 1,000,000? Yes.
3009. *Mr. Lee.*] Will you tell us what are your views about the difficulties of dealing with a large passenger traffic in underground stations? I have seen underground stations, but do not like them. A part from the inconvenience of working the traffic in them, I think it a great pity that passengers should be required to walk up or down twenty-five or thirty steps to get to a train.
3010. How could you manage long-distance traffic at an underground station? It would be inconvenient, but not impossible.
3011. Passengers nowadays seem to carry much larger packages than they formerly carried, and the luggage is moved about the platforms on wheelbarrows;—would it not be difficult to get it down a flight of steps into an underground station? It would not be taken down the steps. There would be proper lifts.
3012. Then again, the quantity of mail matter carried by the trains is increasing enormously? That too would be taken by the lifts.
3013. A long-distance train has to be run into the platform half an hour before the starting time? Yes; more than that. To get the luggage and parcels and mails stored into a long-distance train takes over an hour.
3014. Could that work be done as expeditiously in an underground station? No.
3015. *Mr. Humphery.*] With regard to the shunting necessary at a terminal station; in any practical scheme could you entirely avoid risk? No; it is not possible to propound a scheme which would absolutely avoid risk.
3016. Do you regard the proposed arrangements for the Hyde Park station as nearly free from risk as would be practicable in any station? I do. I think that some modifications might probably be made in the arrangements suggested; but, taken generally, it is as nicely laid out a station-yard as could well be imagined for our requirements.
3017. And as free from risk? Yes.
3018. In connection with Mr. Neild's proposal, would all the trains carrying suburban passengers have to travel the whole circuit from Redfern back to Redfern? Yes.
3019. That would be three times the distance of a direct line to Hyde Park? Yes.
3020. Would it be necessary to send trains back to Redfern from Hyde Park, or could they remain there to be filled with out-going passengers? With very few exceptions, they would remain at Hyde Park to be filled with out-going passengers. Of course, some of the trains would be sent out to the sheds for washing and cleaning purposes.
3021. *Mr. Trickett.*] If the St. James'-road station were constructed as designed, could you work the traffic by means of fixed signals alone? Yes.
3022. It would not be necessary to have hand-signalling as well? No.
3023. Is that where the great danger comes in at Redfern during busy times? I do not say that the danger is a great one; but there is an element of danger in the arrangement. What I think will tend to minimise the danger more than anything else is the arrangement whereby incoming engines will be able to be taken away from the platforms without moving the trains, and so save much of the shunting which now takes place.

TUESDAY, 24 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
 The Hon. JAMES HOSKINS.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 JOHN LIONEL FEGAN, Esq.
 THOMAS HENRY HASSALL, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.
 FRANK FARNELL, Esq.

The Committee further considered the expediency of extending the Railway system of the Colony from the present terminus at Redfern into the City, including the erection of a large Central Station in the north-western division of the Park, fronting St. James'-road.

John Cash Neild, Esq., M.P., sworn, and further examined:—

3024. *Chairman.*] I understand that you have a further statement to make? I have had an opportunity of reading the exceptions taken to my scheme by Mr. Deane and Mr. Kirkcaldie, and to them I wish to make a very brief reply. Mr. Deane says that there would be a fall of 13 feet from the Sussex-street bridge to the tunnel under Bathurst and Kent streets, giving a grade of 1 in 31. My reply to that objection is that I fully expected that it would be necessary to lower Sussex-street where the bridge would cross. I was not questioned about the matter, however, and therefore I did not refer to it, because I did not want to make my statement too long. By lowering Sussex-street 5 feet I can obtain a grade of 1 in 50, and by lowering the street 6 feet I can obtain a grade of 1 in 60. Mr. Deane's second objection to my scheme is that Boomerang-street must be diverted on account of the low level of Woolloomooloo-street and St. Mary's-road, and that the rail level at College and Park streets would be 57 feet under Park-street. I described the line as being carried on a viaduct, not on a bridge 18 feet over the roadway, as Mr. Deane indicates. It would be about 45 feet above the road. This would make the rail level of Park-street 30 feet, not 57 feet. Mr. Deane speaks of a difficulty as to crossing Macquarie-street south at a level of 75 feet. I have shown that the College and Park streets rail level would be 27 feet higher than the level stated by Mr. Deane; and, if this did not give height enough for the bridge at Macquarie-street south, the street might be cut down with great local advantage, or, as it is a ridge running north-east and south-west, a slight curve would avoid the crest altogether. Mr. Deane's fourth objection is as to the difficulty about passing under the new markets. I did not and do not propose to go under the foundations. I propose to pass through them at right-angles in separate arches each 12 feet wide. The line here would separate into two tunnels, 20 or 30 feet apart, so as not to weaken the building. At Question 2930, Mr. Deane says of my Park station, "One end of the station would be in a deep cutting, while the other would be lifted right up." But that station would not be in anything like so deep a cutting as Mr. Deane's proposed high school station, which would be 22 feet below the street level on the one side and 35 feet below the street level on the other side, as is shown in his evidence before the Royal Commission, page 2. But the cutting need not be so deep as I have stated, if the line crossed St. Mary's-road and Woolloomooloo-street, going through the narrow point of the Cathedral ground, instead of passing below it. In this connection, I would like to say that there are many stations in London every foot of which is elevated far above the chimney-pots of two and three storeyed houses. There is nothing unusual in having a station elevated either at one end or at both. This explanation effectually disposes of Mr. Deane's objection as to my levels. Mr. Deane's sixth objection to my scheme is that it is "essentially a tunnel scheme." Well, there are only 38 or 40 chains out of a total length of 226 chains in tunnel—that is, less than one-fifth of the line is in tunnel. Mr. Trickett asked Mr. Deane this question,—“Several circular lines have been suggested to us, and it has been proposed that trains should run round both ways;—how do you view that proposal?” To which Mr. Deane replied,—“I do not think it would be at all a suitable arrangement.” Yet, a moment afterwards he said,—“On the Metropolitan and District Railway the trains run round and round in opposite directions continuously. They run every three minutes. No time table is required.” As a matter of fact the trains there run at intervals of from three to thirty minutes according to their destination, and they run according to a fixed time table, as the members of the Committee will be able to see by referring to the time table which I now hand in. What was Mr. Deane's evidence before the Royal Commission, Questions 180 and 181? He was then asked,—“Supposing that two lines were carried right through the city by one route and came back by another, would that be wide enough to work the traffic?” to which he replied, “I should think it would.” A second question was put to him,—“That is with two sets of rails going right round?” to which he again replied, “I should think it would.” This is Mr. Deane's official description of the proposal reported upon by the three Railway Commissioners, to which reference is made on page 6 of the Report of the Royal Commission:—

In the event of Hyde Park not being adopted as a terminus, and extensions on either side of the city of two lines each were to be made, the proper places for these extensions would, I think, be under the roadway, instead of going under the property on each side. I should have no hesitation in recommending such a course.

That is precisely my proposal. I now deal with Mr. Kirkcaldie's objections. In the first place, Mr. Kirkcaldie objects to the grades, and particularly to the grade from Redfern station to Darling Harbour, which he says is 1 in 40. From Redfern tunnel to George-street is a distance of 27 chains, and from George-street to Macarthur-street, where I take off, the distance is 29 chains. Therefore, the whole distance is 56 chains. The level of Redfern station is 64 feet, and the level of Macarthur-street is, say, 15 feet. That gives a fall of 49 feet in 56 chains, or a grade of 1 in 75. I have no idea why the railway authorities use a grade of 1 in 40 when they can get a grade of 1 in 75. I submit, too, that it is no criticism of my scheme to assert the impossibility of conducting passenger traffic over a line which carries the entire goods traffic of the Colony. Notwithstanding the grades, Mr. Kirkcaldie says of my scheme.—“His proposed arrangements would be admirable enough for a circular line where trains can run in regular intervals.” He also says that he “could not possibly deal with suburban traffic on two lines of rails.” I did not propose having two lines of rails; I proposed having four lines of rails, two in and two out

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out. The fact that the two sets of lines unite at King-street does not reduce them to two lines. I have two lines on each side of the city—four altogether—two going out from Redfern on the west side, and two going out on the east side. But if what Mr. Kirkcaldie says is correct, why did the Railway Commissioners speak of a double line of rails being sufficient? In reply to Question 2948, Mr. Kirkcaldie says: "The proposal made by Mr. Neild will bring the traffic off four lines of railway on to two lines. It would be of no use having four lines of railway beyond Redfern if you had only two lines to the city." If you run two lines out on the west side and two out on the east side, that makes four lines of rails. In London nearly a dozen lines are brought in to the two-road circular railway. The Metropolitan line belongs to one company, and the Metropolitan District line to another. These two companies run over each other's lines, and with these lines are connected the lines of the London and North-western Company, of the Midland Railway Company, of the Great Northern Railway Company, and of the East London Railway Company. All these companies' trains run, more or less, over the two-line track belonging to the Metropolitan and Metropolitan District Railway Companies. It will be seen from the map which I now hand in that trains come in from districts entirely outside the circle, and run upon the circle. In reply to Question 2955, Mr. Kirkcaldie says: "You would be carrying the great bulk of the city traffic right round by Woolloomooloo." This is so absurdly and transparently not the case that I cannot understand how Mr. Kirkcaldie could have made such a statement. The proposal is to enter the city on the west side, and to only partially use the east side for that purpose. In reply to Question 2956 he says: "I am sure it would tend to confusion if you had trains running in opposite directions"; and in reply to Question 2957, he says that he "knows of no place where the traffic is carried on in the method proposed." All I can say to that is that Mr. Kirkcaldie can never have been in London, or, if he has been there, he did not use his senses when there, because all the world knows that trains run in opposite directions upon the London circular line. I can only characterise Mr. Kirkcaldie's statements as simply reckless evidence. That is the most polite way in which I can describe them. In reply to Question 2960, he says: "A circular railway cannot be connected with outside suburban traffic and long-distance traffic." The map which I have handed in shows that that can be done and is done. In reply to Question 2962, he says: "Trains can follow each other every three or four minutes; that would only allow you to deal with sixteen or seventeen trains an hour." It is evident that if sixteen or seventeen trains an hour could go into the city on one side on one pair of rails, thirty-four trains an hour could go into the city on two pairs of rails; so that on a double circular line you could run thirty-four trains in and thirty-four out in the hour, or sixty-eight an hour in all. According to Mr. Kirkcaldie, the present average is thirty-six trains per hour, eighteen in and eighteen out. Mr. Kirkcaldie simply confused himself and confused his evidence; but I do not think he could confuse the Committee. Mr. Kirkcaldie was asked whether, by my line, the distance from Redfern back to Redfern would not be three times the distance of a direct line to Hyde Park, to which he assented. Mr. Deane's line is 90 chains each way, or 180 chains altogether. As it is 30 chains from the northern end of the platform back to the shunting points, an engine would have to run 30 chains back to shunt, and then go north again 20 chains, allowing 10 chains for the length of a train. So that every engine shunting at Hyde Park would have to run 50 chains, or 10 chains more than half a mile. The length of my circular line would be 4 chains less than the distance by Mr. Deane's line from Redfern to Hyde Park and back. In reply to Question 2943, Mr. Deane said: "The outside points are further out from the platforms than Park-street—it is 1,900 feet from the outside points to the ends of the platforms." That means that engines would have to run south 1,900 feet, and then north 1,200 feet in order to take out a train. You would have to run an engine from the St. James'-road to a point 5 chains south of Park-street to get to the shunting points. That is the evidence not only of Mr. Deane, but also of Mr. Parry before the Royal Commission. I am determined to have my scheme fully looked into before the question is finally dealt with. I am sure that the Committee will not be offended by my saying so; but I am in a position to state that my scheme will be very fully looked into in regard to some of the details which have not come out clearly in evidence. There is one other point to which I wish to refer. The official line is 90 chains long. The distance by my line to a point on the same latitude as St. James'-road would be 11 chains longer on the western side—10 chains of which would be occupied by the Town Hall station, while on the eastern side the distance to the Parks station is 83 chains, or 7 chains less than the length of the official line. Finally, with regard to the running of the railway trams, I find that eighty-five trams run to Redfern in seventeen hours of the day—that is, five per hour, or one every twelve minutes. From Redfern there are 102 trams in eighteen hours of the day, or one every ten and a half minutes. To Paddington there are 252 trams running daily; therefore 30 per cent. more trams run to Paddington than run to the railway. On the Redfern line they frequently run only one car, and never more than two to a train, while on the Paddington line they run three-car trams, so that the tram traffic to and from the railway is not as large by, I suppose, one-half as is the tram traffic to and from the top of Barraek Hill.

3025. *Mr. Roberts.*] There are a great number going to and coming from the railway who do not use the trams? Just so, and on the other hand a great many people take advantage of the buses which run out to the eastern suburbs in such numbers.

Stephen Edward Perdriau, Surveyor, Department of Lands, sworn, and further examined:—

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3026. *Chairman.*] Will you resume your evidence at the point at which it was interrupted last time, dealing with the various questions which were submitted to you, in the order which appears to you to be best? I find, upon reading question and answer again, No. 2836, that Mr. Black, in using the information at questions Nos. 1796 and 1797 of the inquiry before the Royal Commission, has made the mistake of supposing that the amount £12,000 or £13,000 was quoted by me, and as referring to the total probable cost of new buildings upon an area of 1 acre 1 rood, to provide equal accommodation to the present accommodation; whereas the figures £12,000 or £13,000 were not supplied by me at all, but by the Government Architect, Mr. Vernon, and they do not refer to the probable cost of new buildings upon an area of 1 acre 1 rood, but to the cost of a new school building to provide equal accommodation to that now afforded by the High School building.

3027. *Mr. Black.*] Do you disagree with Mr. Vernon's estimate? I have not gone into the matter at all, because it is not my business. Mr. Vernon's figures refer to the cost of building a new High School. In the

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the evidence before the Committee, page 18, line 29, Mr. Selve admits the value I give to certain city lands, and, halving these values, he goes on to say that the amounts obtained are the amounts which I gave. He bases his calculations upon the half values, and he says at the same time that he is using my values. This, of course, is quite incorrect. With regard to the resumption at Redfern proposed by Mr. Selve, I have obtained the municipal assessments for the two areas coloured yellow on Mr. Selve's plan, which are referred to by him at questions 814 to 818 as containing 1½ and 1¼ acres, and find that they total £4,645, which, at 20 years' purchase, would amount to £92,900, without the customary 10 per cent. addition for forced sale and compensation for disruption of business, which would be considerable for the 400 feet of shop premises fronting Regent-street. Mr. Selve estimates the cost of the above resumption at £56,000. I will now deal with Mr. Greenwood's estimates. Mr. Greenwood tries to discredit my estimates of cost of resumptions which are based upon municipal assessments, by telling the Committee that I have based the estimates upon nine-tenths of such assessments. In reply, I have only to state that Mr. Greenwood is wrong. There is a gross assessment made, and the net assessment for municipal rating is nine-tenths of same; but for my estimate I, of course, used the gross assessments. If I had used only nine-tenths of same I should have informed the Committee to that effect, just as I would have done if I had used any other fraction of the gross assessments. The Committee do not want to know only nine-tenths of the cost but the whole of the cost. Mr. Greenwood has rushed to a conclusion without inquiry at the Town Hall or of myself, and consequently his conclusion is erroneous. Then I have an estimate of the value based upon the present municipal assessments, of the properties which would probably have to be resumed for Mr. Greenwood's scheme. The total of the municipal assessments for the year 1897-98 for the properties which would be required for the above, as indicated upon my sketch showing Mr. Greenwood's scheme, is £22,285; this amount at twenty years' purchase equals £445,700. This is for resumption alone, which, according to Mr. Greenwood, would be only £256,000 (that is 3¼ acres, at £74,000 per acre)—(see Question 1993 of Report of the Royal Commission); and, according to Mr. Greenwood's statement at question No. 578 of the Public Works Committee inquiry, this should be increased by 40 per cent. to arrive at the actual cost, and the whole would therefore be £623,980. The estimate by Mr. Greenwood (which embraces merely the strip required) is £370,000. Mr. Greenwood allows 10 per cent. for forced sale, 10 per cent. for lessees' compensation, and 20 per cent. for severance = 40 per cent. additional. I have adopted Mr. Greenwood's mode in this case merely for the sake of comparison; I think 10 per cent. extra for lessees' compensation and 20 per cent. extra for severance inadequate. It is misleading to estimate them in this rough and ready way. They would vary so much that nothing but full inquiry into each property should be accepted. An open cutting 18 chains long and 54 feet wide taken out of the road at the Circular Quay, extending from Pitt-street to Maacuarie-street, would be little short of destruction to the road, which is used by so many thousands of persons daily going to the seven lines of mail steamers, the oversea ships, and the ferry steamers, and by hundreds of busses plying to the suburbs. According to Mr. Greenwood's reply to Question 671 this traffic will remain after the railway has been constructed. If so, such a cutting with trains running in would be a nuisance. I would point out that Mr. Greenwood's line, as designed, passes through or under the Town Hall grounds at the north-east corner; it would interfere with the porch, if not actually with the building itself. It would be very ridiculous if 54 feet width would be sufficient for a station for shunting when the Railway Commissioners are asking for a width of 380 feet. At page 27, question 578, Mr. Greenwood says—"In Sydney there are very few leases; they are mostly yearly tenancies or weekly ones." This statement is not correct. I find that the custom is to have a lease. I have also prepared the following description of the land suggested as a railway station site on the western side of the Circular Quay, and rough estimates of the value of the improvements on each block or section of the area:—The land suggested to be taken for the above-mentioned purpose commences at the Queen's Wharf, at the south-western corner of the Circular Quay. It lies between George-street and the dray-road which borders the Quay. The dray-road extends throughout the length of the site as suggested, and averages about 60 feet in width. At the Queen's Wharf it is only 54 feet wide, and at one place it is as much as 94 feet wide. The whole of the western side of the Quay has recently been remodelled, the southern portion is finished, and that towards the north is in progress. New wharfs and cargo-sheds have been erected fronting the dray-road. The vessels berthing here are the Nord-Deutscher Lloyd, the Eastern and Australian, and the German-Australian lines of mail steamers, ranging up to 10,000 tons burthen, as well as the largest sized cargo steamers trading to the port; and as they discharge immense quantities of cargo here to be taken to the various warehouses in the city it is evident that the present dray-road is not too wide for the requirements, hence I conclude that the western side of the said road would form the eastern boundary of the land proposed to be taken for a railway station, and George-street the western boundary. George-street is 15 feet higher than the Quay-road. I purpose considering first that portion of the land extending from Queen's Wharf northerly up to and including the large offices erected by the A.S.N. Co. some years ago, and purchased by the Crown in common with their wharfs and stores adjoining. This portion of land is about 1,100 feet long, and is intersected by Argyle-street and Bethel-street, dividing it into three small blocks of about equal length, described in detail below. At the Queen's Wharf the land is 185 feet wide, at Argyle-street 133 feet wide, at Bethel-street 92 feet wide, and at the northern end 65 feet wide; but at this end, by including the roadway leading to the Quay and resuming the private land extending thence to George-street North, the width might be increased to 195 feet at this particular spot, which, as before stated, is the northern side of the offices lately purchased from the A.U.S.N.Co. The width of the land is, however, only 100 feet at the southern side of these offices, which are 180 feet long. The most southern of the three blocks comprised in the site extend from the Queen's Wharf to Argyle-street; it is 380 feet long, and is a reserve held to be Imperial property. It is one of the properties which are to be ceded to the New South Wales Government in exchange for Garden Island. The land is nearly all occupied by buildings which were formerly the Commissariat Stores, and are very old and require repairs. On the George-street frontage there is a stone store 190 feet long and 50 feet wide, three stories high. Offices in this building are occupied by the Government Analyst, the Government Medical Department, the Mines Department, and by various weekly tenants; the remaining large portion is vacant. Facing the Quay-road there is a stone store 150 feet by 70 feet, four stories high; of this the ground-floor is let and used for storing hides. Portions are used for stores for the Government Architect's Department, and the remaining large portion is vacant. A stone store of one storey, used by the Ordnance Department, occupies 130 feet of the Argyle-street frontage, commencing at

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at George-street, and is about 65 feet wide. There are various other smaller and unimportant stores of weatherboard, stone, and iron; some are used by various Government Departments, and others are let on weekly tenancies. The value of the buildings on this block is roughly estimated at £16,000. On the next block, extending from Argylo-street to Bethel-street, there are several privately owned buildings, erected upon private land, the municipal assessment for these amount to £754, which at twenty years purchase shows a capital value of £15,080. The remainder of the block is occupied by the Sailors' Home and the Morgue. The Sailors' Home land is vested in trustees, it is also part of the reserve mentioned as comprising the first described block, and is to be similarly dealt with, the land extends through from George-street to the Quay-road, and has a frontage of about 160 feet to each. The through depth is about 120 feet. The "Home" is a four-storied brick and stone building which with the old cottage used as the Superintendent's residence is worth about £2,000. The Morgue and the iron building adjoining are worth about £300. The third block is occupied by the Mariners' Church and the offices above referred to as having been erected by the A.U.S.N. Company. A grant was issued to trustees for the Mariners' Church land on the 1st March, 1858. The Church is of stone and worth about £6,000, and the brick building adjoining, £600. The A.U.S.N. Company's offices are of red brick, five stories high, and cost £36,000 when erected twelve years ago. Parts of the buildings are used for wool stores, part by the Ordnance Department, and the remainder by the Manager of Government wharfs. It appears to me that the railway could not be extended beyond these offices without destroying them. The total value of the buildings upon the three blocks comprised in the proposed site as above is about £60,000. Description of the remainder of the land lying between the A.S.N. Company's offices and Dawes Point, bounded on the west by George-street. This land comprises three distinct portions viz. the remainder of the A.S.N. Company's property which with the wharfs and offices was purchased by the Crown some years ago for £275,000, the depôt for Marine Board launches, and the Dawes Battery Reserve. The extreme length of this land is 1,450 feet, it is very irregular in shape and varies in width from 100 to 690 feet. The Quay-road continues beyond the old A.S.N. Company's offices in front of a row of sixteen bonded and free stores, and terminates at the southern boundary of the block of land next described purchased by the Government about ten years ago, and now used as a depôt for Marine Board launches, Pilot boats &c. The stores are also upon the land purchased by the Government from the A.S.N. Company. They are of stone and brick three and four stories high, are old but in good repair, dimensions about 25 feet frontage by 55 feet deep, which is the extent of the Crown land here. Value about £15,000. Fifteen of them are let to John Upward & Co. The total rentals amount to £800 per annum, his term of lease will expire shortly and he has secured the right of renewal for a further term of three years. The remaining store is occupied as a depôt by the Government Printer. Two galvanised-iron stores of two stories also on this land are worth about £1,400. They are leased to Flood & Co. The lease has two years to run with the option of renewal for a further term of three years. The rent of these is £75 per annum, plus 4d. per bale on all the wool dumped. The land lying between the back of the row of stores and George-street averages about 100 feet in width, this is private land, the street frontage of the block is about 630 feet; one allotment of it 25 feet wide was sold to Virgoe, Son, and Chapman some years ago, during the land boom, for £80 per foot. A brick store, four stories high and worth about £2,500, is erected on the allotment. If the remainder of the land were resumed now it would cost at least £60 per foot. I have no doubt that this land would have to be resumed if it were decided to extend the railway to the western side of the Circular Quay and erect a station there. Cost of 595 feet at £60 per foot, £35,700; value of the sixteen stores, £15,000; value of the galvanised iron stores, £1,600; total, £52,300. £52,300 would represent the value of the buildings which would be destroyed and the cost of the land necessary to be resumed. *Depôt for Marine Board Launches and Pilot Boats.*—This land lies between the land purchased by the Crown from the A.S.N. Company and Dawes Battery Reserve, and was purchased by the Crown for £29,000 about ten years ago. It is bounded on the west by George-street, and of course extends to the water. The water frontage is 115 ft. in length; the frontage to George-street is only 70 ft., and is occupied by a weatherboard cottage. The "Harbour View" Hotel, which is not Crown property, occupies the street frontage, about 35 ft., between the said cottage and the Dawes Battery Reserve. Shortly after the Government purchased the land, a sum of £7,313 was expended in improvements, consisting of a stone-paved patent slip and cradle for steam launches, stone-paved slip for rowing boats, hauling engine, weatherboard cottage, shed, &c., &c. At the rear of these improvements, two large galvanised iron stores were erected at a cost of £1,940; they belong to the Military Department, and are used for a gunnery and store for field guns. The cottage referred to, fronting George-street, is worth about £250. The "Harbour View" Hotel and land changed hands some few years ago for £4,000. I have not supposed that it would be absolutely necessary to resume this property. Value of improvements, £7,313, as above described; cottage, £250; G.I. sheds, used by Military Department, £1,940; total, £9,503. *Dawes Battery Reserve.*—This land was granted to Her Majesty's Officers of Ordnance in Great Britain, and is one of the areas to be ceded to the Government of this Colony in exchange for Garden Island. This land extends from that last described to Dawes Point, and is bounded on the west by George-street, and on the north-east by the harbour. Along the harbour frontage a narrow strip has been reclaimed, and a substantial stone sea-wall erected. In shape, the land may be roughly described as an equilateral triangle, with an area of about 9½ acres, and sides about 800 feet long, the corners of the triangle being at Dawes Point Wharf, the "Harbour View" Hotel, and the Mercantile Rowing Club shed. The south-western half of the area is a hill about 50 feet above high-tide level, sloping north-easterly towards the water. The reclaimed land along the sea wall is level, and varies in width from about 50 to 150 feet. About half the area, comprising principally the eastern portion, is open to the public, and is used, to a limited extent, for public recreation. The remainder is occupied as follows:—Dawes Point Battery, which is an obsolete fort of five guns; the residence of Major-General French; the residence of Captain Hixson; drill shed, cottages, and outbuildings; the Mercantile Rowing Club shed; also a galvanised iron shed and superintendent's cottage, used in connection with the Marine Board depôt above described, and valued by me in connection therewith. A rough estimate of the value of said improvements is:—Dawes Point Battery, ———; stone house occupied by Major-General French, £3,500; stone house occupied by Captain Hixson, £2,500; drill shed and outbuildings, £1,500; two stone cottages and outbuildings, £1,600; * Mercantile Rowing Club shed, £500; total, £9,600. A low estimate of the value of the extra land which it

* NOTE.—The Mercantile Rowing Club Shed would not doubt have to be removed. Perhaps the two residences and the Drill Shed being on the western portion of the land might be allowed to remain.

it would be necessary to resume if the station site extended from the Queen's Wharf to Dawes Point, together with the value of the buildings thereupon which would have to be raised is £120,000; but new premises would have to be provided for the branches or offices of the various Government Departments now accommodated in the old Commissariat Stores and the A.S.N. offices. Also for the Sailor's Home, the Morgue, the Mariners' Church, the Government Printer's Store, depôt comprising patent slips, stores, sheds and jetties, and caretaker's cottage for the Marine Board launches, and for the Mercantile Rowing Club. The following is an estimate of the cost of resumption of certain blocks of the City of Sydney lying immediately south of Hyde Park, and extending from Liverpool-street to Foster-street:—In his evidence before the Public Works Committee, Mr. Alexander Wilson suggested for resumption, for conversion into a park, in lieu of the portion of Hyde Park resumed, those blocks of the city extending from Liverpool-street to Gipps-street, bounded on the west by Elizabeth-street, and on the east by Macquarie-street South and Foster-street.* For convenience in considering Mr. Wilson's suggestion, I have divided the area proposed by him to be resumed into three blocks, in such a way that if the Committee approve of the suggestion, either in part or the whole, they would probably recommend its purchase. No. 1 is bounded by Liverpool, Elizabeth, Goulburn, and Macquarie streets. The mean length is 535 feet, and the mean width 490 feet; area, 6 acres. The total of the municipal assessments for the block is £9,840; capitalising £9,840, at 20 years' purchase=£196,800; add for the Lutheran Church (approximate estimate), £2,000; add for the Unitarian Church, £13,000; public school, £9,000 (this building would probably be allowed to remain); total, £24,000. No. 2 is bounded by Goulburn, Elizabeth, Foster, and Macquarie streets. The mean length is 550 feet, and the mean width 415; area, nearly 5 acres. The total of the municipal assessments for this block is £5,459. Capitalising £5,459 at 20 years' purchase, £109,180; add for the Chinese church, which is not rated, £1,000. No. 3 is bounded by Campbell, Foster, and Elizabeth streets. The mean length is 240 feet, and the mean width 200 feet; area, 1 acre. The total of the municipal assessments for this block is £2,445. Capitalising £2,445 at 20 years' purchase, £48,900. The total estimated cost of resumption as above would, therefore, be £354,880; to which if the buildings not rated be added, £26,000; total, £380,880. I have not inquired into in any way, nor ascertained the cost of resumption, for Mr. Wilson's suggestion, also made in his evidence before the Public Works Committee, to resume the block bounded by Randle and Devonshire streets, in connection with his proposal to cut down the hill in the street there for the purpose of extending the tramway to Botany and Randwick straight along Elizabeth-street to Devonshire-street, instead of the present circuitous route *via* George-street. Mr. Campbell, in his evidence, draws attention to a resumption made by the Government in 1883, when 2 roods 19½ perches cost nearly £100,000. The land which was resumed lies between Pitt and George streets, near the south-west corner of the Quay. Part of it is now occupied by the North City fire-station, and part of it was taken to increase the width of Queen-street.

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*NOTE.—The block at the extreme southern end of those proposed to be resumed, viz., that bounded by Elizabeth, Foster, and Gipps streets, has been excluded, as it is very small, and contains several important business premises, and many valuable dwelling-houses.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway Extension from Redfern to St. James'-road.

APPENDIX.

A.

[To Evidence of H. Deane, Engineer-in-Chief for Railway Construction.]

DETAILED ESTIMATE OF COST.

Railway Construction Branch, Department of Public Works, Sydney, 8 August, 1897.

City Railway Extension.

HEREWITH I beg to forward for the information of the Public Works Committee a detailed estimate of the cost of the above work.

The Secretary, Public Works Committee.

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

City Railway Extension to St. James'-road

Construction of Line.

Excavation—general	£41,500	
Viaduct, piers of bridges and retaining-walls in brick, with concrete foundation and lacking.....	130,000	
Steel superstructures and bridges	34,600	
Covering to Hyde Park between Liverpool and Park streets	18,720	
Alteration and renewal to surface of streets, wood-blocking, asphaltting, kerbing, &c.	26,380	
Miscellaneous	9,000	
Permanent-way	24,000	
		£284,200
Signals and interlocking		15,500

Terminal Station.

Main building.....	98,900	
West wing to main building	20,200	
East wing to main building.....	2,500	
		121,600
Roof over platforms		67,000
Platforms.....	13,300	
Miscellaneous offices. } Previously under construction of line	6,000	
Luggage-carriers	6,500	
		25,800
Parcels office (previously under building).....		11,400
Electric lighting		4,500
Shelter-sheds and alterations at Redfern		20,000
		550,000
Total		

A 1.

APPROXIMATE AREAS OF LAND THAT MAY BE REQUIRED FOR THE PROPOSED RAILWAY.

Railway Construction Branch, Department of Public Works, Sydney, 18 August, 1897.

Proposed City Extension Railway.

HEREWITH I beg to forward a statement of the approximate areas of land that may be required for the purposes of the above line.

The Secretary, Parliamentary Standing Committee on Public Works.

H. DEANE,
Engineer-in-Chief.

Proposed City Extension Railway—Redfern to St. James'-road.

Approximate Areas of Land that may be required for Railway Purposes.

	a.	r.	p.
Cemetery	0	3	10
Benevolent Asylum	0	2	14
Police Barracks	1	3	1
Foster-street	0	0	8
Nithsdale-street	0	1	22
Lanes.....	0	0	9
Belmore Gardens (abutments and piers)	0	1	18
Hyle Park (openings in south-west section)	1	0	20
„ (station arrangements)	10	0	23
„ (widening Elizabeth-street)	1	0	23
„ (widening of St. James'-road)	0	2	13
Freehold	2	0	13

B.

B.

[To Evidence of D. Kirkcaldie, Chief Traffic Manager, Department of Railways.]

COST OF RAILWAY ACCIDENT AT REDFERN ON 31 OCTOBER, 1894.

New South Wales Government Railways,

Chief Traffic Manager's Office, Sydney, 18 August, 1897.

Dear Sir,

In reply to your inquiry, I beg to inform you that the cost of the accident which occurred at Redfern on the 31st October, 1894, in compensation to persons injured and in damage to rolling stock, &c., amounted to between £45,000 and £50,000.

Yours, &c.,

DAVID KIRKCALDIE,

Chief Traffic Manager.

The Secretary, Public Works Committee.

B 1.

GRADIENTS ON SUBURBAN LINES.

New South Wales Government Railways,

Chief Traffic Manager's Office, Sydney, 24 August, 1897.

Dear Sir,

In reply to your verbal inquiry this afternoon regarding the gradients on the Suburban line, I beg to inform you that somewhere about fourteen or fifteen years ago, when the grade near Petersham station was 1 in 80, trains not unfrequently stuck, and it was altered to 1 in 100, and this is now the grade which controls the load on the Main Suburban line. Indeed, it is the maximum grade as far as Picton on the south, with the exception of a grade of 1 in 70 for a distance of about $2\frac{1}{2}$ miles near Menangle and $\frac{1}{2}$ mile south of Douglas Park, each against the down journey.

On the Western line, the grade which controls the load as far as Parramatta is 1 in 100, and between Parramatta and Penrith 1 in 80.

On the South Coast line, the grade of 1 in 60 between Kogarah and Hurstville rules the load of trains running as far as the latter station.

On the North Coast line, between Strathfield and Ryde, the grade which rules the road is 1 in 60; and on the North Shore line, from Milson's Point to St. Leonards, it is 1 in 50 against the down journey.

The engines employed on the Main Suburban passenger trains are not unfrequently required to haul nine vehicles of the American car type. The same engines are only capable of hauling eight cars on the heavier gradients between Sydney and Hurstville, six between Strathfield and Hornsby Junction, and seven between Milson's Point and Hornsby Junction; and as the trains on the two latter lines frequently exceed these numbers, it is found necessary to employ more powerful engines.

I wish to point out, however, that the general policy of the Railway Commissioners throughout has been to reduce the grades—not only to save time, but to enable greater loads to be taken; and within the last few years all those between Granville and Glenlee bank, south of Campbelltown, have been reduced considerably, besides many others throughout the lines; and it is only a question of time when some of those referred to will be taken in hand and dealt with. The Commissioners have under consideration at the present time the advisability of reducing some of the grades on the North Coast line, amongst others at a greater distance from the metropolis.

I may add that if it can possibly be avoided—even at considerably increased initial expenditure—it is most undesirable that grades of a greater severity than 1 in 100 should be constructed, particularly within an easy distance of Sydney, where the volume of traffic is already so heavy and so certain to largely increase.

Yours, &c.,

DAVID KIRKCALDIE,

Chief Traffic Manager.

The Secretary, Public Works Committee.

MINUTES OF EVIDENCE AND APPENDICES

PUBLISHED WITH THE REPORT OF THE

ROYAL COMMISSION ON CITY RAILWAY EXTENSION:

I.—FOR THE CONVENIENCE OF PASSENGERS; AND

II.—FOR THE CONVEYANCE OF GOODS.

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ROYAL COMMISSION ON CITY RAILWAY EXTENSION.

MINUTES OF EVIDENCE.

THURSDAY, 16 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works,
sworn, and examined:—

1. *President.*] You have prepared a statement in regard to the various schemes that have been proposed for extending the railway system into the city? Yes.
2. Will you be good enough to read the statement? It is as follows:—

H. Deane.
16 Feb., 1897.

I wish, in the first place, to call attention to the conclusions arrived at by the Royal Commission that was appointed by the Government in 1890. A large number of proposals was submitted to that Commission, and they selected certain of these for further consideration. After taking evidence, and after considerable discussion, the following resolution was passed:—"That the Commission approve of the Hyde Park scheme, as put forward by the Railway Commissioners, and that the same be adopted."

In consequence of the objections that were urged against the use of Hyde Park for a railway terminus an alternative scheme was afterwards considered.

On the 3rd of July the Commission met and heard the evidence of Mr. E. M. G. Eddy, Chief Railway Commissioner, upon an amended proposal for bringing the line through the city, the particulars of which are embraced in the following statement:—

"The Railway Commissioners would wish the Royal Commission to understand that they consider the scheme which they have already submitted, providing for a terminal station in Hyde Park, with connecting lines to the eastern suburbs, is, in their opinion, the best that could be adopted; yet, failing to obtain approval of that scheme, and looking at the urgent necessity that exists for a settlement of the question, as Redfern station is altogether inadequate and inconvenient to meet the requirements of the growing traffic, and the tram communication with the railway station calls for a prompt decision, they submit an alternative scheme which, in their opinion, would very fairly meet the requirements of the railway system, and would also be a perfectly satisfactory scheme, so far as the suburban traffic is concerned. The scheme, necessitating as it does the resumption of a large amount of city property, would necessarily be considerably more expensive than if Hyde Park had been adopted for the terminal station. Doubtless a considerable amount of the money expended for property would be recovered by selling some parts of it later on, at a largely-enhanced value, consequent upon the contiguity of railway stations.

"The scheme contemplates the construction of a large terminal station for long-distance traffic on the site of the Benevolent Asylum and Police Barracks, and the projection of four lines therefrom into the city as far as King-street, from which point two lines are taken down to a terminus at the Circular Quay, and the remaining two lines are continued round to the eastern suburbs.

3. *Mr. Wright.*] What is proposed to be done with Devonshire-street? It will have to be lowered.

4. *President.*] How much? According to the way it is worked out on the scheme which is shown on the plan on the wall here, it will have to be lowered about 10 feet.

"It is proposed that the lines which terminate at the Benevolent Asylum station should be laid level, but that the four roads on the eastern side of the station, which are carried forward into the city, should be upon an ascending gradient of 1 in 260, for the purpose of crossing over the approach to the station from the eastern side. Having crossed over Belmore-road, the lines are taken across Belmore Park, Elizabeth-street, and Goulburn-street by viaduct, as in the Commissioners' first proposal, on grades of 1 in 100. From the last-named street the line enters a cutting, and passes immediately along the western side of Nithsdale-street to Liverpool-street, where it is proposed to provide an overhead station. Passing under Liverpool-street, the line is carried in covered way under Hyde Park, parallel to Elizabeth-street, in such a position as will avoid interference with the avenue of trees adjacent to the street, until Park-street is reached, when it curves in a westerly direction and passes under Elizabeth-street near the north-eastern corner of the Synagogue, when it emerges into open cutting, and, passing under Market-street, the main metropolitan station is reached. This station will occupy the area between Elizabeth and Castlereagh streets, and Market and King streets. Booking-offices and waiting-room accommodation will be provided at street level in both King-street and Market-street, with stairs communicating with the various platforms. This will be a daylight station, and will afford every facility for dealing with a large and increasing city traffic. King-street will be widened to a minimum width of 80 feet between Elizabeth and Castlereagh streets. After passing under King-street, the two lines on the eastern side of the station are taken round to the eastern suburbs: the remaining two are carried forward between Elizabeth and Castlereagh streets in open cutting for a distance of about 50 yards, and, after passing under the Victoria Arcade, again in open cutting for a further distance of about 200 yards. From a point on the southern side of Hunter-street the line enters a tunnel, and passing under that street and Bligh-street (to the west of the Union Club), under the building now occupied by the Australian Club, and Bent-street, the line is again in open cutting. After passing through the site now occupied by the offices of the Education Department, the railway is taken under Bridge-street and the New Zealand Loan and Mercantile Agency stores to a terminal station at the Custom House, the main buildings of which it is suggested to adopt for railway offices. It is considered that a station in the position indicated will be found most convenient for dealing with the across-harbour and ocean-going traffic.

"The

H. Deane.
16 Feb., 1897.

"The total length of the line from the present terminus at Redfern to the proposed station at the Circular Quay is 1 mile 51 chains.

"The estimated cost is as follows:—

Works	£835,000
Resumption and compensation .....	.....
Total.....	£

5. The Royal Commission found in favour of a certain amount of work without knowing what it would cost? Yes; there was no estimate made for resumption and compensation.

6. *Mr. Hoskins.*] Was any estimate made of the cost of resumption? No.

"The station at the Circular Quay would of course be an enormous convenience in connection with the traffic between the harbour and the railway system.

"The station at King-street would be in a most central position for the city; all the existing tram-lines pass along the side of the proposed station, and the proposed new cable tram-line to Woollahra would pass in front of the station.

"Giving booking offices means of ingress and egress at Market-street, practically provides a second station.

"The station at Liverpool-street would also be exceedingly convenient for that end of the town, as well as in connection with the tram-lines to the whole of the eastern suburbs, which would pass in front thereof.

Tunnelling (in four sections).....	725 yards.
Open running and stations.....	2,165 "
Area of Benevolent Asylum and Cemetery	16 acres.
Disturbance of park	2½ "
Works involving disturbance of the park, completed in	6 months.
Liverpool-street, from booking office to platform level	15 feet.
Market-street to platform level.....	15 "
King-street, Castlereagh-street entrance	20 "
Circular Quay	On the level.

"This amended project received the closest attention of the Commission at the meetings held on the 3rd and 7th of July. The Commission, bearing in mind the objections which have been raised to the resumption of any portion of Hyde Park, and the facilities which would be afforded by placing a station on the Benevolent Asylum site for extending the railway round the western side of the city of Sydney, and thus affording means of communication by bridge with North Shore, decided to recommend the above scheme as an alternative to the Hyde Park scheme, and passed the following resolution:—

"That, after consideration of the additional evidence placed before the Commission, this Commission recommends that the latest proposal of the Railway Commissioners—that the central station for long distance traffic be on the present Benevolent Asylum site, and that the present suburban railway traffic be continued through to Circular Quay, as shown on the plan now submitted as an alternative to the scheme already recommended—be adopted. And the Commission further recommends that provision be made at the proposed central station—on the site of the Benevolent Asylum—for carrying a line west of George-street to a suitable point for connecting North Shore by means of a bridge."

This was carried on division.

7. *Mr. Humphery.*] Was any estimate made of the cost of constructing the western scheme? I do not think there was.

8. *Mr. Roberts.*] In this proposal, is Hyde Park avoided altogether? It goes underneath Hyde Park; there would be only a temporary disturbance of the surface of the park.

9. No actual encroachment on the park? No.

10. *Mr. Black.*] Would the surface be raised? It would be left as it is at present. After the railway was finished Hyde Park would be restored to its present condition. Under instructions, I went into the question of the best route for that scheme, and on the 1st December, 1892, I submitted to the Minister a report, which reads as follows:—

I forward herewith a map on which I have shown the course which I recommend for the City Railway Extension.

The railway would consist of four lines of way. In order to clear Devonshire-street the ascent can be made from the point marked A on plan with a grade of 1 in 66. If a grade of 1 in 100 is required, the line would commence to rise from the point B, 450 feet further south.

A station would be built in the Benevolent Asylum grounds for the through line with platform 350 feet long. Rail-level would be here 77 feet above high water in Port Jackson, or 13 feet above the present level at the station.

From this point to Goulburn-street the railway would be carried on a viaduct with sufficient headway for all street-crossings. The grades would be easy.

Goulburn-street would be crossed by a bridge with a headway for the road of 16 feet.

From Goulburn-street there would be a down gradient of 1 in 132 till the line reaches Liverpool-street, which it would pass under.

Through Hyde Park and under Park and Elizabeth streets the line would be in tunnel, or rather covered way, as the excavation would be made in trenches and then arched over, the depth not being sufficient for actual tunnelling. The surface of the park could be restored to its original condition, but one or two ventilating shafts would probably be necessary.

On this portion of the line there would be a down grade of 1 in 95.

The blocks of land bounded by the Synagogue, Market-street, and King-street, on the north and south, and by Elizabeth and Castlereagh streets on the east and west, would have to be resumed for the station, but portions could be resold. Market-street would be carried across the station by a bridge. Rail-level at this point would be 43 feet above high water, and 19 feet below the intersection of Market-street and Castlereagh-street. If between Market-street and King-street the station is put on a rising grade of 1 in 450, rail-level at the end of the station will be 49 feet and platform-level 52 feet above high water; the platform would thus be 22 feet below the road-level at the intersection of King and Castlereagh streets, and 35 feet below the level of the intersection of King and Elizabeth streets. The rails here cannot be brought any nearer to the surface unless Market-street is raised, which is not to be recommended.

Beyond King-street the line would be carried in tunnel to Bridge-street, passing under that street, after which it would emerge and the terminus be placed at the Custom House. A grade of 1 in 66 is obtainable over this portion of the route.

From the King-street station northwards a pair of lines can be carried in tunnel as shown on the map to connect with the Eastern Suburban Railway.

The railway works would be above the level of the main sewer and its principal branches, and would therefore not interfere with them.

The map shows an area on the Benevolent Asylum grounds for a reconstruction of the general terminal arrangements at Redfern, but this does not form an essential part of the present scheme.

The scheme submitted is probably the cheapest obtainable.

It is taking exactly the same route, only that I have gone into the question of levels much more closely than was done at first. The principle is the same, only that I propose to cover over by a tunnel this portion of the line which is shown by an open cutting. That would avoid a considerable amount of expense, because if you had to resume and pull down a property, and you covered the railway over again, you would

would be able to build over the top of the railway and let your premises. Although you would have to incur some considerable cost in the way of resumptions you would get a return for your money.

H. Deane.
16 Feb., 1897.

In October, 1894, a large and influential deputation, representatives of various municipalities near Sydney and leading business men of the city, waited upon Mr. Secretary Young to urge that some determination should be arrived at in regard to the question, and Mr. Young then promised to bring the matter before the Cabinet.

The Minister, in replying, said he had only to say, in the first place, that he regretted his colleague, the Premier, had not, as he had intended, been able to be present, as he knew he had had the carrying out of this extension at heart for some considerable time. He might, for himself, say at once that he was fully impressed with the advantages that would attend the extension of our railway system into direct touch with the deep-sea traffic of the world, and also with the great advantage which it would mean to the passengers now using the railways. He considered the deputation was wise in not going into the question of route, for there would be difficulties to meet with regard to that question, no matter how the proposal might be dealt with. He understood the deputation wished him to bring the matter before the Cabinet, with a view to its being taken up as a question of national importance, affecting the interests of the whole community of New South Wales.

He had no difficulty whatever in promising them that this should be done. The whole matter should be brought before the Cabinet as early as possible, and receive careful consideration. He had no hesitation in saying that the extension of the railway into the city would be of great advantage to the whole people of New South Wales, always supposing that a line were constructed to accommodate not only the passenger traffic but the goods traffic of the whole country; and he gathered that the feeling of the whole of the gentlemen present was that any line proposed to be constructed must be made to accommodate both.

It was, however, a difficult matter to find any one line which would accommodate the passenger traffic and also supply the wants of the goods traffic of the country at the same time. The passenger traffic would probably be best accommodated by a line running direct to Circular Quay, while, on the other hand, the goods traffic might not be. He only desired to point this out to show the deputation the great difficulty there would be in deciding on any one route which would suit the whole community.

The matter would, however, be submitted for the careful consideration of the Cabinet; and he thought the deputation might safely leave it to the present administration to deal with the question thoroughly and bring it to a satisfactory conclusion.

On April 28th, 1896, the Railway Commissioners addressed the following minute to the Premier:—

Office of the Railway Commissioners of New South Wales, Sydney, 28 April, 1896.

The Hon. G. H. Reid, M.P., Premier and Minister for Railways,—

City Railway Accommodation.

We would invite your serious consideration to the question of the long talked of extension of the railway system of the Colony into the city. The matter is one calling for immediate settlement, as the difficulties of working the station at Redfern have increased—and are still increasing—to such an extent that a considerable improvement in the terminal arrangements is, in the interests of safety as well as to provide for the comfort of the travelling public, absolutely necessary.

There are two ways of meeting the difficulty:—

(1) To extend the railway into the city, which course we would strongly recommend.

(2) To build a new terminal station on the Benevolent Asylum grounds and the Cemetery adjoining.

If the increased accommodation is given on the Benevolent Asylum grounds, the estimated cost of the works would be about £400,000. If, however, the line were taken through the south-west section of Hyde Park, bounded by Elizabeth-street, Liverpool-street, Park-street, and the central footway in the park, the works and resumptions could be carried out for a sum of about £550,000.

It will be unnecessary for us to go into the details showing the urgency for providing extended accommodation for the carrying on of the traffic at Redfern, but we can give our assurance that the change is now absolutely necessary and should not be delayed.

The bringing forward of the line to Park-street is now suggested in lieu of the original proposal in connection with King-street, as considered by a Royal Commission in 1890 and 1891, principally in consequence of the considerable expenditure that has since that date been incurred on the Supreme Court and St. James' Church; and we think that the restricting of the interference with the park in connection with this scheme will not create so much opposition as would perhaps be raised if the section nearest the Supreme Court were taken.

We may point out that later on, when railway extension to the eastern suburbs will in all probability take place, the additional cost of the Benevolent Asylum grounds site and that in Hyde Park would have to be incurred, so that, therefore, the difference in the cost of the two schemes is only a postponement of the expenditure of £150,000 to some future date; this postponement, however, would for all time place the city to the disadvantage of having its main station far removed from the heart of the business centre.

The views of the Commissioners in regard to the accommodation necessary to be provided in connection with the new station and junction arrangements have been worked out very carefully by Mr. Deane, the Engineer-in-Chief for Railway Construction, and provide for most convenient arrangements for carrying on a large traffic.

The scheme which brings the station into the city combines with it a considerable improvement of Park-street by levelling the road and also widening it materially in front of the station, and also includes the widening of Elizabeth-street, as between Park-street and Liverpool-street, by 33 feet. We should also propose to run an electric tram service from the top of William-street along Park-street in front of the station and junction with the proposed George-street and Circular Quay electric tram service. This new service and the existing lines would therefore place the whole of the tram services in connection with the proposed new central station.

As pointed out by the Chief Commissioner in his evidence before the Royal Commission to inquire into the City Railway schemes, all large cities in Great Britain have several railway termini. Melbourne has three large stations, but the whole of the traffic in connection with the railways of this Colony, coming into the capital, has to be concentrated in one station, and that station of a most primitive character.

In connection with the providing of the station on the Benevolent Asylum site, we would point out that no additional revenue would be derived from the large expenditure that would be incurred, whereas if the railway were brought into the city an additional revenue would be derived for the extra distance; and when it is borne in mind that the Colony can raise money at 3 per cent., an expenditure of £550,000 would only entail an annual cost for capital of £16,500. There would be provided in connection with the station, office accommodation for the whole of the administrative staff, and rents to the extent of quite £1,500 a year would be saved thereby, thus calling for an additional revenue of only £15,000 per annum from the railway traffic to provide for the capital outlay. This sum and the increased working expenditure would be fully covered by adding one penny to each single journey fare and twopenny for each double journey fare, and a small sum to the season ticket rates, for the extra distance the passengers would be carried.

Another point which would have great weight in settling the subject is the fact that quite ten or fifteen minutes would be saved by a large proportion of the passengers travelling by the railway. This alone in connection with suburban residents and travelling to and from the Mountains, &c., would, we feel sure, lead to a very material increase in traffic.

Attached hereto are maps and plans showing the proposals referred to.

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FEHON,
Commissioner.

[11. *President.*] The map on the easel does not appear to show this last scheme? No. This map was prepared in 1894, and there is already so much on the map that I thought it better not to put any more on it. This new scheme differs in some respect from the previous proposal to carry it to Hyde Park independently

H. Deane. independently of the shortening of the line. It is proposed in this new scheme to carry six lines instead of four lines up to the terminal station. The whole of the station arrangements and buildings and office accommodation have been carefully revised, and the scheme is a much more complete one than the one which was previously submitted to extend the railway to Hyde Park.

16 Feb., 1897.

12. *Mr. Wright.*] Practically it takes up a fourth of Hyde Park? Yes.

13. *President.*] Does it carry with it the lowering of Hyde Park? Yes.

14. *Mr. Wright.*] Would you have to lower Liverpool-street also? Neither Goulburn-street nor Liverpool-street would be touched.

15. *Mr. Trickett.*] Does that scheme stand by itself, or is it to be worked in with an eastern suburban scheme? No; that is capable of being worked in with both an eastern suburban scheme and an extension to Circular Quay. I have arranged in the design that the two eastern roads should be made so that they can be lowered, and after passing Park-street you can turn round on the right to the eastern suburbs, or continue right on to Circular Quay.

16. *Mr. Hoskins.*] Who is responsible for the estimate of the cost of that scheme—£550,000? I made out the estimate.

17. Did you make an allowance for compensation to be paid for resuming the Cemetery? No. This estimate has been somewhat added to; I think I can give you the details later on.

In view of these representations, the Minister directed that the necessary plans and estimates be prepared with a view to submitting them to Parliament and the Commission. The instructions of the Minister were carried out and information furnished to the Railway Commissioners to enable them to make the report required by law. This report is as follows:—

Office of the Railway Commissioners of New South Wales, Sydney, 11 September, 1896.

Proposed Extension of the Railway into the City, 71 chains.

In accordance with the provisions of the "Public Works Act of 1888," section 13, we beg to report as under:—

Cost of Construction—

The Engineer-in-Chief for Construction estimates the costs of construction, inclusive of land and compensation, at £600,000

Annual Cost—

Capital expenditure, at 3 per cent.	£18,000	
Estimated cost of maintaining permanent way, and for traffic, locomotive, and other expenses	8,000	
Total annual cost.....		26,000

Traffic Estimate—

By adding 1d. for each ordinary-passenger journey, and 1s. 6d. and 1s. per month for 1st and 2nd class season ticket-holders, with a percentage reduction per month for tickets taken out for 3, 6, and 12 months; and 3d. per week for workmen's tickets,—a revenue on existing traffic would be realised of	32,000	
Saving in rents for offices for the administrative staff	1,365	
Total annual revenue		33,365

The estimated revenue from the extension is based upon the existing traffic carried to and from Redfern station; but we fully expect that the shortening of the time required for journeying to and from the suburbs, and the reduction in cost by avoiding the daily charges for cabs, trams, and omnibuses will very soon lead to a great increase in the suburban traffic. Increased rents would also be obtained for the refreshment-rooms.

The Common Seal of the Railway Commissioners of New South Wales was hereunto affixed this 11th day of September, 1896, in the presence of,—

<p>H. M'LACHLAN, Secretary.</p>	<p>E. M. G. EDDY, Chief Commissioner. CHARLES OLIVER, Commissioner, W. M. FEHON, Commissioner,</p>	(L.S.)
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18. *Mr. Humphery.*] Why are six roads required? The Railway Commissioners want to have six roads. There will be two engine-roads, as well as the passenger-roads.

19. *Mr. Wright.*] It is a dead end? No; they go up to the station.

20. *Mr. Hoskins.*] Do you propose to have six roads in the extension to Park-street? Yes.

21. *Mr. Wright.*] What width will you want for six roads? About 75 feet, I think it is.

22. *Mr. Hoskins.*] You will want a little more than 75 feet, because you will not use all the land? Yes.

23. *Mr. Wright.*] You will want 100 feet for six roads? Not so much. You will notice that on that scheme additional lines are shown between Goulburn-street and Liverpool-street. There is a widening of the line between those two streets in addition to the six roads. There are ten roads there.

24. What I meant by the expression a "dead end" was that you would have to work the line with points? It will be all shunting.

25. *Mr. Hoskins.*] It is only intended to take passengers and not goods? No goods. The other four roads are for station purposes—for additional rolling-stock in case of need.

26. A more economical scheme would be to keep the rolling-stock at Redfern and send it up to the terminus when it was needed? Redfern is a long way off from the terminus; it would introduce complications.

27. Do they not do that at Euston Station and Paddington Station, London? Yes. The view of the Commissioners is that when you are making an alteration you should make it as complete as possible.

28. *President.*] You have given us an estimate of £600,000;—does that include the cost of land resumption? That includes £100,000 for land.

29. It includes the £100,000 which the Commissioners propose to pay in for the park? No.

30. Is it the work which is estimated to cost £600,000 alone? No; it includes £100,000 for the resumptions between Belmore Gardens and Liverpool-street. I am not responsible for that. I have not estimated the value of the land myself.

31. Who did? I think Mr. Thompson made the estimate; but it possibly may be added to now, because I am not sure that it allowed for the whole width which it is now proposed to take.

32. *Mr. Humphery.*] Where are the resumptions shown on the plan? The resumptions will be simply covered by the work shown on the plan. There will be no necessity to resume a much wider strip than is already taken up by the roads. It will be necessary, of course, in some cases to take up the corners, but practically that is the width which is required. I will furnish the Commission with some details of the estimate if they like to have the information.

33. *Mr. Hoskins.*] Will your estimate allow a margin for probable actions for compensation for alleged damage to the foundations of houses adjacent to your tunnels? There will be nothing of that sort here.

34. You know that in some countries serious actions have been brought for compensation for damage done to houses by the construction of underground tunnels? But we do not interfere with any buildings which we do not resume.

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35. *President.*] Will you now resume the statement which you were making to the Commission? Yes. The following is the official description of the proposal:—

City Extension Railway—Redfern to Park-street.

(Estimated cost, £600,000.)

Length, 71 chains from front of building, Park-street, to end of main building, Redfern. From end of present rails to end of new line, about 69 chains.

LEAVING Redfern Station, six lines of road will be carried over Devonshire-street. To get a headway of 16 feet, Devonshire-street will have to be cut down 9 feet; it will then have a rising grade to Castlereagh-street of 1 in 25, and to George-street 1 in 60. Through the Cemetery the lines will be in bank and cutting and over Belmore-road, and other roads, including Goulburn-street, with a headway of 16 feet 6 inches. From half-way between Goulburn and Liverpool streets the line runs into cutting and under Liverpool-street, where there will be an over-bridge of an average width of 78 feet and 131 feet long. The level of Liverpool-street it is not proposed to alter. From Liverpool-street to Park-street, by the width from Elizabeth-street to centre-walk of Hyde Park, the ground will be excavated for an average depth of 22 feet for the terminus. Park-street will be cut down to a depth of 11 feet in the deepest part for access to front of station, giving a down grade for that street of 1 in 166 and 1 in 310 from Elizabeth to College-street. There will then be one grade from Elizabeth to College-street. The station building fronting Park-street will be 350 ft. x 60 ft. deep, three stories in height and attics, with central tower 200 feet high. This portion of the building will contain central hall, 65 ft. x 36 ft.; booking hall, 96 ft. x 55 ft.; refreshment room, 96 ft. x 38 ft.; and basement under same, general waiting and ladies' waiting rooms with lavatories, &c. The upper floors are offices for the Railway Commissioners and staff, and the various traffic branches. Three lifts will be provided. Facing Park-street will be a colonnade for foot passengers, and a covered way for cabs 25 feet wide, extending the whole length of this frontage. The platforms (five double, 30 feet wide, two single, 21 ft. 9 in. each, and 700 feet long) will be covered with a steel roof 363 feet wide, rising in the centre to a height of 75 feet above platform. On the Elizabeth-street frontage the buildings will be two stories high, extending from Park-street for a length of 700 feet. The lower floor on level of platform will be used for parcels, cloak rooms, inspectors, porters, &c., and the upper as offices for the Traffic Branch. Opposite Bathurst-street and through the building over the platforms there will be two steel foot-bridges with asphalt floors, one 15 feet wide for the general public in direct line from Bathurst to Oxford streets, the other 20 feet wide from the Railway, with stairs for access to the various platforms. The parcels office, 200 ft. x 40 ft., has a basement floor on level of platform, and a ground floor of same size on Elizabeth-street level. From this office Aspinall's patent overhead luggage carrier will be constructed so as to communicate with the various platforms. The cab road through the building between the platforms will be 25 feet wide, and will have entrance and exit at Liverpool and Elizabeth streets. The horse and carriage docks, 406 feet long by 20 feet in width, will be approached from Liverpool-street by ramp 20 feet wide.

The quantities of work to be done are approximately as follows:—Earthwork excavations for Hyde Park Station, lowering Park and Devonshire streets, in addition to cuttings at Nithsdale-street and Benevolent Asylum, 460,000 cubic yards; for foundations, 16,000 cubic yards; concrete in foundations and backing to arches, 11,500 cubic yards; brickwork in retaining-walls, Hyde Park Station, between Liverpool and Goulburn streets, at Park and Devonshire streets; abutments to bridges over Liverpool-street, Goulburn-street, Wexford-street, Campbell-street, Elizabeth-street, Devonshire-street, Belmore-road; arches on piers from Campbell to Elizabeth streets and over Belmore Park—44,500 cubic yards; masonry in copings and string courses, 3,000 cubic yards; steel-work in bridges over above-named streets and station platforms, 1,750 tons; cast-iron columns and parapets, 150 tons; ballasting, 22,800 cubic yards; ordinary sleepers, 13,500, No. and special, 10,000 cubic feet; steel rails and fastenings, 1,400 tons; wood-blocking, 21,000, asphalt, 27,000 superficial yards; kerbing and guttering, 2,500 lineal yards; removing and relaying portions of tram-line, gas-pipes, water-mains and sewers.

The differences in the present proposal and that first approved by the Royal Commission are shortly as follows:—The previous proposal was for a terminal station at King-street, involving a tunnel through the south-west corner of Hyde Park, and the resumption of the north-western corner, St. James' Church, the Registrar-General's Office, and the Supreme Court building. The present proposal involves the resumption of the south-western corner of Hyde Park and the erection of a building fronting Park-street. Provision is also made in the design for an extension of two roads to Circular Quay or the eastern suburbs if required.

Shortly put, the advantages of the extension now proposed are stated to be as follows:—

1. It will provide a new and satisfactory terminal station, Redfern being not suitable for the present large and increasing traffic, and urgently requiring alteration.
2. It will bring the passenger traffic into the city.
3. It will not spoil the most frequented portion of Hyde Park.

Reference to pages 55, 56, and 57 will show that the previous Royal Commission investigated the question of the utilisation of the Park for railway purposes very thoroughly, and arrived at the conclusion that the advantages far outweighed the disadvantages. The scheme recently formulated to bring the railway to Park-street is to be looked upon as inferior to the proposal which brought the railway up to King-street. On the ground plan which is now brought before the notice of the Commission I have shown in lighter colour an extension of the railway up to St. James' road. This, it is thought, would be as practically as good as going up to King-street, but it would leave St. James' Church and the Supreme Court buildings intact. On the other hand the removal of the Registrar-General's Office would be rendered necessary. The Supreme Court buildings have been condemned for many years past. They seem to do their work, however, and I have on that account avoided interfering with them. If, at some future time, it should be thought desirable to remove that building altogether, and St. James' Church as well, a fine open space will result, across which the handsome front of the railway terminus building can be viewed.

With regard to the question of extending the railway into the city there are three considerations to be borne in mind: first, there is the necessity for the improvement to station accommodation at Redfern; secondly, the extension of the passenger lines into the city; while, in the third place, the extension for goods purposes must be looked upon as quite a separate matter.

The extension into Hyde Park is, from an engineering point of view, by far the best scheme that can be put forward. On the other hand, the extension of the railway station across Devonshire-street into the grounds now occupied by the Benevolent Asylum, Cemetery, Police Barracks, &c., may be looked upon as effectively dealing with the question of station accommodation, but it does not deal with the question of bringing the passengers into the city.

It has been said that if the railway had been brought into the city there would have been no necessity for the tramway along George-street. This is, however, a mistake. It is true that one of the objects of the George-street tramway was to keep the railway traffic off Elizabeth-street, and thus relieve the Elizabeth-street traffic. It will, however, have the effect of taking off the traffic of the western tramways as well; and it will, undoubtedly, carry its own proper traffic, and thus, railway or no railway, have sufficient work to do.

At the request of the President, I have looked into the matter of other proposals in substitution or in further extension of the Hyde Park scheme. I am preparing a map, on which will be shown possible extensions for passenger traffic down the eastern and western side of the city and to the eastern suburbs, and, further, an extension of the railway for goods purposes to Woolloomooloo Bay, Pyrmont, and Glebe Island.

With regard to passenger extension other than the Hyde Park proposal, I wish most emphatically to point out that, in my opinion, if the lines are extended underground the traction must be effected by electricity and not by steam. Underground steam lines in cities are rarely put down now. All, or nearly all such railways and tramways that are being now carried out underground are intended to be worked by electricity; and I think I may say that it is only a question of time, and possibly a very short time, before the metropolitan and metropolitan district railways in London will be also thus worked. It is well known to those who have visited London how intolerable a nuisance is the coal smoke in those tunnels. London has an average temperature of, I think, about 47 degrees. How much more intolerable would be the use of steam locomotives in a climate like ours, with a mean temperature of 62.8 degrees, and a maximum temperature of over 100 degrees.

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That the combination of steam and electricity in different systems on a railway is not impracticable is to be seen by the working of a part of the Baltimore-Ohio railway in the United States of America, where on a short length of line about 2½ miles long, on account of the smoke nuisance, the goods trains, locomotive and all, are drawn through the tunnels by electric locomotives weighing from 85 to 90 tons. The introduction has been completely successful, and it has now been decided to apply the same method to the passenger traffic.

Our railway traffic could be dealt with in the same way. When suburban trains came into Redfern, the steam locomotive could be unhitched and an electric locomotive attached. This is an easy way of getting over what might be a serious difficulty. Another method would be to work the suburban system throughout by electricity. This is a question, however, which the Railway Commissioners will no doubt consider at the proper time.*

In the event of Hyde Park not being adopted as a terminus, and extensions on either side of the city of two lines each were to be made, the proper places for these extensions would, I think, be under the roadway instead of going under the property on each side. I have no hesitation in recommending such a course after seeing in 1894 what was done in the city of Glasgow. Such work could be carried out comparatively economically, and almost without any interruption of the street traffic.

36. The schemes you have placed before us are limited altogether to passenger traffic? Yes.

37. There has been no endeavour made to extend the railway system to the waters of Port Jackson? No; for some time past nothing whatever has been done.

38. That has not been taken into consideration? No.

39. *Mr. Hoskins.*] Did the Railway Commissioners view with favour your suggestion to disconnect the steam locomotives at Redfern and to propel the trains by electricity to Liverpool-street? I have mentioned the matter to Mr. Eddy, but as the proposal which the Railway Commissioners view with favour is the Hyde Park scheme, it really has not come up for decision from a traffic point of view.

40. Do you intend, if the extension of the railway system to Park-street is sanctioned, to press your view as to the propriety and good policy of having the extensions worked by electricity? No; I do not think it is necessary, if the line is only extended to Park-street, because it will be all in the open; there will be no tunnel. Supposing that the Park-street proposal is objected to by this Commission, and they wish to consider any other scheme involving tunnels under roads, or under the Park, and so on, I wish to express the opinion that the locomotives should be electric locomotives, but only in that case.

41. You would then press that view? Yes.

42. *Mr. Farnell.*] You are aware that in England, at the present time, a company is about to construct a railway underneath an existing railway? Nearly all the new projects are underground projects, and electricity is invariably adopted.

43. *Mr. Wright.*] I suppose with these tunnels you could not use steam? I think it would be a great pity to use them with steam. They will be made of the proper dimensions to run ordinary trains through, but it is the inconvenience to the passengers I am looking to.

44. If you were to run ordinary locomotives, partly through open cuttings and partly in tunnels, would there not be great inconvenience caused to thousands of citizens as well as passengers? I think there would be some.

45. *Mr. Roberts.*] There are no tunnels in the Commissioners' Park scheme? None; I would not propose any alteration.

46. *Mr. Wright.*] Have you any scheme prepared yourself? No; I do not propose to submit any scheme. I merely propose to take any instructions from the Commission to look into matters.

47. I suppose you are prepared to criticise any scheme which may be submitted? From an engineering point of view.

WEDNESDAY, 17 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works.
further examined:—

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48. *President.*] Have you a plan showing your proposal to convert the Benevolent Asylum estate into a station? Yes; I furnish a plan of a scheme which was worked out some time ago for extending the railway terminus at Redfern across Devonshire-street. This plan has not been so well worked out as the plan of the Park-street scheme, and the few copies which I now furnish to members of the Commission have some notes on them showing some alterations which it is intended to make if this scheme is eventually carried out. Before the completion of the inquiry I expect to be in a position to furnish fairly correct plans.

49. Will you first describe the area? The area is bounded by Devonshire-street and Pitt-street and Belmore-road; and a considerable width of the Cemetery, beside the Benevolent Asylum grounds and the Police Barracks, is taken in.

50. How far does it go to the south-east—to Elizabeth-street? The area includes the blue-tinted portion on the large wall map before you. The railway terminus would absorb a little more than half the area lying between Pitt-street, Devonshire-street, Belmore-street, and Elizabeth-street.

51. *Mr. Humphery.*] Do you take in the whole of the Cemetery? The greater part of it.

52. *President.*] Will you prepare a rough plan showing the various improvements, how the various areas are held, what you intend to take, and your idea in regard to the disposal of the residue? Yes.

53. It has been suggested that any provision you may make for passing over Devonshire-street carries with it the lowering of that street 7 feet or 9 feet;—have you taken into consideration the question of interference with vested interests, or is any property affected by it? Yes; but it is all Crown land with the exception of the Cemetery. In the estimate that was submitted some time ago no provision was made for any compensation or for new buildings.

54.

* NOTE (on revision):—I should like to add that the Chief Commissioner, at a subsequent interview, expressed the opinion that the change of locomotive would be productive of delay.

54. The work itself is absolutely enclosed by Crown lands on either side? Yes.
55. Does it affect the grade of the street to the south-east? Yes; in lowering the street there will be altered grades in consequence.
56. Does it materially affect them? It does not make them bad.
57. Will the approach to Devonshire-street from the north-west be inferior to the approach from the south-east? If you will allow me to explain the scheme you will see how Devonshire-street is dealt with. Several lines are carried over Devonshire-street, and a portion of that street is lowered.* It is proposed to divert the greater part of the traffic of Devonshire-street, reserving only a comparatively narrow subway for cabs and smaller vehicles to pass through, but all heavily-laden vehicles would probably go round the other side. A reference to the plans I have furnished will show that on the eastern side of the station there is a wide and new street, which will not only admit all the traffic, but will also take the tram-lines. In the proposal is included a diversion of the Botany tram-lines. What is left of Devonshire-street is a subway about 30 feet wide, and in consequence of the width that is required for the station, and the length that the street has to be lowered, the resulting grade on the eastern side will be very much steeper than what I pointed out yesterday as necessary for the Hyde Park scheme. In carrying over six roads to run into Hyde Park they are more concentrated than in this scheme, where you have roads passing over the whole width of the station; consequently there is a greater length of Devonshire-street to be lowered to the maximum depth. It would be very difficult to lower that street so as to take all classes of traffic; and it was thought that, although it is desirable to keep the subway at Devonshire-street for cabs and light vehicles, the bulk of the traffic should be turned round by Belmore-road and along the new street, as being an efficient substitute.
58. The new street would be at the junction of the blue and green on the big plans? It would be just within the blue area.
59. Does it mean this: that the lowering of Devonshire-street is likely to obstruct any but light traffic going to the north-west from Redfern to Darling Harbour;—does it render Devonshire-street undesirable for heavy traffic going between Redfern and Darling Harbour? Yes.
60. Have you taken into consideration the effect of this new street on the Redfern traffic? I do not think the effect would be serious; at any rate it is an effect which cannot be avoided. Redfern station must have something done to it. If it is extended over Devonshire-street on to this new site, Devonshire-street must be partially blocked. I do not see really how it could be retained by any amount of lowering and leaving proper grades at the eastern end for heavy traffic.
61. *Mr. Lee.*] What would be the grade at that end? As shown on the plan, it is 1 in 12.
62. What is the present grade? It is not level, but it is very easy.
63. From Castlereagh-street the grade is rather heavy? Yes; but as far as Castlereagh-street it is light.
64. If it is lowered I suppose it will be lowered from the George-street side? Yes.
65. Then there will be a dip-in? Yes; and the drainage has to be provided for.
66. That will practically block all traffic? Cabs and light vehicles will be able to pass along there well enough.
67. It would be a perfect block to all the heavy traffic, which you wish to go from the eastern side of the city round to Parramatta-street? Yes.
68. *President.*] You have a grade of 1 in 12 in and out? No; the grade the other way is easy.
69. *Mr. Humphery.*] Where would it commence—at the Railway Institute, or nearer the railway station? Nearer the railway station.
70. *Mr. Wright.*] Would it not begin almost at George-street? There would be a lowering commencing from George-street.
71. *President.*] Does any extension from Redfern towards the city involve the alteration of Devonshire-street? Yes; any extension affects Devonshire-street, but in the Hyde Park proposal I have arranged to lower Devonshire-street, so as to be suitable for all kinds of traffic, with a 16-feet headway. The worst grade is 1 in 25, which is a good grade. The level of Devonshire-street would be affected by any scheme which went across that street; but if you remove the terminus to Hyde Park, Devonshire-street can be lowered and the grades and headways rendered suitable for all classes of traffic.
72. But with this scheme, in that the extending lines cover a greater length of Devonshire-street, it increases the difficulty, because you cannot get the grade I suppose? Yes; the grade at the eastern end is shortened, and consequently is steeper. The difficulty in all these questions of extension, especially the extension of a terminus, is the difficulty of keeping up the existing traffic while you are connecting with a new station. If you could create a temporary terminus somewhere else, and you had a free hand to do what you like at Redfern, possibly the simplest way would be to raise all the lines some feet up in the air.
73. *Mr. Wright.*] What is the difference between the railway level at Redfern station and the crown of Devonshire-street? 10 feet on the lines of the present station.
74. What is the difference in grade between the platform at Redfern station and the first tunnel going out? I think the lines are exactly level—64 feet above high-water.
75. How far back would you now have to go to raise the lines 2 or 3 feet? You would not have to go back very far.
76. To Eveleigh? No; you would have to go back only half-way from the station. It will depend on the amount you require to rise. If you had a free hand you could raise the line by starting back some chains beyond the southern end of the present station. You could raise the line sufficiently high to get over Devonshire-street without interference with the road traffic.
77. You could not do that without stopping the traffic? No; it is entirely out of the question. Continuing my description. I may mention that this section, which was got out on a large scale so as to be easily visible, shows the line between Devonshire-street and Belmore Road. It will be seen there that immediately after passing Devonshire-street the ground begins to rise, and when you get from the Benevolent Asylum to the Police Barracks you are in a cutting. The ground does not give you any opportunity of getting a road around or underneath in any way. The section of Devonshire-street shows the lowering of that street.
78. *Mr. Black.*] Has that map any connection with the Hyde Park scheme? Yes.
79. *President.*] Or any scheme involving the crossing of Devonshire-street? Yes; but the levels crossing Devonshire-street would be practically the same.

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80. *Mr. Wright.*] Would it be possible to abolish Devonshire-street, and provide an overhead bridge for the traffic? That would mean rising to a great height, because George-street is 14 feet below the surface of the rails.

81. What is the difference between the crown of Devonshire-street and your rail level now? It is about 10 feet.

82. An overhead bridge would not necessarily be very high? It would mean rising up to that rail level, and then rising another 20 feet, or in all 34 feet, which, from George-street, must be considered out of the question.

83. *Mr. Hoskins.*] It would cause great difficulty in working, too? It would be impossible.

84. *President.*] The grades on that would be a long way worse than the grade in a cutting? Yes.

85. *Mr. Wright.*] What length of 1 in 12 grade would there be? Probably 120 or 130 feet.

86. *Mr. Humphery.*] Would any scheme mean practically the closing of Devonshire-street for heavy traffic? No; the extension beyond to Hyde Park would not involve it. There are worse grades in Sydney than 1 in 12, but it is introducing a steep grade on a road which had previously good grades.

87. *Mr. Wright.*] I suppose, as a matter of fact, nineteen-twentieths of the heavy traffic to the railway station come from the north along Belmore-road from the city proper, and not from the southern portions? I should think so.

88. The only traffic which a steep grade would affect would be the traffic which comes from the south to the railway? Yes. It would only affect a very small portion of the traffic, and what traffic it does affect could easily go round by the new street. It would have no heavy grades to deal with in going by that way, and it would be simply going a little further.

89. *President.*] Will you be good enough to proceed now with your description of the plans? The platforms are shown as 600 feet long, but they are intended to be 700 feet long. At Park-street the platform is shown as 700 feet long, and these others will be brought in accord with that one. Taking the western side of the station first, there are two lines for country traffic, and between those two lines and the next there is a cab-road, which has its approach from Devonshire-street, and a return on to the wide approach to the station proper. Then comes a platform 33 feet wide, on the other side of the cab-road. Then come three roads, and then another platform of 35 feet. Then come three more roads and another platform of 30 feet. Then come three more roads and another platform of 30 feet; and then two roads, another platform of 30 feet, and another road. It will be seen that there will be eleven platforms and eleven roads, besides the three docks.

90. Why do you say eleven platforms? The first pair of roads on the western side gives practically two platforms. A double platform is really two platforms. There are three single platforms and four double platforms. Between the end of the buildings and the platforms there is a width of 80 feet. That main building is situated right at the end. On the western side of the station there are offices. At the north-western corner there is a cloak-room 100 feet x 40 feet, and the accommodation can be increased in the basement. Then there is a large refreshment-room and closets, a large booking-office and general waiting-room, and on the north-eastern corner there are urinals and water-closets.

91. *Mr. Wright.*] Is it not rather awkward to have the cloak-room and large offices separated from the platforms by a cab-road? They are not; the offices at the side are intended for clerks and porters, and will not be required by the public at all.

92. Your cloak-room will be required by the public, and it is separated from your platform by a carriage-road? No; it is separated from one of the platforms, but you must have a separation somewhere. That passage out is a foot-passage.

93. *President.*] Have the Railway Commissioners approved of that provision? Yes; this has been worked out with the Commissioners.

94. You had better describe now the way your trams are going to leave? The Botany Bay tramway is diverted across the Belmore Park into the new street, and then round into Devonshire-street. On the western side of the station there is a large space for approaching the station and a cab-departure road shown with an incline from George-street up to the north-western end of this approach, going over Pitt-street. Then, as regards the George-street tramway, the line working towards the station will be diverted alongside that cab-departure road and go underneath the approach to the station until it gets up close to the station, and then it rises on to the level. It will discharge passengers and take passengers on the same platform. There will be no crossing of the lines or any interference at all, because people will be able to get off and on at the same platform. It will be extremely convenient to people. The trams as they depart work round the curves shown near Devonshire-street and get back on to the line again. If it is required to connect with the western suburbs, a connection can be made with the other trams, but it was only thought necessary to show the connection with the George-street tram.

95. In the opinion of the Commissioners is the accommodation shown on these plans ample for Redfern? Yes.

96. *Mr. Lee.*] Will you indicate where they exceed the existing accommodation? I will get the length of all the existing platforms. Recently a new platform has been built.

97. *President.*] Will you furnish a comparison between the present accommodation and the suggested accommodation? Yes.

98. *Mr. Lee.*] Through the tunnel under Regent-street, at the end of the railway yard, the whole of the traffic has to pass inwards and outwards? Yes.

99. If you increase the accommodation at Redfern Station, or at 100 yards beyond the station, will not the congestion always be at that tunnel? There will be always a congestion at that tunnel.

100. Is there more space afforded by passing over Devonshire-street than the Commissioners now have? Yes. There is not sufficient length at Redfern. With a greater length a great deal more could be done. At Redfern it is exceedingly inconvenient, and it is very difficult to work.

101. *Mr. Black.*] Do any of your schemes propose an increased tunnel? No; but this plan will give the length that is required to do the shunting operations.

102. *Mr. Humphery.*] Is there accommodation through the tunnel at the present time for more than the existing number of roads, which I understand to be six? I believe it would be much more convenient for the traffic if there were more room in the tunnel. The Commissioners consider the traffic is very much pinched up there.

103. I do not think that quite answers my question. I think it is the different classes of traffic coming in through

through the tunnel which it is difficult to accommodate—that is, after the trains had passed through the tunnel? Yes; and although the traffic is pinched there, if you could lengthen the station at Redfern you would ease the shunting at the station and you would give the accommodation which is really required. For instance, at present some of the trains have to be split up. There is not room for the northern train to draw up at one platform, and, therefore, it has to be divided into two parts. With the exception of two platforms, I think there are no platforms sufficiently long to suit long trains.

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104. *Mr. Hoskins.*] If you extended the platforms at the existing station you would increase the difficulties? You cannot lengthen the platforms, because the crossings would interfere.

105. *Mr. Humphery.*] What is needed is increased space and accommodation for trains after they have passed through the tunnel? Yes; you want greater length between the tunnel and the station, and greater length at the station itself.

106. *Mr. Black.*] Has the advisability ever been considered of diverting the goods traffic before coming to Redfern tunnel by means of a cutting or tunnel, making more directly for Darling Harbour? I think it has been under consideration.

107. *Mr. Wright.*] If the city railway were extended by a circular line there would be no necessity for all this accommodation, would there? I think some accommodation would be necessary.

108. If you had a line from Redfern to the city, running by a circular route, would not the Redfern yard be big enough for marshalling purposes? I do not think that has been considered. If the Commission wish that point to be considered, I should have to consult the Railway Commissioners, and then I could report later on.

109. Have you ever considered the question of a circular railway into the city? Yes.

110. *Mr. Roberts.*] Is it possible to get sufficient accommodation at Redfern, without crossing Devonshire-street, by land resumption? No.

111. *Mr. Hoskins.*] Not by taking the park? No; you cannot get at Prince Alfred Park.

112. *Mr. Lee.*] Could you not resume land on the tunnel side, so as to enable the yard to be widened? Yes.

113. *Mr. Hoskins.*] Why could not part of Prince Alfred Park be taken? Because you cannot get round to it; it is sharp off to the right as you pass through the tunnel.

114. *President.*] Is it not possible to shift Devonshire-street to the north and give the desired accommodation? The question of shifting Devonshire-street to the north, and thus lengthening the platforms, has been under consideration; but I know the Commissioners are of opinion that would be only a partial relief—a makeshift. What they want to do, if possible, is to make a complete new terminus, giving the extra length not only in the station but outside of it.

115. Do you submit a sketch-plan of the proposed terminal station at Park-street as suggested by the Railway Commissioners? Yes.

116. Will you be able to explain that plan to-morrow to the Commission? Yes.

117. Are you prepared to hand in an estimate of the cost of extending the railway system to Park-street? I will read the estimate. It is as follows:—

Land resumption between Behmore Park and Liverpool-street	£100,000
Buildings (600 feet roof)	200,000
Construction of line	£260,000
Signals and interlocking.....	15,500
Electric lights	4,500
	280,000
Shelter-sheds and alterations	20,000
	600,000
Add for extension to St. James' Road.....	50,000
	£650,000

THURSDAY, 18 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
The Hon. DANIEL O'CONNOR, M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

118. *President.*] You placed before the Commission yesterday a plan of the proposed extension to Park-street, and an estimate of the cost of the extension? Yes. I have handed in some plans of Park-street for distribution to Members of the Commission, and the plans on the wall will give all the information that may be required.

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119. With regard to the item of £100,000 for land resumption, you have said that it is very probable that it will require to be increased, as the width of the line has been increased:—is there any other cost, excepting the value of the park land, which we need add to your total estimate of £600,000? Not unless prices go up very much. That estimate was cut down so as to be adapted to the prices that prevailed some months ago; but prices are beginning to show a considerable rise.

120. Your 10 per cent. allowance would in all probability cover it? I do not think so. I have cut that down also to a minimum. This estimate of £600,000 includes a certain amount of contingencies and engineering expenses, but I should not like to reckon too much on that.

121. What will cover it? I cannot tell how prices will go up.

122. If an estimate were made to-day, is that £600,000, plus what has to be added to the £100,000, the amount? Yes.

123. *Mr. Hoskins.*] Based on an estimate made some months ago? Yes; I think it would fairly cover it now.

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124. *Mr. Wright.*] When the city railway was projected in 1885 there was a question of resuming this land between Liverpool-street and Belmore Park, and I think it was then estimated by Mr. Mills, of Mills and Pile, at £55,000;—have you any record of that valuation? I have heard something about it, but I have not seen any of the papers.

125. Does this estimate of £100,000 include any money which you will have to pay to the Benevolent Asylum? No.

126. Will you explain as briefly as possible the nature of the accommodation which is provided at Park-street? The accommodation at Park-street is precisely the same as the accommodation which I described at the Benevolent Asylum site, with the same number of platforms and the same length. It works out within a few feet of the same. At the Benevolent Asylum site we get 7,480 lineal feet of platforms, and at the Park-street site 7,430 lineal feet; the difference between the two is due to how the ends of the platforms come out between the roads.

127. In crossing Liverpool-street your lines are congested into a comparatively narrow space;—will not the same difficulty present itself there by reason of that congestion as now exists at Redfern Station by reason of the tunnel? No; all that has been worked out.

128. How much greater length have you in the park than you have between the tunnel and the terminus at Redfern? The Park-street arrangements give practically a length of 1,800 feet.

129. From Liverpool-street? No; from further back. You must reckon from that street. You must reckon where you can start with the collecting and dispersing lines. From there to the end of the platform is 1,800 feet, and that is really what we want in any case. At Redfern, if you take it from the inside of the points, leading off to the carriage shed, and measure 1,800 feet, you will come up to Belmore-road.

130. You have ample room here to work the traffic? Yes; that has been gone into very carefully by the Chief Commissioner with me, and he is quite satisfied that it is a well-arranged plan—as nearly perfect as you can make it.

131. *Mr. Hoskins.*] There will not be any tunnelling on the Park-street line? No; there will be a bridge at Liverpool-street, and an overhead bridge at Goulburn-street, carrying a number of lines.

132. *Mr. Wright.*] There is no danger to be apprehended from working these lines as proposed here? No; because we have 1,800 feet clear for the shunting and reception of the trains. At Redfern you have far less than that. You have only practically inside the points leading off to the goods and carriage sheds; you only have, I think, about half that length.

133. You have eight lines here as against six lines in the Redfern tunnel? Yes.

134. *Mr. Hoskins.*] You will have to resume some houses between Belmore Park and Liverpool-street to erect the piers for your bridges? Yes; but that does not take up much more room than the width of the rails. We shall not want more than 8 or 10 feet on each side. I desire to hand in a return showing the length of each platform at Redfern Station, at the Benevolent Asylum site, and at Park-street. It is as follows:—

LENGTH OF PLATFORMS.

<i>Redfern Station.</i>		<i>Benevolent Asylum.</i>	
Platform A	490 ft. long.	2 platforms 610 ft.	1,220 ft. long.
" B	490 "	8 " 700 "	5,600 "
" No. 1	490 "	1 platform 660 "	660 "
" 2	490 "	Total.....	7,480 "
" 3	475 "		
" 4	200 "		
" 5	620 "		
" 6	620 "		
" 7	225 "		
" 8	450 "		
" 9	325 "		
" 10	325 "		
" 11	420 "		
Total.....	5,720 "		

<i>Park-street.</i>	
1 platform 650 ft.	650 ft. long.
1 " 520 "	520 "
8 platforms 700 "	5,600 "
1 platform 660 "	660 "
Total.....	7,430 "

The platforms at Redfern Station measure 5,620 feet, as compared with 7,430 feet at Park-street and 7,480 feet at the Benevolent Asylum site.

135. *President.*] Have you any right to tunnel under property for railway purposes? No, not without resuming the property, to the best of my knowledge. That matter was carefully inquired into some time ago. Under the Lands for Public Purposes Acquisition Act you can only tunnel for any other purpose than railways;—you have to resume the properties for railway purposes.

136. Could you, by leaving sufficient cover, tunnel under properties without detriment to the buildings on them? Yes; that has been done. By leaving sufficient cover, as a rule, it can be done.

137. Is there legislation in other countries permitting a tunnel to be made under a property? I do not think so; I think it all has to be paid for.

138. Would it be reasonable legislation for this Colony to pass—the Colony owning the railways? If the tunnel were sufficiently low down I think it would be reasonable, provided the Government paid for any damage which might be done.

139. *Mr. Hoskins.*] According to the figures given in your evidence the total cost of the Park-street extension would be about £1,500,000. You estimate £800,000 for the works themselves? No; that estimate includes everything. It is £600,000 to Park-street and £650,000 to the further site, and that includes everything.

140. *President.*] These are the salient points of this scheme, which is viewed most favourably by the Commissioners? Yes.

141. What does that building marked 600 feet mean? That is the covering roof over the platforms.

142. Is the building indicated on the plan what you propose to adopt? At the Benevolent Asylum site we should not require so large a building as that; it would be a two-storey building, because the Commissioners' offices would not have to be provided in that building, but only traffic offices. The Commissioners, if the Park-street or King-street site is adopted, will find accommodation in that building, but not at Redfern, which would be too far away.

143. It is a question where the terminal station is to be, and this is the terminal station for the Park-street scheme? Yes; I would like here to supplement what I said as to the tunnelling. Although no doubt

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doubt you can tunnel if you are deep enough without disturbing the buildings, I doubt very much whether any extension into the city we can make would be deep enough to avoid interfering with the buildings altogether. I do not quite see how a suitable or practicable line could be made far enough down with sufficient cover of sandstone so as to avoid the possibility of damage to houses. All the large and more important buildings in Sydney are carried down to the sandstone, and there is a considerable amount of excavation through the top clay and made ground. In Hyde Park that amounts to about 25 feet I think on the average. If you make a tunnel so as to get under the sandstone down below you get a platform level at a very great depth—probably at from 40 to 50 feet down in places. That means a great number of steps to get up to the surface. If you want to keep near the surface you get partly into sandstone probably and partly into the softer material on top through which the foundations of the important buildings go. As regards the lighter buildings whose foundations do not go down to the sandstone, I doubt very much whether you can tunnel under them without the risk of causing settlements.

144. Does it mean that you must either be under the park or under the streets? Yes, generally speaking.

145. *Mr. Wright.*] Or resume? Yes.

146. *President.*] Under the streets would it be safe enough? Under the streets it would be all right.

147. The Commissioners' scheme is a surface one? It is all open.

148. And the Hyde Park terminus is a surface terminus? —

149. *Mr. Wright.*] How much would the platform be below the level of Elizabeth-street? The station starts with the rails say about 18 or 19 feet below Liverpool-street and rises up to near the altered level of Park-street. The level is below Park-street, but you will have no steps to go down.

150. *Mr. Lee.*] That would be with the object of keeping the line level? I have given a tip-up. Stations are made on a slight grade. There is no harm, but an advantage in having a starting-station made on a grade downwards, because it is then easier to start the trains. As long as the grade is not steeper than the rolling-stock will stand on, then you are all right.

151. *Mr. Hoskins.*] If you had a tunnel to carry eight roads, would it not be so wide that it must interfere with the foundations of the houses on the sides of the streets? Yes; there would not be room, to do it comfortably, for more than two lines.

152. *President.*] Could you put four lines down? Only with difficulty.

153. *Mr. Wright.*] The whole block, from where the lines cross Elizabeth-street till you come to Liverpool-street, must be resumed to the full width you want? Yes.

154. *President.*] How many lines can you put down in a tunnel under a street like Elizabeth-street? There would be room for four lines if you open out the street and cover it in again.

155. Would that affect the buildings? Not unless there are cellars under the pathways.

156. *Mr. Hoskins.*] I do not think the buildings in the lower part of Elizabeth-street are aligned, and therefore it is very irregular in width? There will be, of course, that difficulty to deal with; but in a 66-foot roadway you can just about squeeze four lines in, but you would have to be very careful with your foundations.

157. *Mr. Wright.*] Have you a 66-foot roadway? There are some in Sydney, but mostly they are about 60 feet.

158. Is Elizabeth-street or Castlereagh-street a chain wide? King-street is 60 feet wide, and Elizabeth-street, I think, is a 66-foot road. The proposition of the Commissioners to carry the railway down to the Custom House comprised only two lines. I would much rather have to deal with two lines of way than four. At the same time I think four lines with care could be laid, but it would be very difficult to avoid damage to houses on each side.

159. *President.*] With two lines of way you could do it? Easily.

160. Would they carry all the passenger traffic in the city? No.

161. How is it the Commissioners suggested a scheme which is not likely to carry the traffic? I have given a description of the scheme. Up to Hyde Park there were four lines of rail, but beyond Hyde Park only two lines. Some of the traffic would stop at Hyde Park; two lines would be taken on to Circular Quay and two lines round to the eastern suburbs.

162. *Mr. Lee.*] From an engineering point of view do you favour a terminus at Park-street or one at St. James' Road? Both are equally good for traffic purposes and from an engineering point of view.

163. Which of the two do you prefer? There is no doubt that the St. James' Road extension is better than the other, because it brings the line further into the city, but as regards accommodation and from an engineering point of view they are precisely similar.

164. If it were extended to St. James' Road how would Park-street be affected? The lines would go under Park-street without altering the level.

165. Would not that give you a sunken station at St. James' Road? No, you would rise up in the same way. There is a fall in the ground from Park-street down to St. James' Road.

166. Is there not a block of Government property in the vicinity of St. James' Road—on the western side of Elizabeth-street? Yes; but it is not large enough for a main terminus.

167. Could it be utilised in any way in connection with this scheme? Not with this one.

168. *President.*] The area owned by the Government in the block is about an acre and a half; an acre of land is in the hands of private owners;—the Railway Commissioners require 14 acres for a surface station, I think? Twelve acres, I think.

169. Does it appear that there will be a sufficient area of land at present in the possession of the Government in the block bounded by Market, Castlereagh, King, and Elizabeth streets to make a daylight station? Yes, under the modified scheme.

170. And from that going towards Redfern Station there would be no resummptions at all, and no danger of interfering with any interests until you pass Liverpool-street? No. You can keep clear of any property till you pass Liverpool-street.

171. Just opposite the Public Works Office, at the corner of Phillip and Bridge streets, there is an area of Government land about 150 feet square? I do not know how wide it is, but I think it is about 150 feet long.

172. That is not long enough for a daylight station? No.

173. *Mr. Wright.*] Does not Lady Young terrace belong to the Government? I do not know. I have not inquired.

174. Could you put four lines of rails in the piece of land between Elizabeth-street and Castlereagh-street, where St. James' School stands, and then produce two of the lines to Circular Quay? I do not think you would be able to get in there and out again in the space.

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175. Supposing you could put four lines into that area near King-street, could you work the whole of the Sydney traffic in the space available between the two streets? I can only go by what the Railway Commissioners stated in their report to the previous Railway Commission when they recommended that modified scheme.

176. What did they say then? They proposed then, I think, to run some of the trains down to King-street with four lines, and to continue two lines on to the Custom House.

177. It appeared reasonable to the Commissioners that four lines to King-street would do the traffic? I do not think it would be quite that.

178. Would it be possible to run four sets of rails from King-street to Circular Quay? No.

179. Two lines can go on to the Custom House, and four cannot? Yes. I am not sure that you can get two lines on without resuming some of the houses along Elizabeth-street. I will look into this matter and report to the Commission.

180. Supposing that two lines were carried right through the city by one route and came back by another, would that be wide enough to work the traffic? I should think it would.

181. That is with two sets of rails going right round? I should think it would.

182. There would be no necessity for large resumptions for station purposes—no shunting would be required, and hardly any yard accommodation? You would require to have your main station at Redfern. Any shunting required or marshalling of trains or distribution would have to be done at Redfern.

183. *President.*] It would mean a circular resumption right round the city? If you can get under the houses without materially damaging them, of course the houses are left to be used, and you can get a rent from them. You have to resume on account of the damage which you will do, but still the damage, although it occurs, may not render them uninhabitable or unsuitable.

184. *Mr. Hoskins.*] You have heard that the proprietors of underground railways have had to pay large sums to compensate people for alleged damages to foundations of their houses, even though the railways did not interfere with the foundations? I know that there has been a lot of compensation paid. I would wish the Commission to understand that I am not advocating any of these schemes. I am recommending no scheme. I am merely reporting on the feasibility and desirability or advantages of one or the other from an engineering point of view.

185. *Mr. Wright.*] I suppose you are prepared later on to criticise any schemes from an engineering point of view? Yes; but I cannot give an opinion on traffic questions or questions whether a site for a station is desirable without infringing on the rights of the Railway Commissioners. According to the Railway Act they have the power to fix the stations and so on; my duties really comprise the engineering part of the business. I produce a plan of the city of Sydney, in answer to the request of the President, to show what I consider possible lines of railway. It is to be remarked that nearly all these lines shown here have been suggested more or less in one or other of those schemes which have been previously submitted. I have got out what appears to be practicable. I have shown a line from Redfern, in answer to Mr. Wright's inquiries, crossing Liverpool-street into Hyde Park, and turning up into the north-western corner of Hyde Park to Elizabeth-street, and then turning off to the right so as to tunnel right under Macquarie-street, and with a turn come round to Circular Quay. The levels are right enough for a line like that, but as a surface line at Circular Quay was not reckoned desirable, I suppose it to be carried on overhead over Circular Quay, and then to get under the ground on the other side of the city, near Harrington-street, and then follow under Church Hill from Wynyard-square, following as much as possible under the roads—unfortunately you cannot follow the roads altogether—and then coming into daylight about Liverpool-street, and curving round and entering the main station again. That line, where it passes under the Domain, could be lowered and continued down to Fort Macquarie, if required. Then the line on the western side was to be laid down so that it could be continued across by bridge to North Shore; that is the same position, for that purpose, as I submitted to the other Royal Commission. Then there are other connections shown, branching off from the northern end of Hyde Park. There is a line shown turning round to the eastern suburban line, and a double connection is made there by a fork to Circular Quay and Hyde Park also. Starting again at Redfern, there is an extra set of lines starting from the goods side of Redfern Station and running parallel to the other lines as far as Liverpool-street, and then turning off to the right to get down to Woolloomooloo Bay on the other side. That line will pass under the line branching off to the eastern suburban line, but a connection with it can be made by the lower fork. Then, I have shown on the plan some lines off to Pyrmont and Glebe Island. I have a larger plan to show what has been done in regard to Glebe Island. Under instructions from the Minister, I had surveys made, some years ago, from Stanmore and Petersham to connect with Glebe Island and Long Nose Point; it is not shown on this plan, because the plan is not wide enough.

186. That will serve Balmain? Yes.

187. *Mr. Farnell.*] Do you not propose to go beyond Long Nose Point—across Parramatta River? No.

188. *Mr. Black.*] Is the line under Wynyard-square merely a return line, or is it for setting down and picking up passengers? It can be used for picking up passengers, of course.

189. I suppose it would not serve the purpose if run along the waterside? I do not think anything would be gained by running it along the waterside.

190. *Mr. Wright.*] Is it possible to continue a passenger line with a traffic line round the wharfs? I think it would be a great mistake. I think, in any case, the passenger traffic must be separated from the goods traffic; it is done all over the world. It would be most inconvenient to mix them up.

191. Could not a circular line, with a branch to the wharf, be utilised for that purpose? No; it would be too high. A line for goods purposes must be a separate line, and it is immaterial as regards expense whether it is by itself along the wharfs or alongside another line; but the two kinds of traffic cannot be mixed up.

192. You think the goods line must be distinct from the passenger line? Yes; that opinion seems to be held all over the world. Different railway companies, in other parts of the world, I know have gone to very great expense indeed to get the two kinds of traffic separated.

193. Have you made an estimate of the cost of these schemes? No.

FRIDAY, 19 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.
 The Hon. JAMES HOSKINS, M.L.C.
 The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
 HENRY CLARKE, Esq., M.P.
 CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.
 THOMAS HENRY HASSALL, Esq., M.P.
 GEORGE BLACK, Esq., M.P.
 FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
 FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

194. *President.*] You promised to find out whether it would be possible to run four trains into the block bounded by King, Castlereagh, Market, and Elizabeth streets, and for the trains to return? I have tried that on paper, and I find that the area is too restricted. To make a proper scheme it would be necessary to encroach on some of the properties at each end, fronting Elizabeth-street. There is no room to get in the lines and out again and get in two dead-ends.

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195. *Mr. Wright.*] It is not wide enough? It is quite wide enough, but it is not long enough.

196. *President.*] Supposing the line stopped absolutely there, would it be possible to get two trains backwards and forwards—for you have the width of the road and you have the space under the road on both sides, which gives you another 2 chains? You do not want any width on the Castlereagh-street side, because there is not length to get across there. I think it would be possible to scheme out something if they were dead-ends—if you were not carrying the line on any further.

197. *Mr. Hoskins.*] Is there room there for a large station? No; it would be a very small station. The length of the Government land in that block is 360 feet, reckoning from Market-street to the High School boundary.

198. *Mr. Wright.*] What length is it from that point to King-street? 160 feet.

199. Supposing the Government resumed all the land in that block on the northern side of the High School, would that give you sufficient room? I think it would make a fair wayside station, but it would not be a very roomy one.

200. *Mr. Hoskins.*] With a small station, would you not be reviving all the difficulties of working the traffic which are experienced at Redfern Station? This extension in any case will involve the construction of a new station on the Benevolent Asylum grounds.

201. In addition? Yes; you could not get over that; Redfern must be improved.

202. Do I understand that any city extension will necessitate the resumption of the Benevolent Asylum grounds, and that you must have a station there under any circumstances? Yes, unless you bring the terminus on to Hyde Park; but otherwise you must do something at the Benevolent Asylum grounds.

203. Is the Commission to understand that if you extend the railway to the city, say to King-street, or anywhere else, the Benevolent Asylum site, and, perhaps, the Cemetery ground, must be resumed to have a large station there, because the existing station at Redfern is too small? Yes; you are bound to have an improvement of the present terminus station, either by shifting it across Devonshire-street, or by making a new one in Hyde Park.

204. *President.*] Have you taken into consideration the moving of Devonshire-street further north, and, instead of virtually abandoning Redfern Station, working that station in with your proposed improvements? I wish to point out, in the first instance, that any alteration of Redfern Station will entail an entire reconstruction of the passenger platforms and docks; and the easiest way of dealing with it is to make a new station beyond. It is a mistake to suppose that the ground on which the present station is will be wasted. The space will be necessary for the distribution of the trains and for bringing them into the station. Referring to the plan of the Hyde Park scheme, the station is not merely that part lying between Liverpool-street and Park-street, but practically it starts from a point near Goulburn-street. From that point where you begin to manipulate your trains, to the end of the docks at Park-street, the distance is 1,800 feet. Now, if you measure 1,800 feet from where the lines branch off, say at the carriage-shed in the yard at Redfern Station towards Belmore Park, it will carry you nearly to Belmore-road. With the existing heavy traffic at Redfern it will be extremely difficult, and perhaps almost impossible, to make a partial extension into the Benevolent Asylum grounds. The platforms at Redfern are not properly arranged. The station-building was erected a long time ago, when the requirements of the railway traffic were nothing like what they are now. The amount of the traffic then was extremely small compared with what it is now.

205. *Mr. Wright.*] Supposing that Devonshire-street were closed, and a street were run obliquely across the cemetery in its place,—would that give you sufficient room? I do not think that such a deviation could be worked in. I have here a plan—it is rather a rough one—which I have had prepared in compliance with the wish of the Commission to show the proportion of ground which will be taken up by the Benevolent Asylum scheme. It is proposed to take up the space which is tinted red on the map, and which it will be seen forms a very large proportion of that area. The only way of getting the traffic round will be by taking it right round Garden-road. On the eastern side of the station it is proposed to have a wide street (which goes into Devonshire-street) to take the converging traffic.

206. *President.*] Supposing that you drew a line on the map from the old police-station in George-street, parallel with Belmore-road, what amount of line would it cut off? About 150 feet of line, and you lose the end platform and the building and the approach at the end.

207. *Mr. Wright.*] Adding on the space occupied with buildings and with the roadway, what length will it cut off? 320 feet.

208. *President.*] How much platform is wanted? I think it is 70 feet.

209. *Mr. Wright.*] You must have a parcels office and a ticket office at one end available for all the platforms? Yes.

210. *President.*] What is the length from Devonshire-street to the end of your line? About 700 feet.

211. Towards the end you have another 300 feet for your offices? Yes.

212. Surely it would be better to move Devonshire-street further north and keep them altogether? By running the station over Devonshire-street you do not separate the lines.

213. It means either cutting the station in two or abandoning everything in Redfern Station? It would mean the abandoning of the buildings and offices.

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214. The platforms and all the buildings? Yes. When you want to make a change it must be a radical one; it is no good to botch the thing.
215. Is it not a pity to have the thing cut in half by the street? No; it is not cut in half by the street. There will be no gap there, because the lines will be carried over the street.
216. *Mr. Hassall.*] Would any great inconvenience be caused by closing Devonshire-street, as long as you provide access to the trucking-yards and produce-sheds by means of the new road you propose to make? I do not think very much inconvenience would be caused. It was thought desirable to avoid any complaints in the matter, and a subway for light traffic was provided.
217. *President.*] Supposing you had to put your railway-station on the northern side of Devonshire-street, would it not be better if you had no Devonshire-street? It would save expense.
218. *Mr. Wright.*] If there was no Devonshire-street, would you design your buildings so far to the north as you do? Yes.
219. *Mr. Hoskins.*] The proposed station either at the Benevolent Asylum site or at Hyde Park will be for passenger purposes only? Yes.
220. A portion of the yard at Redfern Station is used for the arrival of produce and merchandise. Supposing the passenger-station were shifted to the Benevolent Asylum site or to Park-street, would there not be more room left at Redfern Station for the arrival of merchandise and produce from the country? I think not.
221. Not if you did away with the platforms? No. I think the same space would be required as at present. It is all occupied now. If you did away with the platforms you would do away with a comparatively small width.
222. You do not propose by the alterations which the Commissioners suggest to give any additional accommodation for the inland produce trade? No.
223. *Mr. Black.*] How many feet is it from the Devonshire-street end of the existing platforms to the fence round the Benevolent Asylum grounds? About 120 feet.
224. How many feet do you require to be added on to the space from the mouth of the tunnel to the inner end of the railway platforms to give you room for marshalling your trains? About 1,800 feet.
225. *President.*] Will you be good enough to state what is wrong with the Redfern Station? The length is not sufficient, and there is not room to make the distributing roads right for shunting purposes.
226. *Mr. Hoskins.*] Do they propose to have carriage-sheds at Park-street? No.
227. *President.*] If it is too short from the tunnel to the platforms it is impossible to make any alterations to the south? I understand that the best arrangements of the space have been already made, but they are most unsatisfactory.
228. It is not a question of the site which exists, because that is cut off by Devonshire-street? You would get length of platform, but you would not get proper arrangements for running into the platforms.
229. *Mr. Hoskins.*] You would have a smaller station at the Benevolent Asylum site than the proposed station at Park-street? The building would be of less height.
230. *Mr. Humphery.*] Have you any estimate of the cost of the Park-street building? £200,000.
231. What would be the exact cost of the building which you think would be necessary on the Benevolent Asylum site? Including the foundations, which would be very much heavier at the Benevolent Asylum site, I make it £185,000.
232. Practically there is an inappreciable saving? There is not much saving.
233. There would be a saving of £15,000, but on the Park-street site you would provide offices for the Commissioners? Yes.
234. Which would not be provided on the Benevolent Asylum site? No. I think that is a fair statement.
235. *Mr. Hoskins.*] Why would the foundations be so very expensive at that site? Because you are so high above the ground at that end. There is a great drop in the ground. The platform at Redfern Station is 64 feet above the level of the sea, and Belmore Road, right in line with the station, is only 33 feet above sea-level.
236. You would have to build up the foundations? There would be a great deal of foundation in the north-western corner; but the space below would be utilised.
237. *President.*] At King-street, supposing the railway was to be extended underground to the north, how deep down would you be? With good grades it would be about 35 feet.
238. If it was not to be extended to the north it would be about 20 feet? Yes, at Market-street.
239. You would be deeper at King-street? Yes.
240. Supposing the Government determined to make a railway station at Fort Macquarie, there are two ways to get to the port, namely, either by going straight ahead or by going under the Park. To go straight ahead would simply mean very heavy resumptions to get down to Fort Macquarie? Yes.
241. Would you be deep enough, passing from King-street towards Hunter-street, by keeping easterly so as to get under the Park as soon as possible;—would there be enough for cap for your tunnel to enable it to be made without any interference with the building? If you follow the line I showed on the map yesterday, and get from that corner in Elizabeth-street, and then turn round, you get plenty of depth there to tunnel without disturbing the houses.
242. You would get into the Park somewhere near Governor Bourke's statue? Yes, somewhere near there.
243. Therefore, there would be no resumptions? I do not know about resumptions, but you would not injure the buildings, I think.
244. Parliament could pass a law which would permit the Government to tunnel, always providing that they did not interfere with the buildings? Yes; I am pretty well sure that it could be done, but I would like to look into the matter before I expressed a definite opinion.
245. *Mr. Wright.*] The old surveys by Mr. Whitton show that that could be done? Starting from the north-eastern corner of the Park we could tunnel, but this is different.
246. The rail level was 60 feet below the surface? I know there was great depth; we were right into the sandstone.
247. *President.*] From the Domain, would it be possible to have an underground railway coming out on the surface at Fort Macquarie? Yes.
248. That is apparently the only way you could approach the harbour from Redfern in a northerly direction without heavy resumptions? Without injuring property, because the necessity of resumptions would have to be dealt with afterwards.
249. *Mr. Black.*] In that case I suppose it would not be wise to have a central station at Fort Macquarie? That would not be a central station; it would not dispose of the Benevolent Asylum station.

TUESDAY, 23 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P., (PRESIDENT).

THE HON. FREDERICK THOMAS HUMPHERY, M.L.C.
 THE HON. JAMES HOSKINS, M.L.C.
 THE HON. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
 HENRY CLARKE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.
 THOMAS HENRY HASSALL, Esq., M.P.
 FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
 FRANK FARNELL, Esq., M.P.

John Parry, Outdoor Traffic Superintendent of Southern Lines, Department of Railways, sworn, and examined:—

250. *President.*] What is your position? I am Outdoor Traffic Superintendent of the southern system, Government Railways.

J. Parry.

23 Feb., 1897.

251. Do you come here at the instance of the Railway Commissioners? Yes.

252. You desire to place a return before the Commission? I wish to lay before the Commission a return showing the number of trains in and out of Redfern daily. [*Vide Appendix.*] I have taken two ordinary days, namely, the 25th and 29th January, and the last Eight-hour Holiday. On 25th January the total number of trains and engines in and out for the day was 555, and when the business people were coming into the city between 8 a.m. and 9 a.m.; the total number of trains in and out during the hour was forty-six, and between 9 a.m. and 10 a.m., thirty-nine; the two busiest hours of the morning.

253. What proportion of these is passenger trains in and out of the station? Between 8 a.m. and 9 a.m., of the forty-six trains I mentioned, there would be twenty-two in and eleven out.

254. Does that represent one of your busiest hours at Redfern? Yes; between 8 and 9 would be the busiest hour on an ordinary morning, but on a holiday there would be more.

255. How much would the traffic increase on a holiday? On last Eight-hour Day, which was a heavy holiday, the total number of trains in and out was 701, and between 9 a.m. and 10 a.m. there were no less than fifty-two trains.

256. Will you now state the number of passenger trains between 9 a.m. and 10 a.m. on the separate lines on an ordinary day? Between 9 a.m. and 10 a.m. out of Redfern on the slow lines there were three trains, on the fast lines five trains, and on the goods lines two trains, and into Redfern on the slow lines there were six trains, on the fast lines six trains, and on the goods lines nil—ten trains out and twelve trains in.

257. Out of forty-six trains it appears that thirteen are engines running free? Yes.

258. So that there are thirty-three passenger trains between 9 a.m. and 10 a.m.? Yes.

259. Will you now divide up the thirty-nine trains, in and out, between 9 a.m. and 10 a.m., in the same way? Between 9 a.m. and 10 a.m. ten passenger trains out and twelve in.

260. The difference would be engines and goods trains? Yes.

261. Fifteen engines and two goods trains? Yes.

262. Supposing that instead of the engines running back out of the platforms towards Redfern it was possible to run them ahead towards the city; that would lessen the traffic by about thirty, would it not, in the two hours? Of course light engines would have to go to their shed at Eveleigh.

263. If it were possible to arrange the Redfern yard by an extension towards the city, so that instead of an engine running back at the busiest hours of the day she could go towards a shed further on, you could lessen the number of engines passing on the lines by fifteen in each hour? Although they would not run on these lines, you would have to deal with them in Redfern yard all the same. It does not matter at which end you have your engine-shed.

264. *Mr. Hoskins.*] Do they not run on lines on which trains do not run? As a rule, only goods trains run on these lines, except on special occasions.

265. *President.*] If the work in Redfern yard is limited to passing passenger trains in and out, it is perfectly clear that you have got rid of shunting seventeen in one hour and thirteen in another? We get rid of the shunting of these engines if the trains run through.

266. You would lessen the pressure in your yard very materially? We should if we could run them through to another station; that would relieve the working at Redfern Station, as the engines would not have to shunt about the yard.

267. If the main station is moved to Hyde Park, Redfern then would not be congested? No.

268. There is plenty of room for them all to pass through? Yes; with a modification of the lines there would be ample room for them to pass through.

269. And still to be used, we presume, for an ordinary passenger station? Yes, there would be ample room for an ordinary through station.

270. *Mr. Hoskins.*] And still the engines would be running down to Eveleigh? Yes. I understand the point of the President to be that if the terminal station were removed to the city there would be no difficulty in passing the engines through Redfern from the terminal station to the engine-shed.

271. Redfern would then cease to be congested? Yes.

272. You have chosen the busiest hours? In the morning.

273. Are there busier hours in the afternoon? On the same date, 25th January, between 5 p.m. and 6 p.m., there were forty-five trains, and between 6 p.m. and 7 p.m. thirty-nine trains.

274. That represents your present maximum traffic? On an ordinary day, but not on a holiday. On the last Eight-hour Day the total number of trains and engines in and out of Sydney was fifty-two between 9 and 10 a.m. and fifty between 5 p.m. and 6 p.m. and forty-four between 6 p.m. and 7 p.m.

275. That is, engines running free and trains? Yes.

276. How many engines were there out of the number? There were six engines out of the number between 5 and 6 p.m.; seven between 6 and 7 p.m.; and nineteen between 9 and 10 a.m.

277. I presume there are continual operations going on in the yard in addition to the number of trains? Yes. In addition to the number of trains in and out, every passenger train coming in during busy hours has to be drawn out to liberate the engine which has brought it in. If the coaches have done their work they are simply drawn out and shunted into the carriage-shed sidings. If not they may be run out direct or shunted to another platform, another engine being attached, or the same engine which brought it in, to take it out to form another train. The figures in the return of the number of trains are exclusive of shunting operations, and represent trains passing between Redfern tunnel and Eveleigh. The shunting operations are carried on between the station platforms and the tunnel.

278.

- J. Parry. 278. *Mr. Wright.*] Do not some of the suburban engines push an outgoing train as it is leaving the platform? No, trains are never pushed out; they are always drawn out.
- 23 Feb., 1897. 279. *President.*] They follow up closely? Yes; the coaches are drawn out by another engine, and the engine which brought them in follows up closely.
280. How many of these shunting operations take place in an hour? It would be almost impossible for me to tell you the number of operations. In the morning, for instance, the trains are so thick coming in at times that an engine not required immediately may have to be shunted to two or three different lines to clear other trains, or if a train comes into No. 6 platform the engine may have to shunt out of that platform and go to No. 1 or No. 2 to lay hold of a train to go right away.
281. Have you got a list of the goods trains coming into Redfern Station for a week or a day, or would you prefer to give all this information in the form of a return? It would be better for me to furnish a return now that I know the form in which you desire the information to be given. The return, however, to be furnished, will not give the Commission an adequate idea of the full amount of work actually done in Redfern yard in dealing with trains, because it will not convey to you the large amount of shunting to be done, as previously explained.
282. Presuming it was possible to take 12 acres of land or some such area to the north of the present station, would it be possible to equip it with lines so that it would relieve some of the congestion to the south of Redfern Station? Yes, materially, if sufficiently far away from the present station.
283. Supposing the Redfern Station is to remain as it is, and that you are given an area ahead of that station to make what use you can of it—either in extending the station or in laying down shunting yards—will it do away with the pressure or congestion at the throat of the present yard? I would bring the six main lines straight through Redfern Station—the ordinary bay platforms at Redfern would not then be required. If you get away from the tunnel you can widen out and arrange your platforms and roads in such a way as to reduce the amount of shunting very considerably by providing proper refuge-sidings for the engines to stand in, and for carriages to stand in to strengthen trains.
284. Are we to infer from your statement that it means the abandonment of Redfern Station and the erection of new buildings? Yes, as a terminal depôt.
285. Supposing that it were found necessary to utilise the platforms and buildings at Redfern, with the extension would it be possible, ahead of the station, to carry out any shunting operations to relieve the congestion to the south of the station;—is it possible to utilise it? Not without entirely remodelling it.
286. Have you any estimate of the cost of remodelling it? No.
287. As far as the public are concerned, there is really no difference between a station at Redfern and a station on the Benevolent Asylum site? No.
288. Supposing that each of your thirteen platform-roads were carried on to a point, say 1,000 feet north of the station and brought to another "throat" so that you could work the trains from both ends, would not that obviate a great deal of the difficulty which you now experience? It may assist the shunting operations; but I would respectfully suggest that you can make no alteration to the existing station which will in any way compensate for the expenditure without entirely remodelling the whole thing.
289. *Mr. Hoskins.*] Would not the difficulty which you now experience at the narrow neck where the engines cross over from the different platforms still continue? Yes.
290. That is the most dangerous part of the yard? Yes.
291. Could that be obviated by extending the station further north and removing a number of these platforms so that there would not be such a convergence of roads and engines to one narrow point? In my opinion to extend the present platforms a short distance north and converge the roads again into through roads at the southern end would not be a satisfactory arrangement.

WEDNESDAY, 24 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	CHARLES ALFRED JEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

John Parry, Outdoor Traffic Superintendent of Southern Lines, Department of Railways, further examined:—

- J. Parry. 292. *President.*] You wish to make a statement bearing upon the evidence you gave yesterday? I do.
- 21 Feb., 1897. 293. Will you be good enough to read the statement? It is as follows:—

- I have prepared, for the information of the Commission, some returns (*Vide Appendix*) showing,—
- (1 and 1A.) The number of trains and engines arriving and departing through Redfern tunnel on up and down lines during each hour of two ordinary days, viz. :—25th and 29th January, 1897.
 - (2.) The number of through-passenger trains, and number of suburban-passenger trains, arriving at and departing from Sydney during each hour on an ordinary day.
 - (3.) The approximate number of passengers arriving at and departing from Redfern Station during the busy hours of morning and evening on an ordinary day.
 - (4.) The number of trains and engines arriving and departing through Redfern tunnel during each hour on last Eight-hour public holiday, 5th October, 1896.

By referring to statements Nos. 1 and 4, it will be seen that on an ordinary day, 29th January, the total number of passenger and goods trains and light engines passing through Redfern tunnel to and from the station and Darling Harbour was 561, and the number during the busiest hour was forty-five. On last Eight-hour holiday the number of trains increased to 701, and the number during the busiest hour of the day was fifty-two.

Statement No. 2 shows that the number of through and suburban-passenger trains in and out of Redfern during an ordinary day was 324. Of this number, thirty-eight were dealt with in the busiest hour of the day. The

The number of through and suburban-passenger trains passing through the tunnel in and out of Redfern on last Eight-hour holiday, 5th October, 1896, was 476, and the greatest number during an hour of the busiest time was thirty-seven.

The number of trains and engines shown as arriving and departing, however, does not represent the work done in the passenger yard, as a large proportion of the passenger trains arriving have to be drawn out from the platforms and shunted to liberate the engines which brought them in, or to place the cars at other platforms to form other trains. There is also a great deal of shunting of the engines to keep them out of the way of incoming and outgoing passenger trains, as there are no refuge sidings between the platforms or the main running lines to allow of the engines being readily shunted clear to take water or stand while other trains arrive and depart; nor are there any sidings between or handy to the platforms where spare coaches can stand, so as to be readily available to strengthen trains, and considerable shunting across the main running lines is occasioned to get to the carriage sidings.

The distance between the ends of the passenger platforms and the junctions of the goods yard and the Darling Harbour branch with the main passenger lines is much too short, and frequently causes delay to shunting operations, both in the passenger yard, the goods yard, and to the goods trains on the branch. The arrangement of the points and crossings is also unsuitable to conduct the traffic satisfactorily in consequence of the limited length, and being hemmed in by the Darling Harbour branch, the yard having been added to, piecemeal, from time to time.

The sidings between Darling Harbour branch and Mortuary for storing carriages necessitate trains of cars to be shunted through the tunnel in the face of the incoming passenger trains when drawing the empty trains out of the sidings to set back into the passenger platforms, besides blocking goods traffic on the branch while the shunting is being done.

Platforms.

There are thirteen platform-roads (including the two recently constructed), but of these, two, viz., Nos. 4 and 7, are useless for trains to arrive at or depart from, they being only 173 feet and 233 feet long in the clear respectively. Nos. 9 and 10 platforms are also much too short to accommodate ordinary seven-car trains without fouling other roads, they being only 313 feet and 248 feet long in the clear, whereas the length of a seven-car train with engine is 410 feet and 424 feet long, according to the class of engine, and it is frequently necessary to run trains up to nine cars, the length of which is about 530 feet, and on holidays it would be an advantage to run even up to twelve cars at times, the length of same including engine being 689 feet.

The lengths in the clear of the eight platforms, Nos. 1, 2, 3, 5, 6, 8, and A and B, are as follows, viz., Nos. 1 and 2, 469 feet each; Nos. 5 and 6, 624 feet each; No. 8, 405 feet; A, 486 feet; B, 482 feet; so that it will be seen that only Nos. 5 and 6 platform-roads will hold trains of more than eight cars and engine clear of other roads. Much difficulty is, therefore, experienced at holiday times by trains standing on one line blocking the entrance to other roads.

None of the platforms are provided with roofing or awning sufficient to admit of passengers' luggage and parcels of long country trains being discharged under cover, and in wet weather this gives rise to complaints.

Main-entrance Platform.

The end platform at the front of the station is most inconvenient and too narrow. There are no means of keeping it clear of persons who are not travellers, but who congregate and stand about blocking the way and inconveniencing passengers. Passengers arriving and departing meet each other on this narrow platform, which at busy times becomes so congested that the porters and officers are unable without much difficulty to pass along from one platform to another, and it is only with the greatest difficulty and risk to passengers that parcels and luggage barrows can be got through.

294. *Mr. Hoskins.*] Is not that the fault of the railway officials;—cannot they prevent stragglers and idlers walking about the end platform? It is all open, and if an officer spoke to a stranger and he said, "I am going away by the train, and am going to get a ticket," you could do nothing with him. I tried energetically once to deal with these people, but I found that I had to drop back; you cannot deal with them. It is the same with the latrines; the building is frequently filled with loafers who simply go there to use the place—they are not passengers, but we cannot challenge them as it is impossible to ask every man who goes there, "What brings you here; have you a ticket?" You may possibly challenge one who had a ticket; you cannot demand to see their tickets before going in.

295. *President.*] Will you now resume the reading of your statement? Yes.

The approach from the streets to this platform also involves much inconvenience and risk to passengers in crossing the main cab approach.

Cloak-room.

This room is too small, most inconveniently situated, and gives rise to much irritation to passengers at busy times. On one of the recent busy days no less than about 1,355 to 1,500 different parcels were dealt with by passengers depositing and calling for same. A great proportion of these parcels were dealt with between the busy hours of morning and evening, and although the maximum number of men who could work in the space were employed, still delay to passengers could not be avoided.

Parcels Office.

The Parcels office is small, and the cart approach to same is too contracted in space to admit of a sufficient number of carts to draw up to the platform to deliver and receive parcels during busy times, and delay to carts takes place in consequence. The difficulty of conveying the parcels on barrows to and from the trains through the crowds of people on the end platform is very great.

Refreshment-room.

The present room is much too small and inconvenient, both from a public and Departmental point of view.

296. *Mr. Roberts.*] Have you a record of the number of passengers carried on Eight-hour Day? No; I am unable to give the number of passengers carried into Sydney on that day.

297. You have, I think, a record of the number carried on an ordinary day? I obtained it simply by counting the passengers in the trains. I had special officers out to count the passengers as the trains were coming in. My opinion is that on the last Eight-hour Day we dealt with about 100,000 passengers,—50,000 in, and 50,000 out.

298. How would that compare with the traffic on an ordinary day? That would be about 150 per cent. more. On an ordinary day the total number arriving in Sydney would be, approximately, about 20,000.

299. *President.*] Nine-tenths of that number would be suburban passengers? More than that.

300. Will you ascertain what proportion are suburban passengers, and what proportion are long-distance passengers? I will get the information, approximately.

301. Would there be 20,000 passengers in and 20,000 out? 20,000 passengers in, and approximately the same number out.

302. *Mr. Hoskins.*] Have they not some arrangement in Victoria at the railway stations by which they do not allow persons not going by train to go on a platform unless they get a special ticket? I believe that is so, and we do so here as far as possible. For instance, we do not allow people to go on No. 3 platform unless they have either a railway ticket or a platform ticket, because we are able to fence off that platform and put a man at the gate; but the end platform, where the cabs approach, we are unable to fence off, and in consequence of the refreshment-room being on No. 5 platform we are unable to fence that off.

303. *Mr. Lee.*] The chief trains start from that platform? Yes.

- J. Parry.
24 Feb., 1897.
304. You do place a barrier across that platform when the principal trains are starting? On the tunnel side of the refreshment-room we do for the mail trains only.
305. The inconvenience to the working of the Department is not caused by the influx of loafers, but because the station is too small to give egress and ingress to the passengers? The difficulty of keeping people clear of the main entrance platform and the space is too small. Referring to the plan of the new station, you will see that no one will be able to pass on to the general platform, which is 57 feet wide, without obtaining a ticket; the whole of the people coming in with tickets will go on to the general platform, and everyone who wishes to go on to another platform from the main platform will have to show his ticket to a porter, and the tickets will be checked to see that the people go to their proper trains. The main platform will be fenced off from the other platforms.
306. The whole of the station will be absolutely under the control of the officers? Yes.
307. And they will be able to control the traffic which they are unable to do now? Yes.
308. No ordinary alteration of the present station would enable you to do that? You would have to take in Devonshire-street to make the alteration necessary to the present station, and then it would be defective.
309. *President.*] You could lengthen the platform too? Yes; but after you have improved the entrance to the station the question of safe working will arise.
310. It is the yard behind the station which becomes the trouble then? Yes.
311. The extreme length you gain is 12 chains, that is, twelve carriages? Even then it is inconvenient to have the general waiting-room, the ladies' waiting-room, the refreshment-room, and all other buildings on these two platforms between No. 3 and No. 5, and No. 6 and No. 8.
312. Where are you going to put the buildings in the new station? In the front.
313. Why cannot you put these buildings in the front too? Even then it means remodelling the whole of the portion of the yard between the platform and the tunnel. Supposing you take up all the sidings you will not have room enough. Even supposing you extended the platforms for a considerable distance north, you would not have room between the ends of the platforms and the tunnel junction to make a proper and convenient passenger yard.
314. Supposing it were possible to move Redfern Station up bodily, how much room would you require between the tunnel and the southern end of the platforms to give you room for a suitable yard? The plan of the new station shows the way in which you get proper arrangements in for working the trains. It is about 1,900 feet.
315. How far from the turning shown on that plan would be the southern end of the proposed station in Park-street? About 1,200 feet.
316. The station proper is 1,200 feet long? 1,200 feet from the outside of the shunting-points to the southern end of the platform.
317. How far is it from the tunnel in Redfern yard to the southern end of the present station? About 980 feet.
318. Therefore, it is 220 feet shorter than you believe is necessary? More than that, because as you will see, the goods branch to Darling Harbour joins the main rung lines about 240 feet back from the mouth of the tunnel and this restricts your yard space to the north of the tunnel.
319. But, supposing that this point were brought nearer the tunnel, in shunting your carriages into and from the platforms you would have a considerable amount of shunting into the tunnel again? You would have trains shunting through the tunnel in drawing out and setting back.
320. Your first objection is that it is too short by 220 feet? The distance is too short.
321. Will you now explain how the goods line turning off into Darling Harbour further blocks the yard? Inasmuch as the goods trains passing to and from the Darling Harbour branches have to travel on these passenger lines up to that distance.
322. *Mr. Hoskins.*] And have to cross the arrival passenger lines? Yes; the arrival and departure a great deal.
323. *Mr. Humphery.*] Your calculation is that 980 feet, less 240 feet, which is taken up by the approach to Darling Harbour, would be available in Redfern yard as compared with 1,200 in the new station? Between the southern end of the old platform and the tunnel we have only 960 feet, but that space is further restricted by this Darling Harbour branch which joins the passenger lines 240 feet back from the tunnel. That gives us a space of 720 feet.
324. *President.*] Would it be possible to cheaply devise any scheme by which the yard could be lengthened towards the south? I do not think so.
325. Did you ever look at it carefully? Yes. It would mean an enormous cost in land resumptions.
326. You have no land there? Practically none, I think, that would be of any use; it would have to be resumed.
327. *Mr. Lee.*] Is it possible to devise a scheme to widen the tunnel by taking land on the eastern side and utilising Prince Alfred Park; if that were done, would it give the relief which is desired? It would mean an enormous cost in land resumptions.
328. *President.*] Can you get 1,200 feet to the south of the present platforms along the main line;—is there no way by which you can devise it at all? I would not like to suggest it.
329. Supposing it is suggested, have you any idea of what it would cost? No.
330. The crucial thing is not the station itself, but the yard behind the station, and you state that you want 1,200 feet;—will you be good enough to explain why you cannot get 1,200 feet to the south of the station? I believe the tunnel would come practically in the middle of your yard, and I do not think you would get the height, and that it would cause a considerable alteration of the streets to get depth for girders which would span over a sufficient width to admit of a clear space for these additional roads and sidings necessary to widen the yard out. Assuming for a moment that it is possible to extend the yard in a southerly direction with the large number of trains we have coming in day by day, amounting on an ordinary day to 500 or 600, besides the enormous amount of shunting going on continually during the day, the inconvenience it would cause would be such that it would be almost impracticable to carry out the alterations in that direction so as to provide a proper station.
331. Will you prepare a statement showing the reasons why it is not possible to extend the yard to the south? I would suggest that it is purely an engineering matter, and although I should be pleased to do anything you may wish I think the engineer would do it more readily and equally well.

J. Parry.
24 Feb., 1897.

If you ask me from a traffic point of view whether it is feasible to extend the station in that direction, I would strongly urge that it should not be done, because of the enormous inconvenience which must of necessity arise to the general public to say nothing of the risk attendant in carrying out the works in the middle of so much traffic. Assuming for a moment, for the purpose of argument, that it is possible to extend the yard in a southerly direction and get the required yard accommodation you will see that the platforms shown on this plan of the existing station have only two roads between them—that is, one for each as a main arrival and departure road. There is no third road between these platforms, and therefore, every train which runs into the platform must, of necessity, be drawn out before the engine can be liberated; whereas, if we had a central independent road, between these platform roads, a train would run into the platform, the engine could cut off, cross over to the middle road, and run back to the southern end of the train and couple on, and thus save an enormous amount of shunting. A second train could arrive at the opposite platform, and its engine could be cut off and use the middle road in the same way.

332. There are only two roads between the platforms at Redfern? Not more than two, and in some cases only one.

333. You regard that as a salient defect, which you cannot get over? It is a very serious defect in a terminal station, where so many suburban trains are arriving and departing. If you will refer to the plan of the new station you will see that that great defect is obviated by having a middle line. That will do away with an enormous amount of shunting. It is a most important point to have three roads between the platforms for suburban traffic.

334. *Mr. Hoskins.*] I believe you despatch the express train to Melbourne from one of the western platforms? From No. 5.

335. You have another platform still further to the west? Yes.

336. When you are despatching the Melbourne express from No. 5 platform, or when you are despatching trains from the more western platforms, each train has to cross over the arrival line to get on to the departure line at the end of the platform? The Melbourne express starts from No. 5 platform.

337. It has to cross over the arrival line? No, it runs straight away on the same line.

338. But some trains departing from the western platforms have to cross over the arrival road to get on to the departure road if they are going to the south? But when you come to the mouth, as it were, of a large terminal station like Sydney you abandon your arrival and departure roads, because trains when they arrive at the entrance to the yard simply branch off so that you can run them into any platform.

339. There would be no danger if the trains were diverted from the main road on to a siding parallel with the arrival main road; but supposing that they have to be taken across an arrival road is there no danger of a collision occurring? There should be no danger, because the lines would be properly signalled, and if a train were departing from one road, and in order to get on to its proper departure road it had to cross an arrival road, the signals controlling the trains on the arrival road would of necessity be at danger, and if the drivers observed these signals there would be no risk of a collision.

340. To ensure a prevention of accidents it is necessary that the driver of an arrival train should be exceedingly careful to look at the signals, and the signalman must be careful to see that the trains are properly signalled? Yes.

341. Is it not unusual at a railway terminus in Europe or Great Britain for trains leaving a station loaded with passengers to have to cross a road on which passenger trains are arriving very frequently? No; it is the usual arrangement in terminal stations. At the Liverpool-street terminus, one of the most modern stations in London, you would find that existing there in just the same way.

342. That is to say, that outward trains cross the arrival train roads with great impunity? Yes, because to conduct a large traffic you must of necessity be able to run the arrival trains to any platform, and also to start trains from any platform to either of the departure roads.

343. Is it not a fact that trains are sent into sidings from the main departure roads where they do not have to cross other roads? No; it is the usual thing at a terminal station to work in that way. Supposing a train was brought into a platform on the west; if it was started with passengers from a platform on the west, it would have to cross the arrival road to get on the departure road; but supposing it does not depart from the platform the engine would still have to draw the coaches out to cross the arrival road in order to place them on some other road to enable them to be put in position for the train to start from another platform road which does not cross an arrival road, so the coaches would have to cross the arrival road any way.

344. If there is a minimum of danger of trains not coming into collision by crossing roads on which other trains come in, how is it that the last accident happened at Redfern Station? That was purely because the driver started without his signal being lowered; the signal stood at danger, and if the driver had waited until the arm fell nothing could have happened, because the incoming train itself locked the levers, so that the man could not pull the signal down while the train was coming in.

345. Is it proposed, do you know, at the new station either at Park-street or at the Benevolent Asylum site that the trains shall be so arranged and ordered as they are now, that trains from one side of the line shall cross over the arrival roads or other roads coming in in an opposite direction? Of course in the arrangement to the station every effort is made to prevent that as much as possible; but in order to get the maximum work from the station it must of necessity be that trains will cross each other as you say.

346. If the railway is extended to Park-street, will there not be less probability of trains having to cross other lines where engines or trucks are being moved about and where there is a possibility of a collision taking place? There would be very much less liability, because you would remove a very large amount of the shunting across the running lines which has to be done at Redfern Station.

THURSDAY, 25 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

John Parry, Outdoor Traffic Superintendent of Southern Lines, Department of Railways, further examined:—

- J. Parry.
25 Feb., 1897.
347. *President.*] You desire to make one or two statements pertinent to your last examination? In regard to your inquiry as to the proportion of long-distance passengers who arrive at Redfern per day, I have ascertained that the number of through passengers on an ordinary day would be, approximately, about 1,800—that is, from stations south of Campbelltown, west of Penrith, north of Hornsby, and south of Sutherland. I simply took the trains, counted the passengers, and averaged the number, as I have no means of getting at the exact number without counting the passengers. I have based these figures on the passengers coming in on a Monday. On other days the number would be slightly less perhaps, but it is the maximum traffic which we have to deal with, and which causes the inconvenience.
348. *Mr. Lee.*] You have special excursion trains at intervals through the year which bring in many passengers? We run special excursion trains from the country to Sydney once a month, and sometimes oftener, and on these days have brought in as many as from 1,100 to 1,200 passengers from the south, I suppose from 1,200 to 1,300, or even more, from the west, and 600 or 700 from the north. Then, I suppose, on some occasions we would get equal to five or six of these cheap excursions coming in on the same day.
349. Then the capacity of the station is very much taxed? Yes. On last Christmas Eve, for instance, from nearly 4:30 p.m. to 6:30 p.m. it was with the greatest difficulty the passengers could move about on the end platform next to Devonshire-street, and it was next to impossible to get the luggage and parcels barrows through the crowd. I was there, and I walked backwards and forwards with the object of seeing what more I could do to distribute the passengers. We had special transit officers to regulate the cab traffic and the vans, but even then we were unable to control the traffic properly.
350. *Mr. Fegan.*] Not with a double shift of men? Not with a double shift of men on the station. A cab, for instance, would drive up to the station with a passenger and, say, two portmanteaus to go to the south; a porter would take hold of the portmanteaus, and then lose his passenger, and it would be a very long time before he would be able to get through the crowd and return to take another passenger's luggage. It was due to the porters not being able to get about the platforms. Although we had a double shift on, and an extra staff as well, still we were not able to keep down complaints in consequence of not being able to move about and properly supervise the traffic on the platform.
351. *Mr. Hoskins.*] Surely these difficulties occur on stations in England during holiday times? During holiday times, unless you have very ample room, you do get difficulties, but I do not think they are anything compared to what we got at Redfern Station in consequence of the defective design and arrangements at that end.
352. *President.*] We wish to know the number of suburban passengers per day, speaking approximately;—is it 18,200? The traffic fluctuates, but I think the estimate of suburban passengers from stations up to Campbelltown and Penrith, Sutherland and Waterfall at 18,200 a day it would not be far out.
353. The figures you have given in regard to passengers and trains show that the suburban traffic is the real weight of the whole business? Yes.
354. That is really what provision requires to be made for? The suburban together with the through traffic.
355. *Mr. Hoskins.*] Do you not think that in any arrangements which might be made for traffic at a head station here, the suburban traffic should be separated from the long-distance traffic? No; my very strong opinion is that the whole should be dealt with at one central station.
356. *President.*] What are the other statements you wish to make? The number of through trains arriving here on a Monday is about fifteen; but that number, of course, is increased when we are running cheap excursion trains and on holidays. On last Eight-hour Day the number of through trains arriving in Sydney was about twenty-six—a very considerable increase on the ordinary number. On that particular morning the trains would be made up to the maximum load of the engines, which makes the trains very long, and therefore they cannot be accommodated at short platforms. Both in the busy hours of the morning and in the busy hours of the evening the shunting staff in the station-yard are taxed to their utmost to get the trains in and send the trains out without causing delays. Frequently incoming trains have to stand outside the station-yard before they can get a platform clear, or the shunting-road or the main lines clear from shunting, to get to their platforms. All these cases come before me where delay takes place through trains being blocked outside the station-signals. I look into the causes of the delays, and I am quite satisfied that, although the shunting staff do their very best to get trains through, it is impossible to avoid delays to trains at the signals during busy times.
357. Is there anything else you wish to state? As regards the information asked for of the tonnage of goods arriving at Darling Harbour, and what proportion is for shipment and what proportion for local distribution, the Secretary to the Railway Commissioners has arranged for Mr. Harper to appear before the Commission. You also wished me to speak to Mr. Deane as to what were the objections to extending the station in a southerly direction. I have spoken to Mr. Deane, and he will be prepared to give you further information. I have also seen the Secretary to the Railway Commissioners on the question as to whether or not any plan has been prepared for extending the branch to Darling Harbour further south, so as to keep clear of Redfern yard, and he has promised to look the matter up and see if there are any plans.
358. Supposing Redfern Station were removed, would you be able to deal easily with all the goods you have going down to Darling Harbour on the present track? Yes, as far as the branch itself is concerned.
359. Taking it for granted that Redfern becomes satisfactory, either by removal to the north or by extension to the south, would you be able to work the traffic down to Darling Harbour without any trouble? Yes, so far as the branch is concerned.

360. Could you work twice the traffic without any trouble? As far as the branch is concerned I consider
yes. J. Parry.
361. Could you do four times the amount of work? I would require to consider that matter. But
supposing that we got fourfold the traffic, the only difficulty would be in crossing the main lines, and
bringing it over the main suburban lines. It would not affect Redfern station in the least if the junction
were sufficiently far from the shunting-yard. 25 Feb., 1897.
362. *Mr. Lee.*] At the present time you get over the difficulty to some degree by running the goods
traffic in at night when there is little suburban traffic to be dealt with? Yes; we could accommodate an
enormous increase of goods traffic.
363. Without interfering with the passenger traffic? Yes.
364. Do you remember that the congestion in Redfern yard has come about during the last three or four
years? No; it has been a source of complaint from the time I can remember. In 1881 I interlocked
Redfern yard, and the cry was almost as great then as it is now in regard to not being able to deal with
the trains. Temporary alterations were made and additions given which provided for the circum-
stances, not perfectly, but so that they could get along. Again a further extension was made between
1886 and 1887. Then again the Commissioners, after they took office, made further extensive alterations
to bring the four lines direct into the station, by which an enormous amount of crossing and recrossing of
the Illawarra trains across the main line trains and the main line trains across the Illawarra trains was
obviated.
365. I wish to know whether the quadrupling of the suburban lines has led to further complication in
Redfern yard? No, it simplified it.
366. It involved the construction of more points in crossing the lines? Yes: but before the four
lines were extended to the platforms the Illawarra trains joined the suburban line at the tunnel—all the
traffic, from the Illawarra line and from the main suburban line, simply came on to two roads there.
They had to cross each other's track at the tunnel, and after doing that they had to cross each other's
track going into the various platforms at the station. Then, instead of the traffic on the four lines having
to go on two lines, and then branching out again, the Commissioners extended four lines straight away
to the platform, which enabled the Illawarra trains to come into the station direct, and go away direct,
thereby minimising crossing of the main suburban lines.
367. The additional line outside has not led to any complication inside the yard, but, on the contrary, has
made the working of the traffic there easier? Yes.
368. And the congestion arises from one cause, and that is the increase of traffic? Yes.
369. Will it be possible, by the resumption of land, to extend the Redfern yard? I have thought over
this question since I was last before the Commission, and my own opinion is that it is practically
impossible to extend the existing yard and make anything like a satisfactory arrangement.
370. I suppose if the line were brought into the city, Redfern station would become a suburban station—
an outer city station? Yes, it could be made a very good intermediate suburban station.
371. You admit that a shift has to be made;—do you think it will be more desirable in the interests of
the railway traffic to go on to Park-street than to stay at Devonshire-street? I think it would be better
to go on to King-street; but failing that I am strongly in favour of going to Park-street.
372. You think a station at Park-street or at King-street is preferable to a station at Devonshire-street?
Yes.
373. It means a certain amount of cost and inconvenience to go 150 yards from Redfern to Devonshire-
street? Yes.
374. The additional facilities to Sydney people will be nil? Exactly.
375. It would be no more inconvenient to city people to be put out at Redfern than at Devonshire-street
—would it not be better to bring them straight into the city at once? I say decidedly yes; and, further
than that, if the railway were extended to Park-street or King-street, in my opinion the traffic would
increase enormously, for I have no doubt many business men at the northern end of the city do not go out
to live on the Illawarra or suburban line, or on the north coast line, because they have to take an omnibus
or tram to reach the station. As omnibuses are not very reliable, they have to leave a margin of time to
get the omnibus, and leave a margin of time at the station, in order to catch the train. There is not
the slightest doubt but that from ten minutes to a quarter of an hour, or even more time is lost by a
business man in getting from this end of the city to Redfern and catching the train; whereas if he
could get into his train at King-street, knowing exactly when his train would start, he would just leave
himself sufficient time to allow him to jump into his train, and it would not take more than three or four
minutes to go between Redfern and the city.
376. How will the railway fare between Park-street and Redfern compare with the tram fare and the
omnibus fare? I understand that the Commissioners proposed to charge a fare of 1d. single and 2d.
return, second class.
377. Unless the charge is made equivalent to the fare charged by the trams and omnibuses, would there
not be a danger of a number of the suburban passengers leaving the train at Redfern station and availing
themselves of the trams and omnibuses? The fare would not exceed 1d. 2nd. class single, and 2d. 1st
class single, 3d. 1st class return, and 2d. second return.
378. That would be less than the street rates? Yes. As regards season-ticket holders, their charges
would be almost infinitesimal per day.
379. A large proportion of the suburban fares are collected in the form of season tickets? Yes, very
largely.
380. Does not that very largely facilitate the working of the railway traffic? It saves an immense amount
of trouble for passengers to show their passes instead of tendering tickets. With a season-ticket a man
is saved the trouble of going to the ticket-office every day to get a ticket.
381. You are clearly of opinion that the traffic must increase if the railway system is brought into the
city? I am clearly of opinion that the traffic would increase very largely, and that residents who now
live in the eastern suburbs, and who have to come by tram and omnibus, would take the railway to the
western suburbs.
382. I suppose the Commissioners do not contemplate any branch line for the western side of the city
for passenger traffic? Not to my knowledge.
383. *Mr. Hoskins.*] Have you ever thought of this view: to make a large station suitable for all requirements
of the railway on the site of the Benevolent Asylum, Carter's Barracks, and the Cemetery, and to extend
two,

J. Parry.
25 Feb., 1897. two, three, or four lines with a small station at the terminus for the suburban traffic, and to have the through traffic at the terminus I spoke of, seeing that a large number of the passengers who come from long distances do not make for the offices in the northern part of the city, but have their business in all parts of the city or go out to the eastern suburbs? I cannot say that I have given much consideration to that view. In my opinion it would lead eventually to complaints and inconvenience.

384. You would have plenty of room for shunting on the site I spoke of? Yes; but we bring a large number of suburban passengers in in some of our through trains. For instance, the Penrith train in the morning will pick up 100 or more suburban passengers at Strathfield, and that train will require to go down to the city, because practically it is then a suburban train. So that to be satisfactory there would not really be many trains left at Redfern if you brought all the trains that carried suburban passengers down to the city.

385. I asked that question for this reason: if a large central station were made with sidings and every accommodation, on land resumed at that particular place, very little compensation would have to be paid by the Government, but directly you extended the line further if you wanted a large station in town even though you did take a portion of Hyde Park you would still have a lot of land resumptions? I should still consider it worth the effort to get a city station.

386. *President.*] You promised yesterday to ascertain the smallest area on which such suburban traffic as is required to come to Sydney could be worked? I have thought that matter over, but I am not in a position now to state what area will be able to accommodate the suburban traffic as purely separated from the ordinary traffic, because it would require very careful consideration as to what was country traffic and what was suburban traffic.

387. No goods traffic would go down? No.

388. What area will be required to work all the rest of your traffic? I prefer not to express an opinion at this moment; I could only give a very rough guess.

389. Would four or six lines be necessary to come in? Four lines at the least.

390. Suppose you bring in all the traffic how many lines would you require? We should require six lines.

391. Motive power becomes more powerful every year and the tendency is to have longer platforms and to make bigger engines? Until recent years one of our small engines, which ran the Melbourne express, would only haul right through to Goulburn about three vehicles,—that is, three of our ordinary lavatory type; but the engine of to-day will haul six vehicles, so that the length of your train is doubled.

392. With a population growing, the tendency will be to have stronger engines and, therefore, longer trains? At race time the length of our Melbourne train, including one engine, is about 587 feet. With our cheap excursion trains we use the ordinary old style of vehicle, and the length of an excursion train is about 540 feet. The platforms require to be long to accommodate trains of that length and to leave a little margin for coming and going.

393. We know pretty well what length of yard and width of platforms are required;—now, with six platform lines, what width would you require to carry on the traffic? I would like to have some time to reflect before I answer the question, because it is purely a question of what we would consider suburban trains and through trains.

394. Would the accommodation provided in Mr. Deane's plan of the proposed extension be sufficient to enable you to work your traffic? I have seen the plan which Mr. Deane has submitted to the Commission, and I am of opinion that the accommodation provided is required now, and that it will enable the traffic to be dealt with for a very long time.

FRIDAY, 26 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED JEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, surveyor, Department of Lands, sworn, and examined:—

395. *President.*] What position do you hold? I am a surveyor in the Civil Service of the Colony.

396. You have prepared a description of the foreshore of Sydney harbour? I have.

397. Will you be good enough to read the description to the Commission? It is as follows:—

STATEMENT of the ownership and present occupation of the principal-business portion of the water frontage of the City of Sydney, extending from Potts' Point, Sydney, to Jones' Bay, Pyrmont, and illustrated by a map of Sydney.

Commencing at Potts' Point, at the north-western corner of M'Quade's land; from this point, without any break, the Government are the owners of the foreshore extending along the whole of Woolloomooloo Bay, the Domain, Mrs. Macquarie's Chair, the Botanical Gardens, Farn Cove, Fort Macquarie, Sydney Cove, and Circular Quay to the southern side of Dawes Battery, a total length of about 16,460 feet.

WOOLLOOMOOLOO BAY.

The eastern foreshore of this bay, from the abovementioned commencing point at M'Quade's land, southerly to the eastern end of Cowper wharf at the head of the bay, was resumed by Government for wharfage purposes on the 1st February, 1890, at a cost of £172,275; the length resumed was about 1,350 feet, with an average width of about 200 feet, and a total area of 6 acres 3 roods 12 perches. This land is in course of development, and pile wharfs are being constructed to provide five broadside berths, each about 300 feet long, for use principally for discharging timber and road metal. These wharfs will be approached landwards *via* Cowper Wharf, and the two at the inner end are to be available for use by about the middle of April next. By dredging the mud a depth of 28 feet of water at low tide will be obtained at these berths, and the whole of Woolloomooloo Bay is gradually to be dredged to that depth; the work proceeding as the plant can be spared from more urgent work.

Cowper Wharf.

Continuing westerly, Cowper wharf, about 1,400 feet long, with a jetty in the middle about 260 feet long, occupies the head and south-western corner of Woolloomooloo Bay; it is now used almost entirely for over-sea vessels—the Gulf Line for example—cargo steamers of over 3,000 tons gross. These pay no rent for the wharf, but the dues collected by Government under the Wharfage and Tonnage Act during 1896 for Cowper wharf amounted to about £6,000; this includes £250

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per annum for the two sheds used for wool-dumping, and situated at the western side, on what was formerly known as the Admiralty wharf. It also includes the £15 per annum paid by F. Ireland, waterman, for permission to occupy a small area having a water frontage of about 15 feet adjoining the north-western end of Cowper wharf.

The next occupation of the foreshore northerly is by the Health Department, about 370 feet, for a quarantine reserve or depôt; thence bordering the Outer Domain, the remainder of the western side of the bay is used for men's and women's swimming baths, and rowing club and other boat-sheds. This length, about 1,400 feet extends to what may be considered the outer limit of Woolloomooloo Bay, viz., the Domain footpath at the water's edge immediately to the north of the Sydney Rowing Club shed. Close to high-water mark along this 1,400 feet the water is shallow, but the soundings show a depth of about 18 feet to mud at low tide at a distance of about 200 feet off.

398. *Mr. Hoskins.*] Have not the corporation an engine-shed there? Yes; but it is on Crown land.

From the commencing point at M'Quade's to the said outer limit, the length of the foreshore of Woolloomooloo Bay is about 4,535 feet.

399. *President.*] That is all available for wharf frontage if required? Yes.

400. *Mr. Roberts.*] Are all the baths the property of the Crown? The structures themselves are not the property of the Crown; but the land on which they stand is Crown land.

From the commencing point at M'Quade's to the said outer limit, the length of the foreshore of Woolloomooloo Bay is about 4,535 feet, or the same length as a straight line in Darling Harbour, drawn from the north-western corner of the Australian Gas Company's wharf through Pymont Bridge to the foot of Bathurst-street.

WATER FRONTAGE OF THE OUTER DOMAIN AND BOTANICAL GARDENS, FARM COVE.

Continuing from the Sydney Rowing Club shed, the foreshore, being that of the Outer Domain and the Botanical Gardens, about 5,200 feet in length, is used exclusively for public recreation, and for the greater part is delimited by an ornamental stone sea-wall. Skirting the peninsula, at the end of which is Mrs. Macquarie's Chair, it extends along the head and western side of Farm Cove (embracing the 200 feet length let to F. Cavill, on lease for baths, at a rental of £20 per annum) to the gate of the Botanical Gardens, at the southern end of the road lying between Government House grounds and the sea-wall. The depth of water at 150 feet out from high-water mark, on that part lying between the Sydney Rowing Club shed and Mrs. Macquarie's Chair, is from 26 to 31 feet, to mud at low tide. Thence along the remainder of the 5,200 feet the water is shallow close to the sea-wall of Farm Cove, but in the middle of the cove there is a depth of from 16 to 36 feet at low tide. Borings have not been taken in this cove to test the depth of the mud.

AT AND NEAR FORT MACQUARIE

From the said gate northerly, and again westerly, the sea-wall is continued along high-water mark bounding, *in route*, the road last referred to and the reclaimed and level land of Fort Macquarie peninsula, a distance of about 1,680 feet to the North Sydney horse-ferry dock. The fort of course is obsolete; and no practical use, but for public recreation, is made of this 1,680 feet, with the exception of the four small portions occupied respectively by the Men of War jetty, the watermen's boat dock, the jetty for shipment of explosives, and the large sewer at the northern extremity of the point. The water is very shallow at places along this wall. At a distance of 100 feet out it varies from 13 feet to 20 feet in depth at low tide, and borings at that distance out, recently made along a considerable length at the north-eastern corner of the point, show rock bottom at about 13 feet from low tide level.

CIRCULAR QUAY.

From the North Shore horse-ferry dock at the outer end of Sydney Cove, south-westerly, lie, in the order mentioned, the berths of the mail steamers of the Peninsular and Oriental Co., Messageries Maritimes Co., and the Orient Co., a length in all of about 1,500 feet, commanding the depth common to all the berths for over-sea vessels at the Circular Quay, viz., 28 feet at low tide. From the Orient Co.'s wharf, the remaining berth, about 500 feet long, extending to the floating jetty at the foot of Phillip-street, is occupied by ships and steamers promiscuously bringing general cargo and shipping wool and other Colonial produce.

The floating jetty is used for the casual requirements of harbour steamers carrying principally excursionists; and thence westerly the whole of the head of the Circular Quay to the site of the old Queen's Wharf, at Pitt-street north, about 980 feet is occupied by passenger jetties, and with the exceptions of the Princess' Stairs, located about the centre of the Quay, and the jetty immediately to the east of same, the jetties are let at fixed rentals to the ferry companies, viz., Watson's Bay Co., Manly Beach Co., and the North Shore Ferry Co., who occupy the two most westerly jetties. On the western side of the Quay considerable improvements have recently been effected in the erection of new wharfs and sheds, and others are in progress. The most southerly berth, about 460 feet long, is occupied by the Nord-Deutscher-Lloyd line of steamers. It was here that the German steamer "Friedrich der Grosse," of 10,000 tons burden, was berthed, the largest steamer that ever came south of the line. The next berth northerly, about 440 feet long, is under improvement in preparation for the Eastern and Australian line of steamers which now berth at Smith's Wharf, Miller's Point.

The third and most northerly long broadside berth on this side of the Quay, about 409 feet in length, is occupied by the German-Australian line of steamers. This berth, together with the 550 feet (about) in continuation north-westerly, comprised the frontage of the A.U.S.N. Co.'s land, which was resumed by Government in October, 1887, at a cost of £275,000. Two jetties, one of which is 400 feet long, and used by the Port Line and other vessels for general cargo, extend into the Cove from the last-described frontage; and this adjoins on the south the 120 feet now used to berth the Marine Board launches and other harbour steamers of the Government, reaching to the southern side of Dawes Battery. This land, having 120 feet frontage to the water and about 275 depth and 75 feet frontage to George-street North, was purchased by Government on the 8th of October, 1887, for £29,000.

The total length of frontage to the Circular Quay, from the horse-ferry dock to Dawes Battery, is about 5,045 feet.

401. *President.*] What is the length of water frontage from the northern end of the Botanic Gardens to the horse-ferry dock? About 1,680 feet.

The average earnings for each of the seven long berths at the quay, four of which are on the eastern and three on the western side, was about £4,500 for the year 1896.

DAWES BATTERY.

Dawes Battery at Dawes Point, and the smaller area of land westward of George-street North, whereon the Artillery Barracks and public baths are erected, is held under lease at a nominal rental by the Government of New South Wales from the Imperial Government, who are the owners by deed issued to the Ordnance Department. The total water frontage is about 1,980 feet. A proposed exchange, which will in all probability be effected, cedes this land to the Colonial Government.

402. What proposal do you refer to? There has been a proposal made that all the property held here by the Imperial Government shall be ceded to this Government, with the exception of Garden Island, and they leave it to the generosity of the Government to purchase Admiralty House for them at North Shore.

403. Can we take it for granted that the 1,980 feet of water frontage you mentioned will become the property of the Colony in the future? I got that information from the Chief Surveyor, who has gone into the matter fully, and knows the details of the proposal.

THE ASSOCIATED WHARFS.

These are, of course, private property, except where the reclaimed land has not been purchased from the Crown: Commencing with Walker's wharf, at the Artillery Barracks above referred to, they extend westerly and round Miller's Point, and thence south-easterly, finishing with Dibbs' wharf at Clyde-street, a total length of about 4,370 feet. These have

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have thirty-three berths in all, and are known as the back wharfs, Circular Quay being the front wharf. The gradients of the roads of access to these wharfs are very steep, varying from 1 in 10½ to 1 in 15. Ships and steamers berth here, bringing general cargo from England and the Continent, and taking in wool and other colonial produce. There are large wool stores on nearly all these wharfs, notably at the Central, Dalgety's, and Dibbs'. and since the increased measure of freetrade in the fiscal policy of the Colony, some of the buildings formerly used as bonded stores are also available for wool, &c. The wharfs are associated to prevent undue competition for business among their owners, also so that vessels consigned to any proprietor in the Association can berth at any wharf that may happen to be vacant at the time of their arrival. All the berths are valued by the Association, and the wharfages collected by the Secretary, and dividends *pro rata* are distributed at intervals throughout the year. Except during the wool season, lasting about five months, these wharfs could do more business than they get, and the Secretary to the Association, Mr. Benson, stated before the Public Works Committee, about three years ago, that the wharf accommodation of the port of Sydney was four times as great as the requirements, and that at the associated wharfs they only get 270 over-sea vessels a year, whereas they could berth 500.

Some of the associated wharfs, including the land and the stores and jetties, are worth as much as £100,000 each. The value varies very much with the business connection of the proprietor, and evidence on oath is available, showing that, when one of these wharfs was used by a business house in the city, doing a large import trade, the wharfages, if collected, would have amounted to about four or five times the value to be derived by placing the wharf in the Association.

EASTERN SIDE OF DARLING HARBOUR.

FROM CLYDE-STREET TO THE GAS-WORKS.

This frontage—about 675 feet—has not been used for shipping, probably on account of the great difference in level between the Kent-street frontage and high-water mark, and the precipitous character of the land.

The holdings are of comparatively narrow width, with the exception of the site for ferry and landing place—about 260 feet frontage—dedicated 15th August, 1871, which, however, has never been used for that purpose. It is under the control of the Sydney Municipal Council, and the part of it fronting Kent-street is used as a depot for wood-blocks.

AUSTRALIAN GAS-LIGHT COMPANY'S WORKS.

This property has considerable frontage to Kent-street (whereon are the offices and coke yard), and to the harbour about 575 feet. I am informed by the chairman of directors that at a very rough estimate the claim by the company, if this property were resumed, would be about £400,000 for the land, buildings, machinery, and disruption of business.

FROM THE GAS-WORKS TO PYRMONT BRIDGE.

(About 3,200 feet.)

Upon this frontage are located the wharfs of the principal coasting and intercolonial steamship companies, which necessarily must find accommodation in close proximity to the Sussex-street stores, where their cargoes of farm and other produce are sold. Three short lengths of this frontage, viz., that of the sewerage reserve, the Balmain Ferry Company's wharfs, and the Patent Slip wharf, belong to the Crown; and two other portions, viz., those of the Lime-street wharf, about 330 feet, and the Market wharf, about 260 feet, also are Crown property, but are vested in the Municipal Council of Sydney. The Grafton wharf, which adjoins the Gas-works, is now used for over-sea vessels. It was until a few months ago occupied by the A. U. S. N. Co., who have removed to the Lime-street and Patent Slip wharfs, situated further up the harbour. The principal companies occupying the wharfs along this very important trade centre are the North Coast, Union of New Zealand, Huddart Parker, Illawarra, A. U. S. N., Howard Smith's, and the Hunter River New S. N. Co.

FROM PYRMONT BRIDGE TO THE HEAD OF DARLING HARBOUR.

(About 2,080 feet.)

Several of these holdings embrace valuable portions of land reclaimed from the harbour which have not been alienated from the Crown. These are referred to in full detail in a schedule prepared by me and read before the Public Works Committee in 1894, when the proposal to remove the Pyrmont and Glebe Island bridges was under consideration.

There are some valuable wharfs on this southern side of the bridge, viz., the Albion, McIlwraith's two (now R. Reid), the Union Co's., and Russell's wharf (now J. Taylor and others). About a dozen properties are comprised in this length of frontage, and they are used respectively for almost every kind of wharf business. Coastal, intercolonial, and foreign steamers and ships berth here. Some are used for timber, others as coal depôts, and on one is a flour-mill.

Since the bridge opening has been widened to 51 feet, cargo steamers of from 3,000 to 4,000 tons gross register berth at McIlwraith's new wharf; but as the depth of water in the bridge opening is only 22 feet at low tide, the largest vessels must pass through at high water.

WESTERN SIDE OF DARLING HARBOUR.

From the head of Darling Harbour to the western boundary of Darling Island the whole of the water frontage, a total of about 6,810 feet, belongs to the Government.

IRON WHARF AT THE DARLING HARBOUR RAILWAY-YARDS AND NEW PILE WHARF EXTENDING TO PYRMONT BRIDGE.

The iron wharf, commencing at the Fresh Food and Ice Company's Works at the southern extremity of Darling Harbour, extends on a flat curve north-westerly about 1,450 feet, having projections 60 feet wide, extending 40 feet into the harbour, dividing the berths, which are each about 240 feet long. The width of the wharf is 34 feet to the railway, which follows it throughout. The principal business at this wharf is in timber (for despatch by rail) discharged from small coasting vessels, and in railway material lightered from over-sea ships. These berths are not long enough for modern over-sea vessels, and the depth of water commanded is insufficient. The depth of water at the bridge opening is only 22 feet at low tide.

Reference might here be made, in passing, to the fact that the wool, tallow, hides, wheat, and other colonial produce brought by rail to Darling Harbour is there placed upon lorries or drays and carried through the streets to the various stores in the city to be afterwards carted and shipped. The delay and inconvenience to business caused by this process will be avoided by continuing the railway as proposed, and hereafter referred to, to Darling Island, which is to be made the shipping depot.

A new pile wharf occupies the 1,150 feet of space between the end of the iron wharf and Pyrmont Bridge. Here also the depth of water is insufficient, being not more than 20 feet at low tide; but at the one berth, 250 feet long, which projects 40 feet into the harbour, the rock is being excavated to provide a depth of 26 feet to admit of the direct shipment of frozen meat, which will be carried from Geddes' store close by, by means of an overhead tramway.

PYRMONT.

(From Pyrmont Bridge to Darling Island.)

The land from the bridge north-westerly to Murray-street, having about 890 feet water frontage, and bounded by Union-street, was resumed for railway purposes on 14th June, 1881, at a cost of £117,829. Some years ago it was wharfed, and two piled railway jetties, each about 460 feet long and 60 feet wide, and carrying three railroads, were thrown out into the harbour. They are used for shipping coal, shale, horses, &c., earned by rail. Two railroads from Darling Harbour yards cross Union-street at the bridge abutment.

The water is being deepened at these jetties to 28 feet at low tide. That depth has been reached along the greater portion of the eastern side of the more eastern jetty and the wharf. At the other berths it is not more than about 23 feet. The deepening will proceed as soon as the plant can be spared from work which is considered more urgent.

At the root of the more western jetty and on its western side the pontoon is berthed to receive the refrigerating railway car containing frozen meat from the country. Thence it is towed to the Pastoralists' Association Stores at North Sydney. The meat is shipped from the stores direct for Europe, &c.

Continuing north-westerly the block of land bounded by Murray, Union, and Edward Streets, and Darling Harbour, and that bounded by Edward, Alma, Alma extended, and John Streets, a total water frontage of about 1,205 feet, were resumed on the 7th August, 1896, for a public wharf and approaches thereto for the extension of the railway system to Darling Island.

The

The demolition of buildings on the site of the proposed railway lines at the corner of Edward and Alma Streets has already been effected. The claims for compensation have not been settled; consequently the cost of the resumption cannot be stated. This frontage was used principally in connection with the timber trade, but several important portions of the reclaimed land abutting the water has not been purchased from the Crown.

Crossing John-street, Darling Island is reached—an area of 8 acres 1 rood 37½ perches, having about 1,900 feet of water frontage. It cost £135,000 when purchased by the Government on the 4th June, 1889.

The patent-ship and appliances of the old A.S.N. Co., whose repairing shops were located here, have been removed, and the island quarried down to a uniform shipping height.

The scheme for improvement of the berthage includes the construction of a solid quay of concrete, along the water frontage of the island. The depth of water to be provided is, as usual, 28 feet at low-tide. The outer limit of the quay-wall has been located some distance from the present shore-line, so as to curtail the amount of dredging and excavation as much as possible.

CONCLUSION.

Finally, this investigation shows that of the water frontage between Potts' Point, Sydney, and Jones' Bay, Pyrmont, the Government own and are in possession of about 23,500 feet. About 9,800 feet is held by private persons, and three portions, fronting Crown lands, totalling about 870 feet, are held by the Municipal Council of Sydney as trustees. By the addition of the frontage of Dawes Battery, the length owned by the Government will be increased by 1,980 feet (about).

Dividing the total water frontage into sections, according to the uses to which it is put, shows:—

1. Woolloomooloo Bay, from M'Quade's to Domain roadway, immediately north of the Sydney Rowing Club shed—about 4,535 feet.
2. From said roadway to entrance gate to the Botanic Gardens, opposite Government House grounds—5,200 feet.
3. From said entrance gate to the horse-ferry dock at Port Macquarie—1,680 feet.
4. Circular Quay, from the horse-ferry dock to Dawes Battery—5,045 feet.
5. Dawes Battery—1,980 feet.
6. Associated wharfs, from the Artillery Barracks at Dawes Battery round Miller's Point to Clyde-street—4,370 feet.
7. Eastern side of Darling Harbour, from Clyde-street to Pyrmont Bridge—4,450 feet.
8. Pyrmont Bridge to head of Darling Harbour at railway yards—2,080 feet.
9. Western side of Darling Harbour, from the railway yards along Pyrmont to western boundary of Darling Island at Jones' Bay—6,810 feet.

404. *Mr. Hoskins.*] Does your statement of the water frontage in the hands of private owners include the sinuosities of Darling Harbour? I have not followed them closely. At the Central Wharf, for instance, vessels are moored, although the frontage itself is not large enough. This statement does not indicate the berthing frontage; it shows the length of frontage of the land; it does not follow the sides of the wharfs.

405. *President.*] It is the ordinary way in which you measure water frontages? Yes.

406. If Government and private properties are measured in the same way, the comparison is a correct one? Yes.

407. The State is in possession of three-fourths of the foreshores of Sydney proper? Yes.

408. *Mr. Hoskins.*] Some of the other owners have not a legal right to the foreshores of their holdings? That is so.

409. They have not obtained the permission of the Crown to reclaim the land? In many cases that occurs.

410. *President.*] Have you prepared a description of the frontages to Blackwattle Cove? Yes; it is as follows:—

BLACKWATTLE COVE.

Blackwattle Cove lies between Pyrmont and the Glebe; it is within 1½ mile of Redfern Railway Station, and ½ mile of the nearest point on the railway at Darling Harbour.

The water-frontage land on the northern shore of the cove is nearly level, being reclaimed land. It forms part of the Harris Estate, and access to the water is very convenient from Banks-street and Gipps Crescent, which bound the water-frontage allotments. About half the total length of the foreshore, which is about 2,500 feet long, is leased to various persons, and used principally as timber-yards. The freehold value of these allotments varies with their position and depth, from about £30 per foot near the bridge to about £70 per foot at Pyrmont Bridge Road.

The southern foreshore of the cove is about the same length as the northern, but is much steeper, the gradients of the roads leading to the water being very severe. The southern shore is inferior to the northern shore for business, and the design of subdivision of the locality is inconvenient for access to the water; consequently land values are much lower than on the northern side. There is one large timber yard on this side of the bay at the Pyrmont Bridge Road, and about half the remainder of the water frontage is occupied for businesses of less importance, and the rest for residential purposes.

The Government wharf at the head of the bay lies between the Pyrmont Bridge Road and the cove. It is 1,075 feet long, all in one straight line, and forms the head of the cove. The wharf is used for discharging road-metal from vessels carrying up to about 320 tons, and was built when the natural head of the cove was reclaimed from the harbour, and formed into the recreation reserve called Wentworth Park.

Direct access from Blackwattle Cove to the city is provided through Pyrmont, and thence by the bridge to Market-street; but the gradients of the roads traversed and which cross the backbone of the Pyrmont Peninsula are somewhat steep.

The gradient is easy from Blackwattle Cove, *via* Wattle-street, to Redfern Railway Station.

The Glebe Island bridge connects that Island with Pyrmont, and obstructs the natural access to the cove. The bridge opening is situated at the Pyrmont end, and is sufficient to allow of vessels up to 34 feet beam passing through. In the opening there is a depth of 12ft. 6 in. of water at low tide. I was informed that a new pile recently driven at the western side of the opening required to be 50 feet long to reach the rock.

On the 21st November, 1894, the Public Works Committee, after inquiry, reported against the replacement of the bridge by a new structure.

DEPTH OF WATER AND BORINGS TO ROCK.

The depth of water in the cove is from 7 to 13 feet at low tide; in a few places it reaches 20 feet. This is sufficient for the present requirements, *viz.*, for vessels up to about 400 tons burthen, laden with the timber and road-metal referred to above.

The dredge is now at work in the cove lifting mud, which is taken to the large reclamation work in progress about half a mile away, at Johnstone's Creek, Rozelle Bay.

Soundings north of the bridge show a depth of from 18 to 19 feet. Seventeen borings upon two longitudinal sections extending across the bay show a depth varying from 21 feet to 36½ feet in the middle of the bay. At one place there was only 8½ feet to rock. These sections were located respectively north and south of the bridge, and distant therefrom about 100 feet. Borings have not been taken to test the depth to rock throughout the bay.

I desire to point out to the Commission that the assessment of wharf properties by the Municipal Council of Sydney is made on the buildings and land alone; it does not include the machinery, nor the trade done, nor the value of the pile structures extending beyond high water-mark.

411. It does not include the disturbance of trade or the destruction of trade? No.

412. Will you prepare a separate estimate of the value of the wharfs? I will.

413. What is the area of the Gas Company's property? It has an area of about 6 acres (by scale on this map, which is drawn to a very small scale), with a frontage of 575 feet to Darling Harbour.

S. E.
Perdriau.

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MONDAY, 1 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

John Harper, Goods Superintendent, Department of Railways, sworn, and examined:—

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414. *President.*] The Commission desire some information with regard to the import and export of goods to and from New South Wales, so as to ascertain the quantity that goes direct from the ships to the railways and from the railways to the ships? It will be absolutely impossible for me to give that information.

415. How far can you go? I can give the Commission information as to the number of bales of wool which came to Darling Harbour last wool season. The number of bales during the period ending last wool season was 429,390. That number of bales was delivered to the various warehouses in town by waggon; 33,816 bales were lightered in Darling Harbour to various wool warehouses, chiefly to Kirribilli, where there is the Australian Pastoral and Finance Co.'s store. During the same period 172,601 bags of wheat and flour passed over the wharfs at Darling Harbour.

416. That is inward? Yes; and there were 140,758 tons of coal and 21,634 tons of shale shipped.

417. That is shipped direct from the railway? Yes. The timber I could not get. Then there were 236 trucks of chilled beef passed out of Darling Harbour, but that does not necessarily mean that it was for direct shipment, as a large portion of it was taken by lighters to Kirribilli, there to be stored and frozen. This practically represents all I can give you, beyond this—that approximately 75 per cent. of that wool was offered in Sydney for sale, necessitating its being shown in the various warehouses.

418. There would be a good deal of the wool in the remaining 25 per cent., I suppose, sent down to Sydney dumped, but even that would not be put on board ship direct? Only a small portion. The Orient Company takes some direct to the ship's side.

419. Nearly all is stored in the warehouses for some time? Yes; it either passes into the hands of wool-brokers or goes into the dumping stores. The 75 per cent. I have referred to represents wool actually offered in Sydney for sale.

420. *Mr. Humphrey.*] About how many bales already dumped arrive in Sydney by rail? About 12,000 or 14,000 bales.

421. *Mr. Hoskins.*] You have no hesitation in saying that only a small proportion of the wool which is sold here is not taken to warehouses before it is shipped? The greater portion of it is sent to warehouses to be dumped; the smaller portion is taken direct to the ship's side. Over 60 per cent. of the whole wool export from Sydney is loaded into ships leaving wharfs on the eastern side of Darling Harbour.

422. *President.*] Where is the residue shipped? Either at Woolloomooloo or Circular Quay; nothing from Darling Harbour railway wharf. Sixty per cent. of last year's clip, if not more, was shipped from wharfs on the eastern side of Darling Harbour, between Dawes Point and the bridge.

423. *Mr. Hoskins.*] Is not that wool sold at auction? It is chiefly wool that has been sold at auction which is sent there for shipment. Most of the foreign buyers ship from Miller's Point.

424. *President.*] Can you divide the remaining 40 per cent.? No, I could not; that is distributed about the city.

425. *Mr. Hoskins.*] Do you think that if warehouses were built, and proper shipping appliances provided at Darling Island, buyers would be disposed to send their wool there for shipment, thereby diverting the trade from where it is now? It will be a long time before it is diverted from its present channel, but there is no room at Darling Island. Two of our modern warehouses would cover Darling Island. Then there is another difficulty. The Pastoral and Finance Association at Kirribilli Point were anxious that all their wool should be loaded in trucks by itself, so that it might be shunted down on to the wharf, and there placed in the lighters; but after two years' experience that was found impracticable, because in picking up the wool at the stations it was found impossible to get a truck load at one station. Wool sent to different consignees would be put into the same truck, so that one truck would contain wool for three or four different consignees, and ten bales of the quantity in the truck might be all that a consignee desires to have lightered. The contents of the truck have therefore to be split up.

426. *President.*] From what you have stated, it would appear that all that could be saved by bringing the railway down to the wharfs is the cost of the dry carriage? I could not say that, because the wool would have to be distributed at the wharfs again.

427. What does it cost the railways to send the wool from Redfern? Threepence per bale all over the city, the contractor providing all the loading and unloading. Roughly it comes to 1s. 6d. a ton.

428. Therefore, the delivery by railway would save 1s. 6d. per ton, but it would be surrounded by conditions which make it impracticable? Yes, that is the position.

429. Do you see any likelihood of any change in the present conditions? I do not, the warehouses being scattered all over the city, and there being a growing disposition for buyers to purchase at different places.

430. The only cure would be to have the whole of the wool trade done adjacent to some particular wharf, and for all the wool to go to that wharf? That is the only remedy. With reference to the figures I have, I was going to add, with regard to the export merchandise trade, that I cannot give the Commission any idea of that at all, even in regard to tallow and hides. What I have said with regard to the conditions surrounding the wool relates also to these two things, tallow and hides. With regard to general merchandise going up the country, I cannot give the Commission any definite idea of that either.

431. How many tons of wool are shipped from Sydney? About 100,000 tons per annum. We carry about 70,000 tons by rail.

432. Therefore, there would be £5,000 a year saved in cartage were it possible to bring the railway to the wharfs? That would not be all saved, because certain services in connection with it would still have to be rendered.

433. Would four-fifths of it be saved? Yes, under the ideal conditions you have mentioned—that is, that all the wool should be brought to one wharf and the whole of the wool trade carried on there.

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434. You say that you carry 70,000 tons? Yes.
435. And four-fifths of the 1s. 6d. per ton for carriage would be saved by an ideal system which would place the wool direct into warehouses adjacent to the ships? Yes.
436. And the total amount would be about £4,000 a year? Yes.
437. That is about 4 per cent. on £100,000, at the very best? That would be saved to the consignees of wool; but it is impracticable, because of the existing conditions of the large warehouses dealing with the traffic.
438. What is the total production of wool in New South Wales? It is estimated at 850,000 bales.
439. How much goes to Victoria? I could not tell you. A great deal goes to Newcastle, which we do not see at all here.
440. How much do you carry to Sydney? 429,000 bales were carried last season.
441. How many did you carry to Newcastle? 66,000 bales were shipped direct from Newcastle, and from Morpeth 69,000 bales.
442. And some from Grafton? About 2,000 bales.
443. *Mr. Wright.*] That 69,000 bales from Morpeth comes direct to Sydney? Yes; but a lot of it goes direct on board ship. The residue of the wool, apart from what I have stated, finds its way to Victoria and South Australia.
444. *President.*] What is the coal shipment at Darling Harbour—that is, the coal that goes direct on board from the railway? 140,000 tons.
445. There is no wheat export? No.
446. What about ores? There is nothing shipped from Darling Harbour direct. Not very much ore comes to Darling Harbour. A great deal of it is treated locally, and that which comes to Sydney is shipped from different places, and not from one particular point.
447. What becomes of copper and minerals of that kind? That comes to Sydney, of course, and is shipped, but not from one wharf; it is not shipped from Darling Harbour wharf.
448. What you have said up to this point deals with the export trade;—now, in relation to the import trade? I cannot give you any impression of that.
449. What of the junction of the train service with the water carriage, beyond what it is at present, in relation to sending goods into the country? The necessity for any alteration in the present state of things is very little indeed, for the simple reason that there are very few country houses which indent direct from Home. Most of them are supplied by the distributing houses in Sydney.
450. The goods received become broken packages in Sydney? Yes.
451. With regard to supplies of a heavy description, such as wire-netting, wire-fencing, woolpacks, and so on? Those are just as likely to go from the wharfs on the eastern side as from Darling Harbour, but I could not give you any definite idea on the subject. Captain Jackson would probably be better able to give you the information.
452. If the railway were extended to Darling Island, and suitable wharfs and warehouses were erected there, do you not think that a good deal of the loading for Sydney would be taken there, seeing that the island is in a central part of Sydney? As a matter of fact it is quite possible for ships to go alongside there now, but if Darling Island were made fully suitable for the loading and unloading of vessels it would not really give greater facilities than we have now. It would give increased space, but we do not find vessels going alongside there now.
453. *Mr. Wright.* Would it not give increased depth? Yes, it might; but we have had the flagship, "Orlando," I think it was, on one occasion alongside the wharf at Darling Harbour to take in coal there; so you see we do not want much increased depth.
454. *Mr. Hoskins.*] Is it a fact that half the private wharfs in Darling Harbour are almost empty half the year? I could not say that of my own experience.
455. *President.*] Have you the necessary appliances by which, if required, you could do an export and import trade from the wharfs at present in existence in Darling Harbour? Yes.
456. Have the Railway authorities noticed any tendency to doing a direct import trade? No, except in grain.
457. To what extent? I have given the figures already.
458. That is imported grain? Yes.
459. *Mr. Hoskins.*] If the cultivation of wheat largely extends in this Colony, and Darling Island be properly utilised, could not wheat be brought down by railway and loaded there? That most undoubtedly will be done; but as we have not yet commenced exporting wheat, Darling Harbour is not being utilised for that purpose.
460. *President.*] You have a large frontage for the trade now, and you do not consider that any addition to that frontage is, at present, necessary? No.
461. *Mr. Wright.*] What is the wharfage accommodation at present provided by the Department of Railways at your terminal point north of the bridge? Two jetties.
462. How many berths for ships of a good size are there at those jetties? Four.
463. Are they ever filled? It is quite exceptional.
464. What is principally loaded there now? Coal and shale.
465. What is unloaded? Chiefly railway material, and, during an exceptional season, grain.
466. So that absolutely you have now more wharfage accommodation than you require? Yes.
467. And if your present wharfs were extended to Darling Island you would have an increased wharfage equal to a trade perhaps four times as large as could be dealt with at the present wharfs? Yes, we should decidedly.
468. As a matter of fact, when the railway connection with Darling Island is made, you will have a very long length of wharf, sufficient for any trade you may get? Yes; provision is made for six berths there which will accommodate any vessel.
469. You have already four berths, and with the six you speak of you would have ten berths, each sufficient to accommodate the largest vessels; and then, in addition, you have the berths which are above the bridge? Yes.
470. So you would have berths to accommodate sixteen or eighteen ships? Yes.
471. Would not that be sufficient for the trade of Sydney? I should think so. I might mention that I was a member of a Board who considered the question of utilising Darling Island, and our recommendation was that the lines of railway should be extended to the island, but that, as the Government had sufficient wharfage accommodation, the space provided by the island for warehouses and wharfs should be submitted to

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- to public offer, in order that it might be leased by private persons, and warehouses of proper design erected and wharfs built, as the lessees might consider necessary, it being considered by the Board that we had more than ample wharfage accommodation for the purposes of the Government.
472. Do not the wharfs at Darling Harbour, both north and south, point conclusively to the fact that there is more wharfage accommodation in Sydney than is required? Decidedly.
473. And if you were to construct the additional wharfs you have just mentioned, you would have more than ample requirements for any trade? Yes.
474. Can you tell me if any inconvenience was felt in the past season from want of wharfage accommodation? I have never known of any.
475. Then you believe that Sydney at the present time is amply provided with wharfage accommodation for the Government and for the private wharf owners? Yes, I do.
476. If we had the railway connecting with the private wharfs in Darling Harbour, what proportion of the goods coming from England or other countries would go direct on to your trucks? A very small proportion.
477. Do you think 5 per cent.? I daresay that arrangements might be made to send the heavier goods direct from the wharf.
478. And do you think that the total amount would represent 5 per cent.? With a comprehensive scheme to embrace the whole of the wharfs, I think it would exceed that quantity; but under other circumstances I think that the question of freight so largely controls the vessels that bring out the cargo that the question of cartage from the wharf is only a very small consideration.
479. What proportion of wool do you think would go direct from the trucks to the ship? Only a small portion would go to the ships, and the rest would go into the stores to be dumped.
480. So that, with any possible scheme to supply the goods traffic of Sydney, there would be considerable handling of the goods under any circumstances? Yes.
481. *President.*] Do you know the average charge made for carting goods from the stores to the railway? Two shillings a ton.
482. *Mr. Wright.*] What is the charge for carrying the goods from the ships to the bonds? I could not say.
483. *President.*] Can you tell us what proportion of loading taken from Sydney into the interior represents the heavy class of goods, such as wire and salt? I could not tell you offhand.
484. You might give us the gross amount the railways carry up and down from Darling Harbour? From Redfern, 35,910 tons. That is all goods of all classes.
485. Going inland? Yes. From Darling Harbour, 224,564 tons. That, of course, includes everything that may be sent from Darling Harbour, including coal and timber.
486. How much comes down to Sydney for Darling Harbour? 40,000 tons of hay, straw, and chaff into Redfern and Darling Harbour, exclusive of wool and coal—375,000 tons.
487. *Mr. Wright.*] Does the Government land its own material at Darling Harbour? Yes; it is all landed by contract; it is lightered.
488. Then the ships that bring the material out do not go to the wharf? No; only in the case of having heavy locomotives on board; all the rest is lightered.

TUESDAY, 2 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

- H. Deane.
2 Mar., 1897.
489. *President.*] Have you any further statement to make? No; I came to-day to reply to questions.
490. You now furnish a map showing a complete scheme for city railway? Yes; showing practicable routes for city railways.
491. You have had all the schemes before you? Yes.
492. Any information which you think we ought to have you will see that it is furnished to us? Yes; I have considered the engineering question only.
493. Some days ago you were asked for a comprehensive scheme which would enable the railway to reach the central portions of the city, and which it would be possible to extend to Woolloomooloo Bay, Circular Quay, Darling Harbour, and also to such wharfage accommodation as might eventually be placed in the western portion of the city, and which would be no bar to an extension towards the eastern suburbs? Yes.
494. This plan which you now place before us, pretty well embraces those various objects? Yes. The map on the wall is an enlargement of the map which I produced the other day, and has marked on it the same lines which are located to suit the various purposes mentioned.
495. The map on the wall shows a line extended from Redfern to a central passenger station at Hyde Park; and turning off at Redfern yard to the east is a line which can be constructed by means of tunnels? Yes.
496. From Hyde Park it will reach Woolloomooloo Bay and form a connection with the eastern suburbs? Yes.
497. From Hyde Park, at the central station referred to, it can be extended by means of tunnels towards Farm Cove, and then turning round be run abreast of Circular Quay, and can, partly by means of a tunnel and partly by an overhead way, be taken to Redfern station, thus forming a circular railway? Yes.
498. From the vicinity of "The Rocks" the elevation will be sufficient to enable it to pass from Dawsons Point to McMahon's Point by means of a bridge? From the vicinity of Wynward-square.
499. From the line already mentioned as going to the eastern suburbs it is possible to connect with the circular railway under the Botanic Gardens, and this line can also be extended, after passing Government House, to Fort Macquarie? I should say under the Domain instead of the Botanic Gardens.
500. From Darling Harbour there are shown two lines in red which will reach Johnston's Bay, or any wharfage accommodation which may eventually be placed in the vicinity? Yes. 501.

H. Deane.
2 Mar., 1887.

501. *Mr. Wright.*] What is the object of the two lines? To utilise the frontages over there, and to reach Glebe Island by means of a bridge.
502. And to go to Balmain if necessary, I suppose? Yes.
503. *President.*] Does that appear to you pretty well the scheme which will eventually be accepted for the development of the trade? I cannot go so far as that.
504. Do you know anything better? I think, if it should be shown the lines are required in this direction, these will be practically the routes which will have to be adopted, because these are the routes along which suitable levels will be found.
505. They are all practicable from an engineering standpoint? Yes.
506. If Woolloomooloo Bay is to be approached, this, in your opinion, is the way to approach it? Yes.
507. If Circular Quay is to be approached, this is your idea of approaching it? Yes.
508. If there is to be a bridge taken to North Shore, this, in your opinion, is the best way to take it? Yes.
509. And that a circular railway, passing under portions of Sydney, in your opinion is the best? Yes.
510. In regard to Blackwattle Bay and Glebe Island, you think that is the best way to approach them if they ought to be approached? Yes. In regard to the proposal to approach Glebe Island, I may say that I have had surveys made—of course, under instructions—going down by Rozelle Bay. The lines of these surveys are shown on the map in purple tint.
511. The map also shows an approach from near Stanmore station to Glebe Island, passing over White Bay, and eventually reaching Longnose Point? Yes.
512. It also shows an alternative line keeping westerly from Whitehorse Point and junctioning on to the previously-described line at Rozelle Bay? Yes.
513. Can you suggest anything better? No.
514. You believe that eventually those will be the routes if these be the localities to be reached? Yes; with that proviso.
515. *Mr. Lee.*] If you want to get to Woolloomooloo Bay, where are you going to start your tunnel? From Liverpool-street.
516. There would be two separate and distinct lines in Hyde Park? Yes; it would be essentially a goods line to Woolloomooloo Bay.
517. *President.*] You regard it as wise to separate passengers and goods as far as possible? As far as I can see, it must be done.
518. This line might eventually reach Port Jackson at Fort Macquarie;—would it be possible to bring that as a surface line to the northern end of Hyde Park—that is, to the south of St. James' Church—and then enter a tunnel? Yes.
519. To get to a surface line near St. James' or at the north-western end of Hyde Park, it would be a surface line all the way, or a "cut and cover," or something of that kind? Yes; it would be an underground line between Liverpool-street and Park-street, and from Park-street you would rise till you got to St. James'-road. Your terminus would be a ground-level station.
520. You would really be in your station yard after you passed Park-street? Yes; it would be open.
521. How deep would the cutting be? At Park-street it would be about 20 feet.
522. It could be "cut and cover" and give as much ventilation as is necessary? Yes; up to Park-street.
523. How far south from Liverpool-street could it be "cut and cover"? There would be no tunnel till it reached there; it would be in a cutting to about half-way back to Goulburn-street, which would be crossed over.
524. Supposing you have a surface station at St. James', from there could you reach Fort Macquarie by means of a tunnel? Some of the lines would have to be lowered in order to get properly under King-street and under St. James'-road, and then there would be no difficulty about reaching Fort Macquarie or the eastern suburbs, or any other part.
525. How much would they require to be lowered? Just sufficient to get in the approach to the station—that is, about 15 feet.
526. *Mr. Humphery.*] If you continue the line which is to stop at Park-street to St. James'-road would it be a surface station? It depends upon what you want to do at St. James'-road.
527. How far is it from St. James'-road to Park-street? It is 1,120 feet from Park-street to what is shown on the plan as the end of the station.
528. Would you have sufficient space there for your terminal station and necessary platforms? Yes.
529. *President.*] And for your yards, and all that sort of thing? Yes.
530. *Mr. Humphery.*] Approximately, what would be the additional cost of making that your terminal station instead of Park-street? £50,000.
531. Would you have as much or sufficient accommodation there? Equal accommodation.
532. For six roads? Yes.
533. *Mr. Hoskins.*] How many buildings would you have to resume? The Registrar-General's Office only.
534. *Mr. Humphery.*] That is on the other side of St. James'-road? Yes; but it would interfere with it.
535. My question is based on the assumption that it would be unnecessary to resume any portion of the Government buildings fronting St. James'-road? It would be difficult to get a station in unless you did that, because St. James'-road runs very obliquely.
536. Taking the shortest distance from St. James'-road to Park-street, what is the measurement? To where it bends off it is only 960 feet.
537. Would it be possible, without any resummptions, to provide the necessary accommodation, including station buildings, between St. James'-road and Park-street? I doubt whether it would, because if the front had to be shifted back 100 feet it would interfere with the arrangements altogether at the Park-street end of the station.
538. *President.*] In your opinion it would be wiser for the State to take down the buildings than to impair the beauty of the new structure? It is not a question of beauty.
539. It is not a question of yard or platform, but a question of the accommodation—the buildings and the appearance of the new station? Yes.
540. It means an alteration in the design of the buildings, or taking in the Registrar-General's Office? It means cramping the buildings and spoiling them altogether.
541. *Mr. Hoskins.*] It would be repeating the difficulties at Redfern? The design has been well worked out, and the accommodation is not any too large, and it would be cramping the station; and, in a sense, it would be repeating what we have at Redfern.

- H. Deane. 542. *President.*] Do you propose to have a street on the eastern side of the platform following down from the Park? No.
- 2 Mar., 1897. 543. Only a footway? We should leave the Park avenue as it is.
544. The approach on the side would be a foot-bridge? Yes.
545. From a surface station at the southern side of St. James'-road, is it possible to go to Woolloomooloo Bay? Yes, by lowering the roads.
546. The same lowering which would enable you to get to Fort Macquarie would enable you to get to Woolloomooloo Bay? Certainly.
547. *Mr. Wright.*] The trains coming into your surface station do not go on to Woolloomooloo Bay or Circular Quay? If you lowered some of the roads you could take them round.
548. You would require to have roads on different levels? For that purpose.
549. Would not that be very inconvenient in working your station? I think not, because they could be dropped down from the Park-street end, so as to get the distance down which is required.
550. It would mean that passengers wishing to go beyond that point would have to go in one train, and the passengers to King-street in a separate train? Yes.
551. It would be inconvenient, therefore, to the travelling public? Passengers coming to King-street, of course, could come by either train, but some of them would stop at King-street.
552. Those going beyond King-street would have to go by a special train? They could travel by certain trains only.
553. *President.*] Would that extension, lowered 15 feet, do for the circular railway which you show on the plan? Yes.
554. Would it also do to connect with the eastern suburbs? Yes.
555. In this approach to the station through the Park, how do you propose to protect the ventilating places in the "cut and cover," between Liverpool-street and Park-street? I have not thought that out very much, but I suppose it would be necessary to enclose certain spaces by walls or some other means. I think that probably one way of doing it would be to enclose the open places by walls, and leave long stretches covered over, so that the view might be less interrupted.
556. Presuming it was regarded as unwise to erect stone structures in the Park, would there be any objection to using iron gratings over the cutting? They would be very subject to corrosion.
557. Would there be any other objection than the one that they would not last very long? I do not know that there would; I think the question of durability would be the chief question. It would be rather an expensive arrangement.
558. *Mr. Wright.*] They would not necessarily have to be above the surface? No; but they would have to be protected by strong iron railings.
559. The walls you spoke of would only rise a small distance above the surface? They would have to be high enough to prevent boys from looking over. Where boys can see over they like to throw stones. If they do not see over they are not subject to the same temptation to throw stones.
560. *Mr. Hoskins.*] Would there not be a danger of the smoke from the engines damaging the trees in the Park? I do not know that it would be sufficient for that.
561. *President.*] There would be no more smoke from the engines than from the trams running along Elizabeth-street? More.
562. *Mr. Hoskins.*] Is it not a fact that the smoke from some of the shafts on the Metropolitan Railway, through Temple Gardens in London, has destroyed the foliage of the trees? Smoke is, of course, very detrimental to vegetation. It chokes the pores of the leaves. The less concentrated it was the better it would be; because, if the smoke were concentrated in funnels or ventilating shafts, the trees immediately around there would suffer considerably; but if the whole, or nearly the whole, space were left open there would be less damage done.
563. *Mr. Wright.*] Would it not be possible to have an opening through the Park guarded by ornamental iron railings on either side? Yes.
564. So as not to interfere with the view of the Park and only taking in that bit occupied by the cutting? I am afraid that if you leave it open to the view altogether you will lead the larrikins into temptation.
565. Not if it is railed off? Not if it were screened off so that they could not see through.
566. The larrikins do not interfere with the trams running through the streets? No; but this is the case of a pit sunk below the surface of the ground.
567. Would not the smoke be less destructive to vegetation if it were distributed? Yes.
568. *President.*] That would mean taking a great deal more of the Park? Yes; I am inclined to think, on further consideration, that it might be sufficient only to protect the spaces with a dwarf wall and iron railing, because it is not as though there were a large supply of stones for the boys to throw down. There are no stones unless the boys bring them from a distance.
569. A grating might do? I do not care about a grating very much.
570. *Mr. Wright.*] Suppose this subway were covered most of the distance and some openings were left for the smoke to escape through; even with the best vents you could provide, would not the ventilation and the atmosphere be very bad with the number of trains which would be passing through? I am not in favour of ventilating shafts. I do not think the ventilation would be sufficient. I do not know that I have advocated them before the Commission.
571. You spoke of the place being walled off? They would not be mere funnels or ventilators; they would be large openings walled round.
572. *President.*] Your idea is to have a "cut and cover"? For this particular section, I think, the greater part of the space ought to be left open. I was under the impression that I had conveyed that view to the Commission.
573. *Mr. Wright.*] You think it should be an open cutting, protected on either side by rails? Yes. If you left large places open you might have a considerable length covered over (say 50 or 100 feet at a time), so that people could easily pass across the line and still leave the bulk of the cutting open. There would be no difficulty about the ventilation in that case.
574. *President.*] Is there anything else you desire to tell us? I wish to say that the plan of the station at Park-street has been worked out quite independently of the superstructure. The superstructure with its architectural features has been placed on top. The architectural design has been adapted to the ground plan which was worked out.

H. Deane.
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575. *Mr. Wright.*] The whole of the ground floor would be required for the working of the traffic and the accommodation of the staff? Yes. The ground plan will be exactly the same as it is if no tall building is erected at Park-street.

576. I suppose you do not care to say which scheme you would prefer if left to yourself? I do not think I would care to go any further than I have said—that the Hyde Park scheme is the most satisfactory from the engineering and traffic points of view.

577. *Mr. Hoskins.*] You mean the Park-street scheme? I mean the St. James'-road scheme.

578. *Mr. Wright.*] From an engineering and traffic point of view would it be better, in your opinion, than the circular railway sketched on the map to suit the requirements of the city of Sydney? I am quite convinced that the Hyde Park scheme (putting on one side any objections, sentimental or otherwise, that there may be to using Hyde Park, the carrying of the station to Hyde Park, and the construction of a large central station there) will be a much more satisfactory scheme than any of the others. It might not meet all the requirements, but it would be satisfactory in itself.

579. What I want to know, if you care to express an opinion on the point, is whether, in your opinion, the city would be better served by a circular railway than by the Hyde Park scheme? That I would rather not give an opinion about. I am quite satisfied that the Hyde Park scheme is an excellent one—one which would probably stop agitation for very many years.

580. *Mr. Roberts.*] If you take in the Registrar-General's Office, would it not make a much more complete and satisfactory scheme to go as far as King-street? No, I believe it is better to stop at St. James'-road.

581. *Mr. Hoskins.*] Do you not think if that view of yours were carried out, and the Registrar-General's Office were resumed for railway purposes, it would lead to the judges of the Supreme Court and the lawyers finding fault with the noise at the terminus, and the whistling of the trains, and finally to the resumption of the court buildings? I do not think they would hear a sound, because it would be all covered in. The building at the front of the station would be a break to any sound or whistling, and the platforms and lines would be covered by a large roof. I do not think that any inconvenience would be experienced from the whistling of the trains.

582. *Mr. Roberts.*] Would St. James' Church be left intact? Yes.

WEDNESDAY, 3 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

H. Deane.
3 Mar., 1897.

583. *President.*] You desire to give some information which was asked for yesterday by a member of the Commission? I desire to hand in a return showing the acreage of Hyde Park, the area required for the Park-street station, the area required for St. James'-road station, and the small portion required from the Registrar-General's Office, and what is supposed to be the value of the Registrar-General's Office. It is as follows:—

	a.	r.	p.
Acreage of Hyde Park	40	0	0
Do required for Park-street Station	12	0	34
Do do St. James'-road Station	13	2	38
Do resumed from the Registrar-General's Office	0	0	26
Cost of Registrar-General's Office, £14,000.			

I was also asked to give some information as to the possibility of improving the Redfern station-yard, especially by widening the tunnel. I find that there is no difficulty about doing that—it is only a matter of expense; but whether the widening of the tunnel would effect the desired casing of the traffic arrangements is, of course, a different question. If the tunnel were widened on the eastern side it would interfere with St. Paul's School, but there would be some considerable expense in the work of lengthening the tunnel, resuming the properties, and building retaining-walls. Again, on the other side, if the tunnel were widened there, the Darling Harbour traffic and Mortuary traffic would be kept off the six roads. An alteration of that kind, it seems to me, would not have the desired effect of really lengthening the station. It will be seen from the plan on the wall that the roads leading to the station are very much pinched up a long way on the northern side of the tunnel, and without making a very radical alteration no real improvement could be effected. Then, again, you will have the consideration that Redfern station, even supposing it could be altered so as to bring the trains in comfortably to the passenger platforms, is scarcely large enough to meet present requirements. As the goods traffic increases, more accommodation will be required for it; as the passenger traffic increases, more accommodation will be required in the carriage-yard and carriage-sheds, for there is barely room there now, I understand. So that, even supposing that Redfern station could be made so that the passenger trains could be brought in and out without any great difficulty, it would not be a station which would provide for the future like the proposed stations in Hyde Park. A rearrangement of the station at Redfern would be a tremendous undertaking. To alter six roads and make them suitable while the traffic was going on would be almost a dangerous operation. During the reconstruction and alteration of the roads rendered necessary by the building of the two additional platforms A and B, very considerable difficulty was experienced.

584. *Mr. Hoskins.*] Even suppose that you widened the tunnel, and necessarily widened the road approach to the widened tunnel, would there not still be the same difficulties you now complain of in shunting from arrival platforms to departure platforms, and shunting in the station-yard? Yes; even if you widened the tunnel, in order to make a proper and convenient arrangement for the trains, you would have to remodel the whole yard. There would be room then to remodel the yard, but that would be a very great undertaking indeed.

585. If you continued the present arrival platforms—if you did not extend them further to the west by taking in a portion of Regent-street, you of necessity would be compelled, even though you widened the station and the approaches at the tunnel, to cross over from one road to another? Yes. 586.

- H. Deane. 586. The frequent crossing of engines would exist then almost as badly as it does now? Yes.
 3 Mar., 1897. 587. *President.*] If Redfern became only a station through which the trains passed, the terminal station being removed elsewhere, it would be no difficult matter to equip Redfern with the traffic going on so as to serve for a great goods station? If Redfern were left merely as a passenger station—a station of considerable magnitude, but still only a wayside station—there would then be room for the expansion of the carriage sidings and the goods, both of which are required.
 588. *Mr. Hoskins.*] If the tunnel were widened considerably, of necessity you must widen the approaches to it, and therefore you would have to resume a good deal of land and house property in Regent-street, and further on towards Eveleigh? Yes; there would be a great deal of land to be resumed.
 589. Do you not think it would be quite as expensive to widen the tunnel as desired, and to resume all the land required for improving the approaches to the tunnel, as to make a terminus in Park-street, where so little private land would have to be resumed? Yes; I am quite of opinion that the cheapest arrangement in the long run is to bring the station into Hyde Park—to St. James' road rather than to Park-street—and to provide for the loss of any public recreation ground in some way.
 590. You entertain very little doubt, I suppose, speaking without having examined the matter minutely, that it would cost twice as much, if not more, to resume the land, widen the tunnel, improve the approaches, and make a wider road, than to take the railway across Belmore Park and skirting Hyde Park to take a small portion of the Park? Yes; that is to say, to rearrange the whole station-yard and to provide the accommodation which is proposed in Hyde Park.
 591. *Mr. Lee.*] After that was done it would then only be a temporary station? Yes.
 592. It would not meet the requirements of a great terminal station? No, and it would be only sufficient for just a few years.
 593. You have now exhausted, from every point of view, the question of the probability of extending Redfern yard and making it answer the purposes of a terminal station? Yes.
 594. You are clearly of opinion that whatever decision the Commission may come to it is very clear that there must be a removal from Redfern? Yes.
 595. Are you very clear about that question? I am quite convinced of that.
 596. *Mr. Hoskins.*] I suppose you are of opinion that with the probably increasing traffic at Redfern there will be a great danger attendant upon working the traffic? Undoubtedly.

James Powell, late Collector of Customs, sworn, and examined:—

- J. Powell. 597. *President.*] You were Collector of Customs for New South Wales for many years? Yes.
 3 Mar., 1897. 598. You are a Commissioner of Customs at the present time? I am.
 599. The Commission will be obliged if you will be good enough to state your views as to the distribution of goods for export and import—that is, products and ordinary commodities? The quantity of goods sent direct to the country is and has been for many years very small. Sydney is a distributing depôt, and the houses outside Sydney importing directly from Europe and other countries are but few. I think the direct importations for the country are so small as to be scarcely worth consideration. The goods from the country—that is, wool and produce generally other than agricultural produce—do not go direct to the ships. I find that it is almost an exception for wool to be sent direct to vessels for transport. If the Commissioners wish to have more accurate information on this subject they should examine the master carriers, such as Shortland & Sons, Mr. James McMahon, the Suttons, Permewan, Wright, & Co., Wright, Heaton, & Co., and Mr. John Meloy; but certainly, as far as the goods shipped to the interior are concerned, I think that where we have direct shipments they are mostly transmitted by water—that is to say, to the Hunter or the Richmond Rivers.
 600. But they all become broken packages? They come as original packages, and the bulk of them goes to the Hunter.
 601. *Mr. Lee.*] I suppose the largest item of export would be wool? Yes.
 602. Is it not the practice for wool to come to the city as the depôt, to be there sorted, classed, offered for sale, and, as a general rule, exportation takes place when the producer fails to get a market in the Colony? That is more frequently the case now than it was years back.
 603. Is not Sydney becoming more largely a sale depôt for the produce of the country? All statistics go to show that.
 604. That of itself would necessitate the wool being conveyed to the warehouses to be dealt with? That is so.
 605. It is sent to its destination by the respective buyers? Yes.
 606. You know that more than three-fourths of our wool is exported to London by the second-hand man rather than by the producer? That is so.
 607. Would not that prove the fact that the wool has to be dealt with in the city in some warehouse? It has to be, for the purpose of sale, and also for dumping and preparing for shipment.
 608. That would preclude the possibility of the wool coming direct by train, and being taken to the ship's side? I am of that opinion.
 609. Have you given any consideration to the question of the Government resuming the wharfs on the western side of the city, and constructing a railway round there for the purpose of dealing with the goods traffic to and from the shipping? If with a view to feed the railways, I think the time is not opportune. I do not think the time has arrived for it.
 610. If the imported goods have to go into the warehouses for distribution it is not likely that they will be put on the railway? No.
 611. They will be conveyed by dray from the ship's side to the warehouse, and the bulk of the wool traffic will be dealt with in the same way? Just so.
 612. Therefore, it would appear that there would be very little traffic for a railway if constructed round that portion of the city for that purpose? That is the view I have always taken of it.
 613. You have had an extended opportunity of judging of these things? I have had forty-four years' experience of it.
 614. You have been able to watch the growth of the trade of the port? Yes.
 615. Do you think there is an inclination on the part of the producers to more largely use the port of Sydney than they did a few years ago? I do; I think the railways have helped it.

J. Powell.

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616. The more the railways have been extended, the more the produce has come here? Sydney has benefited.
617. I suppose Sydney must now be looked upon as really a depôt for the country? I think so.
618. For other than coal? Yes.
619. What would best facilitate the receipt and despatch of goods and produce in the shape of a city railway extension;—do you think it is necessary to extend the railway to the city for the goods traffic? I do not.
620. Do you think it is necessary, in the interest of the passenger traffic, to extend it? I do not feel myself competent to offer an opinion on the subject.
621. Will you confine yourself to the goods traffic? If the goods have to be removed by dray there is no more expense for a long distance than there would be for a short distance. The handling of the goods increases the expense.
622. If goods have to be handled it will make very little difference in cost whether they are handled from Darling Harbour to Mort's buildings, or whether they are brought from Miller's Point Wharf to Mort's buildings? I do not think there would be any difference in the cost of dealing with them.
623. Therefore it would be impossible to expect a revenue to be derived from the goods traffic on a railway along the western side of the city? I see no possibility.
624. Nor do you see how it is going to facilitate the export of the produce? I do not; that is altogether apart from the resumption of wharf frontage.
625. What I want to get at is whether you, after your very long experience, think that the trade of this port could be facilitated in any way by the construction of a line of railway along the western side of the city? I do not.
626. *President.*] If the Government purchases the wharfs on the eastern side of Darling Harbour, and subdivides them, and puts a railway down adjacent to them, and resells them, would it in your opinion be a profitable operation to the State? I think not.
627. You think the operation would end unsatisfactorily, from a commercial standpoint, to the Government? From a commercial standpoint, I believe the Government would be large losers.
628. Why? Because the merchants, and those who would receive payments for their wharfs, would compete with the Government in other parts of the harbour.
629. *Mr. Hoskins.*] Suppose that the Government wished to let these resumed wharfs to private individuals, do you think the Government would be able to get a rent sufficient to pay the interest on the money they had paid for the wharfs? I do not; the rents are being reduced at the Circular Quay.
630. *President.*] You have spoken so far with regard to the present trade of Sydney? Yes.
631. Do you see any probability in the near future of such an expansion of the import trade as would alter your view as to the value of joining the harbour with the railway system;—is trade likely to alter in any way? As cities increase in population, and new cities are created, I believe the distributing trade of Sydney will decrease.
632. As the towns inland become larger they will indent more? They will draw their goods direct from the old country.
633. Is that going on to a very great extent? To a large extent, but not to a very great extent.
634. Can you give us any idea of the percentage? No; I do not think anyone can do that.
635. Is it a quarter of the goods? Nothing like it.
636. Is it 10 per cent.? I could not arrive at it at all.
637. *Mr. Wright.*] It is not more than 5 per cent.? I have no statistics to work on, but I am sure it is very small. If you say it is 5 per cent. I am quite sure you are within the mark. I wish to make a few observations as to the possible trade of the future. I believe, as the country increases, the importations will not increase in proportion to the increase of population. I believe that we shall manufacture our own goods, and that we shall not be so dependent on foreign countries as we now are. I do not speak of any fiscal policy.
638. *Mr. Lee.*] You think that as the population of the country increases we shall supply our wants more than we do now? Yes.
639. And that a railway will not be required to the wharfs to take the stuff away? No.
640. *Mr. Wright.*] Is it within your knowledge that the large firms which existed in the interior are gradually disappearing? From my experience they are disappearing. We had more large firms in the country twenty-five or thirty years ago, I think, than we have now.
641. So that, instead of the distribution taking place in country towns, owing to the railway facilities, it takes place in Sydney, and it has decreased in large country towns? I think so; or the large firms in the country have absorbed the smaller.
642. Such a firm as the firm of Dickson Bros., of Mudgee, has ceased to exist, and no firm has taken its place? Yes.
643. The large firm of Webb & Co., of Bathurst, is now doing a comparatively small business? Yes; in direct shipments.
644. It is the same with Dalton Bros., of Orange? Yes.
645. It does not appear likely that direct importations to country towns will largely increase under any circumstances? The importations will continue, as Sydney is, and will continue to be, a distributing centre. It affords an opportunity to people in the country to keep a smaller stock and to work their business with a much smaller capital.
646. The inference is that there will be a diminishing quantity of goods going direct from the ship to the railway? That is the view I take.
647. From your experience as Collector of Customs, has there been ample wharfage accommodation in this port? I went into the question before a Royal Commission some years ago, and I see no reason to alter the opinion which I then formed, namely, that the wharfage accommodation is quite ample for the trade of the port.
648. That has been your experience for some years past? It has.
649. In the rush of our business, notably in the wool season, has the wharfage accommodation, as far as your knowledge extends, been sufficient to meet requirements? I have never heard any complaints about lack of accommodation.
650. You are aware that recently additional wharfage accommodation has been provided at Pyrmont by the railway authorities, and that they contemplate providing further accommodation at Darling Island? Yes.

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651. Is there any likelihood in the near future—say, within the next quarter of a century—of the wharfage accommodation of Sydney being largely deficient to accommodate the shipping? Things have altered very much. The running of the lines of steamers has made a very great difference in the trade of the port. These vessels take up berths at Circular Quay or Woolloomooloo Bay by arrangement with the Government, and, supposing that each of the lines has two ships a month running, that throws out of employment a corresponding number of the sailing ships which we had years ago, and which used to take a very much longer time to discharge their cargoes. These big steamers will put out a cargo in from twenty-four to forty-eight hours. In the old times the ships were at the wharf for a month and sometimes six weeks discharging; so that far less wharf accommodation is required to get through the work than was wanted years ago.
652. The advent of large vessels taking from 12,000 to 16,000 bales of wool, in place of the vessels which took 4,000 or 5,000 bales of wool, has diminished the wharfage accommodation required at the port? The necessity for wharfage accommodation is diminished by the rapidity of loading. Statistics will show that the sailing tonnage is decreasing almost year by year, and that the steam tonnage is increasing.
653. As a matter of fact, the ocean liners—the P. and O. boats, the Orient boats, the Messageries boats, German Lloyd boats, and the Anchor and Gulf lines—are practically capable of doing all the trade of this port? They do the bulk of the trade.
654. For this purpose there already exists ample wharfage accommodation? The bulk of the oversea trade is done by the Government wharfs at Circular Quay and Woolloomooloo Bay.
655. Do you happen to know if the wharfs round towards Miller's Point—Smith's wharf and Moore's old wharf—have been much employed of late years? I have had no opportunity of knowing what they are doing. At one time I was secretary to the Wharf Association, and had to do with wharfs. I do not think they are fully employed.
656. So that there is at all times in Sydney a certain amount of wharfage accommodation over and above its requirements? Always, and a very brisk competition to get the ships.
657. Has not there been a very large discount paid by wharf-owners? I do not know what the discounts are now; but in my time, that is eighteen years back, 75 per cent. was the maximum allowance.
658. Is not that proof positive that the wharfage accommodation at all times has been more than abundant? Most undoubtedly; no better evidence can be given.
659. If the outward and inward trade of Sydney were to increase by 25 per cent., do you think that there would still be wharfage accommodation for the trade? There would be ample accommodation on the eastern side of Darling Harbour, and with the increased accommodation at Woolloomooloo Bay I think there would be quite sufficient for the Government work.
660. At the present time, do you think it would be wise for anyone to build wharfage accommodation as a commercial speculation? I do not think so.
661. As it would not be wise for a private individual to do so, therefore it would be unwise for the Government to do so? That I cannot say.
662. From a commercial point of view, if it would not pay a private firm to build additional wharfage accommodation, it would not pay the Government to do so? The Government do not charge themselves anything for the capital.
663. If they treated it from a commercial standpoint, would it pay them? It would leave a loss.
664. No railway system which could be devised would prevent spirits and other dutiable goods from going into bond? Under the present tariff the bulk of the goods would go into bond under almost any circumstances, because there are no inland country bonds.
665. Have you ever taken part in the agitation to extend the railway from Redfern to the deep waters of Port Jackson? I have had nothing to do with it. As a public officer I have always abstained from taking part in any agitation.
666. But there was a time when you were not a public officer? I never interfered with the matter; I had a fixed opinion which I have not seen reason to alter.
667. *Mr. Humphery.*] Has there been a large increase of inward and outward tonnage during the last ten years? A very considerable increase. The figures showing the commerce for last year will be published almost immediately by the Government Statistician. There has been a gradual increase every year for the last ten years.
668. Notwithstanding the increase, there has been always ample wharfage accommodation? In my opinion, yes.
669. You have expressed an opinion that in all probability our imports would not increase to any large extent in the future, owing to the probability of our being able to supply our own wants;—now, judging from past experience, would not the exports largely increase? I presume and hope that the exports will increase with the increased prosperity of the country.
670. Having regard to the probable increase of our exports, would any advantage arise from connecting our railways with the various wharfs and distributing centres? I take it, as far as we know at present, by selling wool in Sydney, or having the opportunity to sell wool in Sydney, the producers have a chance of testing two markets, and they can elect which they will sell in; but generally, in order to do that, they store their goods for inspection. The wool must go into a store to be handled and dealt with before it is shipped, and therefore a railway would be no advantage to the shipper.
671. Your view is, that the connection of our railways with the various wharfs would not be sufficiently beneficial to justify the expenditure for either the import or export trade? That is my opinion at the present time.
672. *Mr. Lee.*] The articles of produce which it would appear possible to be exported direct from the railway by ships are grain, frozen meat, butter, minerals, and fruit? Yes.
673. Are you sufficiently acquainted with the railway connection with Darling Harbour and Darling Island to be able to say whether enough accommodation is available there to carry on that business? I think more than sufficient.
674. If it were necessary to run these things down by train to the ship's side, the wharfage accommodation already exists? Yes.
675. I think the Collector of Customs licenses some barges to carry railway trucks—to carry goods generally? Yes.
676. Are not railway trucks of frozen meat conveyed from the head of Darling Harbour to the Pastoral Finance Co.'s stores at Kirribilli Point? I think they are, but the Collector of Customs has no control over the meat.
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677. The frozen meat is transferred from the trucks into the ships? So I understand.

678. If the P. and O. boats, and other large boats, have their wharfs at Circular Quay, it will be quite possible for them to bring their frozen meat alongside in a truck on a barge and put it on board? No difficulty about it at all.

679. *Mr. Humphery.*] You stated that the various lines of mail steamers could nearly do all the trade of the port;—could you say what is the proportion of these mail boats to the whole of the tonnage arriving here? If I referred to public statistics it would be misleading, because these large vessels only bring a portion of a cargo to each port. Although a vessel may be of a very large tonnage, she may only bring a small tonnage of goods to this port—she may bring only 200 tons.

680. In replying to Mr. Wright's question, you were only considering the tonnage of vessels, and not the tonnage in connection with the trade of the port? I kept that in mind also.

681. Are we to understand that that tonnage exceeds all other tonnage? It is superseding the sailing vessels. These liners make three trips to a sailing ship's one trip, possibly.

682. What you wish to convey is, that the wharfage accommodation at the port will be increased because these steam vessels will put out cargoes perhaps three times in the year to an ordinary sailer's one cargo, and therefore the wharfage accommodation does not require to be increased in proportion to the increase in the tonnage of the port? That is so.

683. Can you speak as to the number of sailers entering the port, as compared with the number of steamers? The information is given in the Statistical Register. Speaking from memory, the steam tonnage is larger than the sailing tonnage.*

684. Not the steam tonnage but the number of vessels? The steam tonnage and the number of vessels would be shown.

685. Is that the experience of Newcastle also? No; at Newcastle the bulk of the tonnage is sailing ships. I do not mean intercolonial traffic but oversea traffic.

686. Your advice would apply to Port Jackson only? Yes.

687. *Mr. Hoskins.*] Although the steam tonnage has largely increased, and may still further increase where they can get valuable cargoes like wool, there are cargoes of minerals and other things requiring low rates of freight, which will always use sailing vessels—such as cargoes of shale and ores? Yes.

688. *Mr. Fegan.*] You spoke of the probable loss which the Government will sustain if they resume the private wharfs;—is it not a fact that the Government wharfs are paying well? I cannot say, because I do not know what they cost. I went into the question once, and I found that there had been an enormous outlay at Circular Quay. I went back to the time when the wharf was extended under a contract with Mr. Randal. That was a very heavy expense, and year by year money has been spent on the Quay. If an account were made out I am afraid that there would be a very large loss on the Quay as a commercial matter.

689. I understood you to say that you returned 75 per cent. of the wharfage dues to sailing vessels? I did in a few instances during the time I was secretary to the Wharf Association, but the rates were higher at that time.

690. You do not think the wharfs at North Sydney would compete successfully with wharfs at Circular Quay? I think they might do so. Steam punts and lighters would bring the goods across from the ships.

691. Do you think that they could compete under present conditions, seeing that the ships can lie alongside the wharfs without requiring lighters or tenders? Suppose the Government maintains a high rate of wharfage it would pay anyone to compete with them.

692. I think you will admit that in a commercial fight the Government would be able to retain their position as against private wharf-owners? If the Government competed, of course they would.

693. If it came to a question of returning one-half or three-fourths of the wharfage dues, private owners would not stand in a very good position? The Government could lower the rates, as they have done already. I am better acquainted with the English practice in London. The Government have nothing to do with the wharfs; the dock companies provide the accommodation. But even there outsiders compete with the companies; they put the goods into small steam lighters, and they land them at wharfs on the Thames, and at less rates than the dock companies charge.

694. The rates are more excessive there than they are here? I think some of the rates are very heavy; but you have to look at the value of property there.

695. A few years ago there was an agitation against some of the most powerful dock companies because of the excessive rates they charged? Yes; and they lowered the rates. The dock companies are about the worst paying speculations a man can go into in London. I think the less the Government interferes with these matters the better.

696. *President.*] Do you think there is anything else which it would be of importance to the Commission to know? I am not aware of anything.

FRIDAY, 5 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
The Hon. DANIEL O'CONNOR, M.L.C.
HENRY CLARKE, Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
FRANK FARNELL, Esq., M.P.

Captain John Jackson, Manager of Public Wharfs, made an affirmation, and was examined:—

697. *President.*] You are the Manager of Public Wharfs? I am.

698. You desire to hand in a return? I wish to hand in a return showing the earnings of the public wharfs for the year 1895. The total is £46,434 7s. 11d. [*Vide Appendix.*]

699. What wharfs have you in Woolloomooloo Bay? Only Cowper Wharf.

700. What wharf is the Government erecting there? Two berths on the eastern side where the land was resumed.

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701.

NOTE (on revision):—1876, sailing vessels, 1,512; steam, 801. 1894, sailing vessels, 689; steam, 2,270. 1895, sailing vessels, 706; steam, 2,415.

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701. How many berths will you have there when the work is complete? Nine, when the whole of what is in contemplation is complete.
702. Does that embrace the whole of the eastern side of the bay and the southern shore? Yes.
703. Where the southern shore takes a bend to the north and on to the rowing-shed will also be available some day for wharf frontage? Yes, to about the Corporation Baths.
704. How many berths could you have then in Woolloomooloo Bay? I think it would give about four more.
705. For first-class ships? They would be large berths, fit for the largest ocean-going boats coming here.
706. Is there ample room there? Yes; we could get any depth by dredging.
707. Between the Domain gates and Fort Macquarie, is there an area available for berths? Not very much.
708. Is it a suitable place for shipping? A part of it.
709. How many berths could be put in there? One good berth.
710. What berths have you in Sydney Cove? Including the P. and O. berth, there are seven berths; one is not quite completed.
711. Does that include the whole of the Government land? No, not the late A.S.N. Co.'s wharf.
712. What berthing-room is there there? It is being reconstructed; there will be five berths there.
713. How many berths does that give you in Sydney Cove? Thirteen altogether.
714. Following down the eastern side of Darling Harbour, right to the southern termination of the Darling Harbour Bay, has the Government any wharfage accommodation? Not on the eastern side.
715. On the western side, how many berths have you as far as the bridge? Eight berths.
716. You have eight berths inside Darling Harbour, suitable only for small vessels? Yes, to the southward of the bridge; but they are suitable for very large boats, too.
717. If the wharfs are properly constructed, what berthing-room will you have there? You could berth four very large ships and four medium-sized ships. You could berth eight ordinarily-sized ships there of, say, 2,000 tons each.
718. Between the northern side of the bridge and the wooden jetties running out into the harbour, what berthing-room have you there? There are three berths on the eastern side—that is, between the jetty and the bridge.
719. What have you at the jetties? The births include the eastern side of the eastern jetty.
720. What, in addition, is there? There are three large berths and one smaller one.
721. The three berths to the north of the wharf include the land between the bridge and the land side of the jetty on the eastern side of the eastern jetty? Yes.
722. How many more have you at these jetties? Taking from the bridge, six large births and one small one.
723. The Government has resumed a large portion of land, extending from these wharfs to the western side of Darling Island? Yes.
724. What room will you have there when the proposed scheme is completed? About twelve large berths.
725. No small berths? The small berths would come in between the jetties.
726. That includes the whole of the Government property, including the places where the ferries are carried on, and the frontages to those areas which are laid aside for public recreation? Yes.
727. Your statement is, that there is a possibility, without interference with private land, of thirteen berths being provided in Woolloomooloo Bay, one berth on the eastern side of Fort Macquarie, twelve berths in Sydney Cove, four large and four medium berths on the southern side of the bridge in Darling Harbour, and three berths to the north of Pymont Bridge and embracing the eastern side of the easternmost jetty, three berths, and a small one at the jetties, and twelve berths between these wharfs and Darling Island for large boats, and also accommodation for the small ones? Yes.
728. Is there enough trade to keep all your wharfs employed? Not all the year round.
729. Is there any time when the Government wharfs are not sufficient to do the trade? Yes, between four and five months in the year.
730. How many more wharfs would you have required to accommodate them this year? I could have done with four more berths.
731. Therefore, if Woolloomooloo Bay had been available and in a suitable position, you would, with these extra wharfs, have had sufficient to do the trade for this year? Yes, ample.
732. And those extensions which we have described round Darling Island and Woolloomooloo Bay appear to be sufficient for a very considerable time? I should say for thirty years. It is an immense area.
733. You make that statement after full consideration? Yes; ships are getting so much larger, and they carry immense cargoes.
734. Are you always fully equipped? Well equipped—equal to any wharf in the world—except at Pymont wharf.
735. They are shipping coal at the jetties at Pymont? Yes.
736. The coal trade there is regarded as temporary? Not that I know of.
737. There must be some alterations for the coal trade, either at these jetties or elsewhere? Yes.
738. Can you suggest a new site for the coal trade? I have not thought of the subject, but I will communicate my views to you in a few days.
739. Have you any suggestion to make in regard to wharfs for the export of wheat? I believe within a very few years the whole of the export trade will go from Darling Island.
740. It is ample for thirty years ahead? From the present Pymont wharf to Darling Island, including the island, will be ample for the next thirty years, if it is properly equipped.
741. The only drawback to the port at the present time is the unsuitability of the coal-loading appliances on the jetties at Pymont? Yes.
742. That is all that is wrong, in your opinion? Yes; my idea is that in a very few years all the Government wharfs in Woolloomooloo Bay and at Circular Quay will be wharfs for nothing else than importing, and Pymont wharf, including Darling Island, will be used exclusively for exporting.
743. Would it be an advantageous thing to connect Woolloomooloo Bay with the railway system? I do not think it would be wise to connect Woolloomooloo Bay.
744. You see no great advantage in bringing the railway closer to the port than at present? No.
745. Do you believe that the connection with the western side of the harbour is sufficient for this purpose? I think so.

746. With the large wharfage you have at Woolloomooloo Bay, ought a railway to Woolloomooloo Bay be constructed at once, or had it better be delayed? I think it will admit of delay.

747. *Mr. Lee.*] The revenue derived from the Circular Quay wharfs for 1895 was £32,000? Yes.

748. What interest does that represent on the capital? I am not able to say. I tried to get the information this morning, but I am informed that it will have to be obtained officially from the Treasury.

749. What are the working expenses of Circular Quay? I can give you the expenses as far as my Department is concerned. I do not know what the dredging might cost.

750. Will you state the annual expenses of the working of Circular Quay? I will have to refer to the Estimates before I can answer the question.

751. Are all the berths from the North Shore horse-ferry right round to Dawes Point permanently let? No.

752. How many berths are vacant? Only one of the large berths. It is the one at the south-eastern corner of Circular Quay. It is used for general purposes—that is, for sailing ships.

753. The berth is only casually let, as it is required for a sailing ship? Yes.

754. I suppose there are times when the berth is vacant? Yes; particularly in the dull portion of the year.

755. I suppose we may draw a great distinction between a permanent rental and a casual rental in this way—that is, in the wool season this berth will be fully occupied by sailing ships? Yes, and by steamers.

756. But there may be four or five months when there will be only an occasional vessel? Quite so.

757. The rented wharfs would be paying the same revenue every month throughout the year? Yes; but we collect the wharfages, which vary according to the quantity of a ship's cargo.

758. Any others? Yes; the old A.S.N. Company's wharf, which is being reconstructed. The old jetties, which are completely rotten, are being taken up. They are doing half of it this off season, and the other half will be done next year.

759. That means the erection of new jetties and new sheds and the deepening of the water to admit of large vessels coming in there? Yes.

760. How many berths are vacant there? When it is completed there will be no berths vacant, because they are all bespoken.

761. Are there any others? Not at Circular Quay.

762. Would that casual berth be suitable for berthing a line of large steamers? Yes; it is the longest berth at the Quay.

763. Is it capable of accommodating ships equal to the Orient and the P. and O. boats? Larger ships.

764. If any company wished to get a permanent wharf they could? Yes. It is 560 feet long.

765. These wharfs are let on an annual rental? Yes; an annual rental is paid in lieu of the usual tonnage dues which would otherwise be paid.

766. Do you collect the wharfage rates? We collect all wharfage inwards and outwards.

767. You get the rent and the wharfage on the stuff exported and imported? Yes.

768. At the vacant berth I suppose they pay tonnage rates and wharfage dues? Yes; the ship pays the tonnage dues, and the consignees either inward or outward pay the wharfage dues.

769. In fixing the rental of a wharf at Circular Quay, how do you arrive at what is a fair charge? We calculate how much tonnage dues a ship would have paid in ordinary circumstances. If she had been charged ordinary tonnage dues she would not have had an exclusive right to the wharf. We charge so much extra in order that the company should have an exclusive right to a berth. The calculation was worked out three years ago. I think the Orient Company would have paid between £1,500 and £1,600 a year in tonnage dues.

770. For having the absolute right to so many feet of wharfage they pay a percentage over and above what they would pay in tonnage dues? Yes.

771. Is there any growing desire on the part of shipowners to secure additional berths at Circular Quay? There has been of late. The E. and A. Co. go there for a berth and pay the ordinary tonnage dues, but they have not an exclusive right to the berth. When they are not using the berth I can use it for any other purpose.

772. If they desired to get an absolute right to the berth, could they rent it? Yes.

773. It suits their business arrangements not to rent it? Just so; it is cheaper for them not to rent it.

774. Is the tendency of the export trade to concentrate itself at Circular Quay or to divide itself at Miller's Point and round Darling Harbour? I think it has a tendency to go over towards Pyrmont.

775. Why? I could not say why; but for years large warehouses have been built at Pyrmont, and I presume it is for the convenience of getting the wool in there for sale. I do not know of any other reason.

776. You know pretty well how the goods are handled which come here from the country? Yes.

777. Suppose a railway were built along the western side of the city and the wharfs became Government property, do you think that a large percentage of the produce of the country could be taken direct to the ships and be sent straight away? No.

778. Why? Wool, for instance, has to go from the railway into the warehouses to be sorted and sold. Then, after the auction sale is over, it has to go from the warehouses to the dumping-places, and then it has to go on board the ships.

779. In other words, it is a product which has to be handled and dealt with before it is shipped? Yes.

780. Wool, I take it, is the largest item of export? No doubt.

781. Consequently it will bring the largest amount of traffic to the railway? Yes.

782. Taking the items which may be shipped direct, such as grain, frozen meat, minerals, and butter, have you seen any of these dealt with directly? I have seen frozen meat dealt with.

783. Will you be good enough to say how it is dealt with at the present time? I do not know how it is dealt with before it comes from Riverstone.

784. Is it the practice to freeze meat in the country? I cannot say.

785. Is it not nearly all frozen in Sydney? I think so.

786. How do they deal with it here? They take it in ordinary carts from the freezing works and bring it alongside the ship—even the Orient Co.'s boats—at night-time; and so they do at Pyrmont wharf and at M'Ilwraith's wharf—in fact, all the frozen meat is shipped in the way it is done in Darling Harbour.

787. Do Geddes freeze their meat at Kirribilli Point? It comes from the country in a railway truck which is put on a punt at Pyrmont wharf and taken over to North Shore.

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788. If that is possible would it not be equally possible to bring that car on a barge to the P. and O. or the Orient wharf, or to Woolloomooloo Bay, and ship the stuff direct out of the cars on to the boats? It is possible, but I think it would be more expensive.

789. The frozen meat is transferred to ships in this way by ordinary vehicles as well as by refrigerating cars? Yes.

790. Does that appear to be ample for the business;—do you think it is retarding the business? The only complaint I have had—and that was only a few days ago—was received indirectly from the Riverstone Meat-works, and it was that the Railway Commissioners objected to allow their carts to go through the railway yard at Darling Harbour, because they could have shipped the meat more quickly at Pymont wharf than by going round all the way to M'Ilwraith's.

791. Is that item of export of such weight and importance that it would justify the construction of a railway round the western foreshore for the purpose of shipment? I do not think so.

792. Do you think if a railway were made there would be two train loads of frozen meat in a week for shipment? I am sure there would not.

793. Consequently that item of export is not so large as to justify any great expenditure? No.

794. It has to depend for exportation upon the available space which can be found in the mail steamers? Yes.

795. And in the specially-constructed steamers which have come here occasionally? Yes.

796. But there is no such thing as a daily exportation of frozen meat? No.

797. If it were to increase 100 times, what then? Then it could be accommodated in the new berths at Darling Island. There is no doubt that that will be the great export depôt for wool and frozen meat.

798. You are very clear in your mind that there is no justification for resuming wharfs or constructing railways to deal with that? No; I am sure they would not put it into a truck.

799. The movement of butter is very much easier than that of frozen meat? Yes; it is packed in small cases.

800. Has there been any direct exportation of grain from this Colony? Not to my knowledge.

801. If it should become an item of exportation, how could it be dealt with under existing arrangements? It could go by rail to Pymont wharf, and be shipped direct from the trucks.

802. Suppose that there was a constant trade, how many ships a year could be berthed at Pymont and Darling Island, allowing ample time for a ship to unload and load? I should say 500, but it would all depend upon the despatch which a vessel would get. It would all depend on the appliances and the despatch.

803. Do you think that will be sufficient to deal with the trade of the port for the next twenty-five years? I have no hesitation in saying yes. I do not suppose the Colony will go ahead any faster than it has done during the thirty years I have resided here.

804. Suppose that got filled up, would it then be possible to fall back upon Woolloomooloo Bay if it were all wharfed? Yes.

805. Which would give almost as much accommodation as the two places you have spoken of? Yes.

806. Practically for twenty-five or forty years ahead the Government has ample accommodation for the shipping to take the produce of the country? I thought I was very much within the mark in saying thirty years.

807. Is that your opinion? It is my opinion.

808. I suppose it would be very difficult to calculate the cost of resuming all the wharfs along the foreshore? I think so. I have given some thought to this question, and it seems to me that if the Government resumes all the private wharfs it will unhinge all the importing and exporting business for years. It affects not alone the wharfs, but all the warehouses. It seems to me that if the Government resumes all the wharfs it will have to act for a certain time as a middleman between the producer and the consumer.

809. Is there not existing among the wharf-owners a system of differential or graduated rates? As far as I know the Wharf Association charges full rates. An agreement was made some years ago that no refunds should be made, but there are wharfs outside the Association which do give very large rebates—50 and 60 and even 75 per cent.

810. *Mr. Humphery.*] Are they important wharfs? Yes; they take a very large number of import ships, and some of the export ships as well.

811. *Mr. Lee.*] If the Government resumed these wharfs it would be necessary to make a rate for wharfage or tonnage or fix a rental or have some uniform rate? The Government has that now.

812. If the Government once departed from that and began to make differential rates I presume the wharfage business would result in endless confusion? Not always.

813. Is there not a class of trade carried in ships of a cheap and unimportant character where they cannot afford to pay heavy tonnage or wharfage rates? Yes, there are goods on which the wharfage is very heavy.

814. Where they will have to go to some remote part of the harbour to get cheaper wharfage accommodation? No. It is not the unfortunate importer, but a ring in London that gets the benefit of the refunds, so I understand.

815. Suppose that all the wharfs on the western side were resumed, is there not a class of small shipping trade which would not be able to go to these wharfs? There are all the coasting traders and the different companies which have a fixed business; it would unhinge the whole of their business.

816. *Mr. Wright.*] They pay no wharfage? It is added into the freight in most cases.

817. *Mr. Lee.*] Do you think the Government should resort to that sort of business? I do not.

818. Do they resort to that sort of thing at Circular Quay? No.

819. It is not likely that the State could pursue any such underhand policy as that? No. In order that you may not be under a misapprehension, let me add that I have recommended a refund of the wharfage on the wheat coming from California. If I had not done so, the wharfs outside the Wharf Association would have taken my business away; and the railways besides the wharfs would have been losers.

820. Do you think that if the Government were to resume the western wharfs and put them in a good state of repair and keep them well equipped, and construct a railway at the back of them to convey the stuff to and fro, it would attract any more shipping to them than goes there now? No.

821. *President.*] Which, in your opinion, is the more valuable wharfage frontage in Sydney—Sydney Cove, Circular Quay, or Darling Harbour, embracing also Miller's Point to the north and that area abutting on the bridge to the south. Taking it foot for foot which is the more valuable? Circular Quay.

822. Is it twice as valuable? Yes.

823. Would it rent for twice the money taking it right through? I think so.

824. You cannot tell us exactly what it cost you to earn £32,000 at Circular Quay in 1895? I think it cost about £2,500.

825. The distance, embracing Miller's Point and Darling Harbour, right to the end of the harbour, is twice the area of Circular Quay? I think so

826. If your calculation be correct, then the gross earnings of that extent of foreshore, if it were in the hands of the Government, would be £32,000? Yes.

827. *Mr. Roberts.*] What allowance did you make on the Californian wheat? Thirty per cent.; if I had not done it, I should have lost some thousands of pounds.

Capt. J.
Jackson.

5 Mar., 1897

TUESDAY, 9 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Captain John Jackson, Manager of Public Wharfs, further examined:—

828. *President.*] You have obtained some information which was desired by the Commission on Friday? I beg to hand in a return showing the cost of the management and collection of the revenue for the year 1895. [*Vide Appendix.*]

829. Does it show the interest on the capital expenditure on each wharf? No; that information is being prepared.

830. *Mr. Hoskins.*] Have you the cost of all the Government wharfs? The Treasury is getting that information prepared, and I am preparing the whole of the revenue returns since 1874.

831. *President.*] Will you be good enough to give the figures for each wharf? In 1895 the cost for Circular Quay was £2,201 19s. 6d.; for Cowpor wharf, £667; for Pymont wharf, £583; for Darling Harbour, £314 4s.; for Blackwattle wharf, £354; for Byron Bay, £125; for Woolgoola, £125; for Coff's Harbour, £125; and for White Bay, £65. I may state that the cost of the collection in the case of the two wharfs to the northward is more than the revenue—the cost exceeds the collection by about 50 per cent.

832. You were asked to consider the respective values of the foreshores of Sydney Cove and Darling Harbour, right from Miller's Point to the end of the harbour for leasing purposes, and to submit a comparative statement based on what is obtained by the Government for the Sydney Cove wharfs, to enable us to form an opinion as to what may be reasonably expected from the wharfs from Miller's Point to the head of Darling Harbour? I must qualify the statement slightly. Circular Quay is of far greater value if all things were equal. Circular Quay is of the greatest value for the present trade, but some of the Darling Harbour wharfs—that is, the intercolonial wharfs—are of greater value for that purpose than Circular Quay would be, because Circular Quay or Farm Cove would never be suitable for the intercolonial trade. The whole business of the intercolonial trade is centred in Sussex-street.

833. Can you make a comparative statement, taking 4,000 feet of frontage in Sydney Cove and 4,000 feet of frontage in Darling Harbour—that is, 2,000 feet above the bridge and 2,000 feet below the bridge? It is only guesswork, but I should say that the wharfs in connection with the intercolonial trade at Sussex-street are of equal value with Sydney Cove wharfs.

834. Taking it right through, does the State get a fair return from Sydney Cove? I think so.

835. Can you make a statement as to 4,000 feet in Sydney Cove and 4,000 feet in Darling Harbour, taking an average of their respective values? There are some parts of Darling Harbour which are of very little value. There are 4,000 feet at Darling Harbour, above the bridge, not worth, I suppose, one-fourth of what Circular Quay is; but there are other parts of Darling Harbour which are—for instance, the Union Company's wharf, Huddart Parker's wharf, and the North Coast Company's wharf.

836. Would 8,000 feet in Darling Harbour, taking the length we have described, be twice as valuable as 4,000 feet in Sydney Cove for leasing purposes? I think 4,000 feet of the wharfs I mentioned would be of equal value to 4,000 feet at Circular Quay.

837. Would the other 4,000 feet be one-half, or one-third, or one-fourth of the value? It all depends upon what business there is to do.

838. Is it one-half the value? I should say about half.

839. Taking the whole of Darling Harbour right through, a foot of Darling Harbour would be worth, for leasing purposes, about three-fourths of a foot in Sydney Cove? That would be it, approximately.

840. Have you taken into consideration that, generally speaking, in Sydney Cove the boats are berthed parallel to the frontage, whereas in Darling Harbour they are generally berthed at right angles? Nearly in all cases.

841. Does not that fact alter your statement in any way? I do not think so. I do not consider the boats at all; I consider the frontages for leasing purposes.

842. If it were in the hands of the Government, you think you could collect for a length of the foreshore we have described, foot for foot, three-quarters of what you get for Sydney Cove? I think so.

843. If it were resumed, could we base the returns on that proportion? Yes; I would leave the jetties out altogether.

844. Is it your opinion that if the Government were to resume the frontages to the extent of 8,000 or 9,000 feet you would get between £40,000 or £50,000 a year from the lessees, or would you get more? I think we would get £40,000 a year; but, of course, it would depend a great deal upon the business done.

845. We cannot separate your reply from the information upon which you base it? There is no basis to go on except the value of the Circular Quay wharfs.

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846. Do you consider that is a fair basis? The only basis we have is the public wharfs.
847. Taking the basis of the public wharfs, do you think it is reasonable to suppose that you would get £40,000 or £50,000 a year if the wharfs were resumed? I think so.
848. *Mr. Hoskins.*] Is it not a fact that a great many of the wharfs in Darling Harbour have scarcely a vessel lying at them for six months in the year? The principal part of Darling Harbour is taken up with intercolonial ships.
849. I mean the wharfs where the foreign vessels lie? Those wharfs are round at Miller's Point.
850. *Mr. Humphery.*] In estimating the value of Darling Harbour have you taken into consideration the fact that the jetties berth a larger number of vessels than can possibly be berthed if the vessels lie broadside on at the Quay? I have thought of that; but I would rather leave the jetties out altogether.
851. How can you leave the jetties out in estimating the value of the wharf frontage? If we take Circular Quay as a basis it is all frontage.
852. *Mr. Wright.*] You have jetties at the lower end of Circular Quay? Yes; but we do not use them very much. Jetty berths are never anything near the value of a broadside berth. At a jetty of (say) 35 to 40 feet they put two vessels to discharge inward cargo. In my estimation that is not right. When two vessels discharge inward cargo at a narrow jetty the cargo all becomes mixed.
853. *Mr. Humphery.*] At Circular Quay, lying broadside on, what frontage would you require for one of the Union Co.'s largest boats? About 300 feet.
854. With 300 feet frontage at Darling Harbour, how many jetties could you have? Two.
855. Which would accommodate four vessels? Probably.
856. Does it not follow, if you are using jetties at Darling Harbour and not at Sydney Cove, that for business purposes Darling Harbour must be more valuable to the lessees? It is of as much value I think as Circular Quay for that particular business. For the Union Company and the coasting boats in the intercolonial trade I think it would be fair to say that it would be of equal value to Circular Quay, but I do not think it would be of any greater value.
857. Is this what you wish to convey: that the rent obtained from one berth at Circular Quay would be equal to the rent obtained from four berths in Darling Harbour? As you put it, I think it is right. A large berth at Circular Quay would be equal in value to two jetties at Darling Harbour.
858. In estimating the leasehold value of the frontages to Darling Harbour, does your estimate of an annual rent of £40,000 or £50,000 include Sydney Cove, Miller's Point, and Darling Harbour? The whole of Darling Harbour, which starts from Miller's Point.
859. What properties would you include in your estimate? I would take from Smith's wharf right up to the iron wharf in Darling Harbour.
860. Upon what do you base your estimate? It is only an approximate estimate.
861. Would it not be more correct to say it is a random guess? It is very random.
862. It is not based on any figures or any knowledge? Except the value of Circular Quay. I told the Commission on Friday that I know nothing about the collections they have.
863. The opinion you have expressed as to the annual value of these frontages may be regarded as a random estimate? It is simply my own idea of what it would be.
864. *President.*] Regarding that opinion as an approximate statement of the value of the frontages in Darling Harbour, can we apply it round to Dawes Point on the same basis? Round by Dawes Point there are some very large broadside berths.
865. Is it as valuable as Circular Quay? No.
866. Would your three-quarters value still pretty well hold? Yes.
867. You were also to think over the question of broken goods, and the value of a railway to the foreshores of the harbour;—can you make a statement in regard to those matters? I have made a statement as to the exports. I do not think the goods put from the ships into the railway trucks would be enough to pay for the greasing of the wheels. Nearly all the cargo which arrives here is taken to the warehouses.
868. Do you know the dray freight from the ships to the railway? It varies, but I think it is 1s. 4d. a ton now.
869. Can we take 1s. 6d. a ton as a fair estimate? I think so.
870. A comparison between the cost of 2 miles carriage, road and rail, would not be a fair one, because the route is not direct? No. It has to go to warehouses to be repacked, but of course there are a few exceptional cases where it goes direct.
871. With regard to a general principle or general expenditure, those cases are not worth considering? No.
872. We infer from your evidence that Sydney is a distributing depôt for the Colony? Undoubtedly.
873. The goods are broken here? Yes.
874. Have you formed any opinion as to which will be the best shipping depôt for coal in the port? I think Glebe Island.
875. How would you get to Glebe Island? By train.
876. If the coal has to come from Eveleigh to get to Glebe Island without passing over a bridge, you would have to turn back along the southern line some little distance? I do not know anything about the lines of railways.
877. In forming an opinion as to the best place in the harbour to carry on the coal trade you have to consider the accessibility of the place? A branch railway would have to be constructed from a main line to Glebe Island.
878. You propose, in reaching Glebe Island, to cross over a bridge near the present bridge? Yes; but I could not say where.
879. Why do you believe it is the best place to ship coal at? In the first place because it belongs to the Government, and in the second place because there is deep water. There is plenty of room for constructing shoots on the island. I think the coal could be shipped by shoots instead of cranes, which would save an immense deal of labour and cost; I mean something on the same principle as the Stockton Coal Company has at Stockton wharf at Newcastle. It saves all the hydraulic machinery and everything else.
880. In your opinion the present coal-shipping appliances in this port are unsatisfactory? Yes.
881. And after considering the question you have come to the conclusion that the best shipping place will be Glebe Island? Yes.
882. Where do you think that wheat will eventually be shipped? I think it will be shipped from the wharfs which will be constructed between Pyrmont wharf and Darling Island, including the latter.

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883. Where is frozen mutton to be shipped? At the same place, and the railway will bring it to the warehouse if necessary.
884. Where is the wool to be shipped? At the same place.
885. There is ample room there in conjunction with what you have got elsewhere? Yes.
886. You regard Woolloomooloo Bay as an import bay? Yes.
887. You do not believe it is necessary to connect the bay with the railway? No; I consider Woolloomooloo Bay and Circular Quay will in a very few years be used exclusively for importing.
888. And no connection is necessary with the railway, because there will be no trade direct from the wharfs into the interior at present? No.
889. *Mr. Hoskins.*] Do you think there ever will be a large trade done through the Woolloomooloo wharfs? There is a good deal of trade done there now.
890. All you are doing now with the new wharfs is to unload broken metal there for the streets? It is past the wool season now; but Woolloomooloo Bay has been pretty fully occupied during the past season.
891. With three berths; but what about the berths which are going to be built round towards Potts' Point? Only two berths are going to be built, and I think there is a firm in Sydney which will take the two.
892. As regards the import trade and export trade of Sydney, is it your opinion that Sydney is amply supplied with wharfs, and will be supplied for many years to come? Yes.
893. *Mr. Clarke.*] In your estimate of the annual revenue to be derived from Darling Harbour, did you include the associated wharfs from Walker's wharf to Smith's wharf? No.
894. Then there would be a further income derived from those associated wharfs? I think so.
895. Do you think that Darling Island would not be a very good place to ship coal from? I think it would be a pity to put coal there. I think it will be occupied by other products.
896. Do you give any rebates on wharfages? Yes; on wheat.
897. It is the custom, I believe, for the owners or agents of vessels to receive rebates? Yes, where they can get it.
898. And sometimes something is given to the captain as well? I do not know.
899. Are you aware that sometimes as much as 50 per cent., and even more, has been refunded? I am quite sure it has been as much as 75 per cent.
900. If the Government resumed the wharfs that would put an end to any rebates? I do not think so.
901. Would the Government give rebates? No; but even if the Government did not there would be plenty of foreshore where private people would put up wharfs and give rebates and compete with the Government.
902. *Mr. Hoskins.*] Suppose that the wharfs in Darling Harbour were resumed by Government, do you or do you not think that people would start wharfs in other parts of the harbour with the view of attracting customers? Of course they would.
903. Therefore, the expectation of the Government that they would get all the trade would not be realised? No; it would pay people to put wharfs on North Shore and punt the things across.
904. *Mr. Clarke.*] Are you aware that some of the associated wharfs in certain parts of the year are almost idle? All wharfs—the Government wharfs as well as the others—are.
905. That is not the case in Darling Harbour? Not at the Pyrmont wharfs, which are nearly always occupied.
906. I mean at the private wharfs? They are not fully occupied; no more are the wharfs in Woolloomooloo Bay or Circular Quay in the off season.
907. Are you aware that nearly all the private wharfs in Darling Harbour are pretty well occupied at the present time? Yes.
908. Do you think that the appliances at the private wharfs in Darling Harbour are quite sufficient for the public? I think so. Private owners seem to me to improve their properties as they are required.
909. Do the steamship companies charge wharfage in Darling Harbour? I do not think they do. In some cases they may, and in other cases they do not. I think it is generally added on to the freight.
910. Are you aware that most of the butter when it comes from the country, either by rail or sailing vessels, is sent to refrigerating rooms in various parts of the harbour, and that it is then carted to the various shipping places? Yes.
911. It would not be any benefit to the butter trade if a railway were made round the wharfs? I do not think so.
912. *Mr. Hoskins.*] Is it a fact that a number of the private wharf-owners at Miller's Point and Darling Harbour have not obtained a permit from the Government to build their wharfs in the harbour? I am not prepared to say that.
913. You do not know whether they pay any rent to the Government for the right to occupy the foreshores? I think they do; I think the Department of Lands look pretty well after that.

WEDNESDAY, 10 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C. |
 The Hon. JAMES HOSKINS, M.L.C. |
 The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C. |
 HENRY CLARKE, Esq., M.P. |
 CHARLES ALFRED LEE, Esq., M.P. |

JOHN LIONEL FEGAN, Esq., M.P. |
 THOMAS HENRY HASSALL, Esq., M.P. |
 GEORGE BLACK, Esq., M.P. |
 FRANCIS AUGUSTUS WRIGHT, Esq., M.P. |
 FRANK FARNELL, Esq., M.P. |

William Thow, Chief Mechanical Engineer, Department of Railways, sworn, and examined:—

914. *President.*] What position do you hold? I am Chief Mechanical Engineer for Railways.
915. Have you any knowledge of the various schemes of railway extension before this Commission? I have no distinct knowledge of them, except what I have gathered from the Press from time to time.
916. You are aware of the Commissioners' proposal to extend the railway system to a site in Hyde Park? Yes.

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W. Thow. 917. You are not prepared to make a statement on the relative merits of a surface line and a line in a tunnel? No. Generally speaking, I consider a surface line very much better than a line in a tunnel. I should always prefer a station that had not to deal with a line running through tunnels. My experience of the underground railway in London would lead me to think that where tunnels could be avoided they ought to be avoided.

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918. Take, for instance, the question of a station site, and then divide that question into two, namely, the convenience of passengers and the convenience of working such a station, and then draw a comparison between an underground station and a surface station? Both the convenience of the public and the convenience of working are much greater on a surface station.

919. Why? The fact that passengers have to ascend and descend, even though you may give them the best appliances for that purpose, is an immense objection to a station underground.

920. The approach to the station is better on the surface than it is underground. Unquestionably. Then for the working of the station you have the thing before you in daylight; whereas, if you adopt a tunnel as an entrance to the station, you can see no farther than the mouth of the tunnel. The simplicity of working a station in daylight, as compared with a station which is approached by a tunnel, is very great indeed.

921. Is it a very vital thing, in your opinion? For successful working, I think it is.

922. You think it is almost vital? I think so. I should consider it so if I were choosing between a station on the level and a station approached by tunnels.

923. You do regard it as a vital question? I regard it as being a most important question. I do not say that both stations cannot be worked, because we know that they can. In that sense, perhaps, the word vital would be an improper one to apply to it. We know that a station may be approached by a tunnel and still be worked; yet the difference is so great that, generally speaking, I should say the importance of a station not approached by tunnels is very great.

924. In regard to efficiency, there can be no doubt about a surface station? None whatever.

925. In regard to the cost of working, is there any doubt in regard to a surface station? The cost of working is less.

926. Therefore, in regard to efficiency, convenience, and cost of working, a surface station, in your opinion, is infinitely better? Yes. Now, let me say what I meant by approaching stations in tunnels. I am speaking upon a question which would be illustrated by an underground line such as the underground line in London, where the tunnels approach the station from each side, and where the tunnels are long and continuous. A short tunnel is an inconvenience; but then it is not an objection to the same extent that long continuous tunnels are. Another distinction: tunnels on both sides of a station must make it much more difficult to work than one tunnel on one side of the station, especially if that tunnel is a short one. I want you to understand the idea of a station approached by tunnels that I had in my mind when I was speaking just now.

927. Why will an underground station be more costly than a surface station;—do you mean that it will require more hands to work it? Undoubtedly, simply because your view is limited of the working which has to be brought in to it and taken out of it. It would require an increased number of signals, I take it, as well as an increased number of hands.

928. Would it be a serious matter to have the suburban traffic brought into a terminal station in Sydney by a great length of tunnel, say a tunnel 30 chains long? I should very much prefer to have an approach without a tunnel unless the tunnel were a long way off.

929. Is there any objection to a tunnel on the line of route not immediately contiguous to the station? It depends upon how far it may be from the station. I think, for instance, the tunnel at Redfern is a very great inconvenience. That will give you an idea of what I mean. All the traffic has to pass through the neck of a bottle as it were, just a short distance from the station, and anything of that kind must inconvenience the traffic.

930. Imagine a tunnel midway between the stations leaving a distance of 2,000 feet between the end of the tunnel and the terminal station? I should think it would be a great inconvenience.

931. What objection would there be to working a line with a tunnel in it provided that you had the same width of line and that it was contiguous to the station? No difficulty unless it congests the traffic. On the Hawkesbury line there is no inconvenience in having a tunnel beyond the inconvenience of increased capital cost.

932. Take the question of the inconvenience to the passengers travelling in a tunnel 30 chains long? With regard to ventilation, I do not think there would be any difficulty.

933. You could keep the tunnel clean? I think so.

934. You could construct the tunnel so that it would not affect the travelling public? Not materially.

935. How would you propose to ventilate a tunnel of that kind? That would depend a good deal on its position. There are various ways of ventilating a tunnel. An ordinary fan and other means which produce a current of air are tried. The descent of water, for instance, carrying down a current of air with it, where the natural conformation and the supply of water are suitable, has frequently been used for the ventilation of tunnels, and very successfully, too.

936. In your opinion, a tunnel, as far as the travelling public are concerned, can be sufficiently ventilated? As far as that length of a tunnel is concerned, I do not think there would be much objection to it in the way of ventilation.

937. Have you travelled through the tunnels on the Illawarra line? That is a single line, and you can never get a single line tunnel clear because of its width. The tunnel in which it is proposed to carry the suburban traffic could be ventilated much more easily than a tunnel on a single line. I do not think there would be any difficulty in keeping a tunnel to accommodate four sets of rails moderately free.

938. Are there any other means by which you can ventilate a tunnel? Other means are used. Fires, for instance, are sometimes used, but it depends on the position, the conformation of the ground, and the construction of the tunnel, what means are used. I do not think there is any difficulty in finding a mechanical means for ventilating a tunnel.

939. Suppose that instead of passing through the parks with a cut and cover, or an open cutting with abundant ventilation, you were 30 feet under the park going from Liverpool-street towards St. James' Church, and the tunnel were 30 chains long, how would you ventilate it? I am not prepared at present to say what means I should adopt, but I have no doubt that mechanical means could be used to ventilate such a tunnel.

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910. There is an idea abroad in the community that the moment you enter a tunnel you suffer some inconvenience, and the question is whether that inconvenience is sufficiently great to justify huge land resumptions? I think the question is simply one of convenience to the public.
911. Why, in your opinion, is a surface line better than a line in a tunnel? Simply because you have a free open line, and you are not submitting the traffic or the public to the inconvenience of a tunnel.
912. What is the inconvenience of a tunnel? There are various inconveniences.
913. Would there be any inconvenience in regard to ventilation? That you could make the ventilation in a tunnel as pure as the outside air I do not believe, but I do believe that the ventilation of such a tunnel could be effected. In the Mount Ceniz tunnel there is good ventilation. There is no inconvenience, comparatively speaking, in passing through that tunnel.
914. *Mr. Hoskins.*] The locomotives do not burn coal? They use the ordinary locomotives, and the ventilation is very good. That people travelling through the tunnels would not prefer to travel in the open air I do not believe for a moment, but still there you have an example of ventilation in tunnels.
915. Have you ever travelled by the London and North-Western Railway from London to Liverpool? Yes.
916. You are aware, I presume, that as you approach the terminal station at Liverpool you have to go through a tunnel on an incline? Yes.
917. There is very much traffic on that railway? Yes.
918. Is there any great inconvenience caused by that tunnel? I think so. I would very much prefer an open cutting.
919. Have you ever heard of the authorities of that railway saying that great inconvenience is caused by the tunnel? I am quite sure that railway people would prefer an open line. There is no railway man who would prefer a tunnel in entering an important station if he could get rid of it.
920. In the case of the underground railways in London, is the smoke in the tunnels an inconvenience? It is a great inconvenience.
921. Why? Because they cannot ventilate the tunnels to any extent; they have to trust simply to natural ventilation.
922. Why cannot they be ventilated? They have not the means of doing it without going to very heavy expense; it has never been provided for.
923. What would the heavy expense be? They would have to acquire property, put down engine-houses and fan-houses, and carry their fuel, and go to a very large expense indeed for every length of tunnel.
924. If it be so expensive a thing to do in London, why is it that it may be done so simply here? Because we would have only one tunnel, I take it, to deal with, whereas there they have tunnels right along the whole route.
925. They have air-holes in the Temple Gardens? They cut their tunnels where they are able to do it, and allow the air to pass out. There is nothing more than mere natural ventilation in those tunnels.
926. *President.*] In the underground railways in London the smoke is a great public inconvenience? The gases passing from the engine are.
927. There will be as much smoke from an engine in Australia as there is from an engine in London? Just about the same, I think.
928. There would be the same amount of smoke in a railway tunnel in Sydney as there is in an underground railway in London? Yes.
929. Unless some special trouble were taken here which has not been taken in London there would be serious inconvenience here? Unless you ventilate the tunnel by special means I think it would be a serious inconvenience.
930. Is there a special need for ventilation in London? I think so. Wherever you have a long tunnel there is a special need.
931. Notwithstanding that fact it has not been done? Not in the underground tunnels.
932. Although it has been so serious a matter, it has been regarded as wiser to allow the public to submit to the inconvenience rather than go to the expenditure of ventilating the tunnels? No. I do not think the difficulty which has since arisen was properly understood when the tunnels were made. It was assumed at the time the underground railway was inaugurated that locomotive engines could be constructed so as to confine the gases in the fire-box and smoke-box of the engine until they came to an open place, and then allow them to escape. That was the idea on which the engineers who constructed the underground railway worked, and the fact that the gases could not be confined in the engine became apparent afterwards. The tunnels have since become very foul indeed from the escape of those gases and the enormous increase of traffic which took place.
933. *Mr. Hoskins.*] I suppose you know that it is proposed to substitute electric railways under the underground railways in the metropolis? I think it is very likely that they will. The idea at the time was that they would not have to abandon the use of steam in the tunnels. Instead of allowing the steam to pass up the chimney they took it back into tanks and condensed it there, so that steam could be used all the time the train was in tunnels. The only object they had in view was to confine the gases from the fire-box in the engine, so as to prevent their emission in the tunnels.
934. *President.*] Is it a fact that in some of the recent legislation in London, the Board of Trade has prohibited the use of steam, and that in a recent Act, which was obtained by the proprietors of some important underground railway, it was made imperative that no steam should be used? I have no doubt that was the result of their experience of the underground railway.
935. Of a tunnel? Pardon me, sir, not of a tunnel, but of the underground railways. You have a special system which is totally different from ordinary railway tunnels.
936. The members of the Board of Trade are presumed to be men pretty well up to date? Precisely so; but I should think that the Board would never say that no railway company was to construct a tunnel.
937. You grant that the Board of Trade did say, in connection with tunnel work for carrying passengers in London, that they should use electricity, or rather, that they should not use steam? Where they have a repetition of the underground railway, certainly I should think the Board of Trade tried to get the best accommodation for the public that they could.
938. Does it not appear to you that the Board of Trade regarded the working of steam engines for passenger traffic in tunnels, in London, as a serious matter? Judging from the experience it has had with the underground railways, I should say yes.

- W. Thow. 969. The Board of Trade has as full a knowledge of means of ventilation as it is possible for anyone to obtain? I think so.
- 10 Mar., 1897. 970. Notwithstanding that, they believe that it was unwise to extend the system of tunnels worked by steam in London? Apparently.
971. Will you explain how you can ventilate an underground railway in Sydney and not in London? I do not think you will succeed any better in the ventilation if your underground railway here is similar to the underground railway in London.
972. Therefore, if it be an underground railway in Sydney, the differences, which are sufficiently strong to weigh with the Board of Health, ought to prevent us from constructing here a railway worked by steam? Certainly. I would not recommend an underground railway for Sydney.
973. You would have no objection to a portion of the railway being underground? That would depend on the length of the portion.
974. Will you limit your length? If it was a long tunnel I think it would be an objectionable thing; but if it is only a short tunnel ventilation can reduce the objection.
975. Give us an idea between a short tunnel and a long tunnel? I have no doubt that a tunnel, say half a mile long, would be an objectionable thing, as far as the passengers are concerned; but I do not say that even a tunnel half a mile long it is impossible to ventilate.
976. *Mr. Humphery.*] Will you explain how the tunnel through Mount Ceniz is satisfactorily ventilated? That tunnel is constructed with two inclines, ascending from a lower level to a higher level; they are not equal inclines in length, and towards the centre of the tunnel there is a natural draught.
977. *Mr. Hoskins.*] Have they not fires at the end? I am not quite sure that they use any other means than the natural means I mentioned; but I think they have openings near the apex of the tunnel.
978. *Mr. Lee.*] Have they an exhaust fan there? I do not think so; I do not think they have any mechanical appliances, unless it be fires.
979. *Mr. Roberts.*] Is there any difference between the ventilation of that tunnel and the ventilation of the St. Gothard tunnel in Switzerland? I have not been through the St. Gothard tunnel, but I know the other very well.
980. *Mr. Humphery.*] How is the smoke disposed of? It simply passes out with the air.
981. By what means—by openings to the surface? By the draught through the tunnel to the points where the air escapes.
982. What distance apart are the shafts? I am not sure; I do not think there are many shafts.
983. How wide is the tunnel? It is only for two pairs of rails.
984. It would be much easier to ventilate a tunnel able to accommodate three pairs of rails than to ventilate a tunnel to accommodate two pairs of rails? It would give a better chance for ventilation.
985. *President.*] The pollution of the air depends on the amount of smoke introduced into the tunnel? Yes.
986. How many trains a day pass through the Mount Ceniz tunnel? I am not able to tell you just now; but it is not a very rapid traffic.
987. Would there be half a dozen trains a day? Fully that, I should say.
988. It is probable that every train entering that tunnel would go into pure air,—that the tunnel would have had time to clean itself between the departure of one train and the arrival of another? I think that is very likely.
989. Do you know the traffic which comes into Redfern? Yes; we have 300 or 400 engines passing through Redfern tunnel every day.
990. *Mr. Parry*, in his evidence, said:—"On the 29th January, an ordinary day, the total number of passengers and goods trains, and light engines, passing through Redfern tunnel, to and from the station, and Darling Harbour, was 561, and the number during the busiest hour was forty-five. On last Eight-hour holiday the number of trains increased to 701, and the number during the busiest hour of the day was fifty-two." Suppose that thirty trains an hour pass through the Redfern tunnel in the morning, that is a widely different thing to consider from one train passing through a tunnel in an hour? Yes.
991. Then the question of ventilation becomes a serious question? The adoption of a tunnel is a thing which I could not recommend, but at the same time I think there are means of ventilating tunnels which might mitigate very considerably the evil you suggest.
992. The evil would still exist? To a certain extent it would undoubtedly; but that it would allow the tunnel to be as foul as a Wollongong tunnel or the underground railway tunnels in London, I do not believe for a moment.
993. Although the Board of Trade appears to regard the question of ventilation as almost insuperable, you do not think it is? I do not think it is under certain circumstances. As far as an underground railway is concerned it seems to be insuperable, and if you have a similar case in Sydney it will be insuperable here too.
994. What is your opinion with regard to using electric engines as far as Burwood or Strathfield on the western line, and Hurstville on the southern line, and running these electric engines right into the central station wherever it may be? I do not see any necessity for it. I think it will be a great mistake to introduce two systems of traction on these railways.
995. You dismiss that idea if it carries with it the extension of electricity to the suburban lines? Yes. The evil of having two systems of traction between Eveleigh and any terminal station you may erect in Sydney will be enormous. I think it ought to be placed altogether out of consideration.
996. Do you think we could apply electric traction to the whole of the suburban traffic? I do not think it would be a good thing to do. I think it would be almost as great an evil as to have a break of gauge there.
997. It is not worth consideration, you think? I do not think there is any necessity for adopting it, as far as the Sydney traffic is concerned.
998. *Mr. Wright.*] The suburban traffic is quite distinct from the through traffic? Yes, as far as the engines and carriages are concerned.
999. You do not think we should adopt electric traction for the suburban traffic alone, leaving the through rails for the through traffic? I do not see any necessity for it. To introduce it as a novelty would be a mistake, I am sure.
1000. *Mr. Lee.*] Would it be necessary, if it were applied to suburban traffic, to apply it to the long distance

distance traffic also? I do not think it would be necessary. I think the importance of having steam traction for the long-distance traffic would certainly never bring about a substitution of electricity for steam.

1001. Why would it be as bad as a break of gauge to have an electric engine run out to Hurstville on the line on which steam traction is now used? Simply because you introduce two systems of traction instead of one. At present we can take any engine we have and put it on to any train.

1002. Why cannot you do that with an electric engine? You cannot.

1003. *Mr. Hoskins.*] If you had a sufficient number of engines you could? It would make another system. It would be worse than running tram-motors and our locomotives on the same road.

1004. *President.*] Therefore we can dismiss the question of working the suburban traffic by electricity at present? I do not see any necessity for it.

1005. *Mr. Hoskins.*] I suppose you know that a portion of the Pennsylvanian railways—a large system in America—is now worked by electric engines? I know that they have been using it on some parts of their lines, but only as a trial.

1006. But they do work them? I think they have been making experiments with it, but I do not think they have adopted it yet.

1007. *President.*] An underground system of railways may become necessary in Sydney some day; electric traction in a tunnel is not a serious matter, and therefore it may be possible to do the whole of the passenger traffic from the suburbs by means of a system of tunnels, whereas if you preserved the steam you had to have a surface line or a specially-ventilated line? I think the steam will deal with our passenger traffic on the suburban line or the main line sufficiently well for the next half century at all events. Therefore I do not see any necessity to introduce electric traction unless it be on the ground of economy, and I am not aware that there is any economy in it. Unless it be on account of economy there would certainly be no attraction in introducing electricity in place of steam, as far as I can see.

1008. *Mr. Hoskins.*] In America they hold that economy is power? I doubt that. I do not think they have got very much out of electricity on railways in that respect. What I am looking at is simply economy of working. Unless electricity can be put in place of steam, for say 90 per cent. of the money which steam costs, I do not think there is any attraction for it.

1009. *President.*] Will you state the length of tunnel which you believe can be advantageously ventilated, and which will not be any inconvenience to the travelling public? I said that a tunnel under half a mile long might be ventilated by mechanical means in a way which would not be disadvantageous to the public.

1010. Would you say more than half a mile in length? I do not know that I should. I think half a mile is quite long enough for any tunnel to be ventilated by mechanical means; but if the question were put before me as to whether I should prefer a line with no tunnels to a line with tunnels, I should say, undoubtedly, the open line is by far the better.

1011. Suppose that a surface line will cost £500,000, and a tunnel will cost £250,000, then you have the question of cost also to weigh? I can only say that an open line would still, in my opinion, be worth a very great deal more than a tunnel.

1012. From a working standpoint, and also from the standpoint of comfort to the passengers, what do you think? It would be justifiable, I think, to spend more money on an open line than on a line with a number of tunnels in it.

1013. Is it possible to shut off steam at Redfern, and by any contrivance—by the attachment of an electric motor or by cable, or by any other contrivance—to satisfactorily work the line into the city, or must the train go right on with the steam locomotive? It is quite possible, but it is not satisfactory.

1014. *Mr. Humphery.*] Is it being done anywhere at the present time? It has been done in several places. It used to be done on some of the earlier lines in England.

1015. *Mr. Hoskins.*] At Lime-street station? It used to be done there, and I think also at Euston. I think the Glasgow tunnel from Queen-street station is still worked by rope. A cable is used, but the locomotive is also used, and has been used to my knowledge for thirty or thirty-five years. It used to be worked separately by a rope, and when the train arrived at the top of the incline the rope was taken off and the locomotive was put on, but the inconvenience of the delay to the public—the waiting to change the system of traction was so great that they sent the locomotive down into the station, and they now work the trains by locomotive and cable combined.

1016. *President.*] They are all abandoned? They are all abandoned, practically. At Lime-street station and at Euston they have put on powerful engines to do the work.

1017. *Mr. Lee.*] The one in Glasgow was used for the purpose of getting up a grade? They are all used more or less for that purpose, but the Glasgow grade was stiffer than the grade at other places. The first purpose was to do away with the locomotive in the tunnel at Glasgow, and they worked the train by a rope; and then they found the delay was so great that they now put the locomotive on and unhook the rope when they get to the top and let the train go on.

THURSDAY, 11 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, G.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Hugh McLachlan, Secretary to the Railway Commissioners, sworn, and examined:—

1018. *President.*] You are the Secretary to the Railway Commissioners? Yes.

1019. Have you a return showing the number of passengers in the railway trams which comes as far as King-street and beyond it? No; but I will furnish a return to the Commission. [*Vide Appendix.*]

1020. Can you state the number of passengers that arrives at and departs from Sydney station? For the year 1896 the total number of passenger journeys in and out of Sydney was 11,670,000. That includes it. Each season-ticket-holder made one journey in and one journey out each day.

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1021. Have you divided the number into long and short distance passengers? I have divided them in the same way as the return was divided for the Royal Commission in 1890. The number of passengers booked to and from all stations within a circle embracing Ryde, Parramatta, Loftus, and Sydney, was 7,916,000—that is, what you may call suburban passengers. The journeys of the season-ticket-holders came to 2,550,000.
1022. That is within the suburban area? All season-ticket-holders. There are a few outside the suburban area, but I did not separate them. The number of passengers outside the stations I mentioned was 1,204,000.
1023. The suburban traffic represented 10,500,000 passengers? Practically.
1024. Therefore $\frac{1}{10}$ ths of the passengers traffic to Redfern is suburban traffic? Short traffic, that is in passenger journeys, but of course the money would be different.
1025. You will furnish the other information I asked for? I will furnish a return showing the number of passengers who arrive and depart from Redfern station by tram and the number of tram passengers who go as far as King-street. [*Vide Appendix.*]
1026. What does it cost per train-mile for the suburban traffic? That has never been worked out to my knowledge.
1027. Would that be a fair index to the cost of the whole traffic of the Colony? I should think so.
1028. What does it cost per train-mile for the whole Colony? According to the last report it was 4s.
1029. *Mr. Hoskins.*] It would be practically less in the suburbs? I would not like to say; it has never been worked out.
1030. *President.*] If the railway station is to be so situated that you will run half a mile beyond the distance to which you now carry passengers, it will cost you 8s.—that is for the journey and the return—for every mile you run? That is based on the same average.
1031. Supposing the railway station were placed down towards Fort Macquarie, and it should turn out that very few passengers went down to that point;—if that station were half a mile beyond the needs of the passenger traffic you would do 8s. worth of unnecessary running in every journey of the train? I do not know if you could actually work it out in that way.
1032. Can you make any suggestion? A good deal would depend on the cost. You may require to have a very expensive staff at the station, and a very large number of men in addition to your officers, and you may only run a small train mileage, consequently the cost would be heavier than 4s. The locomotive details of running come to perhaps 1s. 4d. or 1s. 6d. per mile, and the traffic details perhaps come to 1s. 4d. per mile; but then of course if you had a very expensive terminal staff the cost per mile for each additional mile, if the mileage was a short one, would come to more than 4s. It would be a very difficult question to average right through.
1033. Taking, for instance, a station at King-street, and presuming that a train is useful to suburban passengers as far as Bridge-street. If the main station be established down towards Fort Macquarie, and there be no passengers to be carried beyond Bridge-street, you will have done that amount of unnecessary running of the distance between Bridge-street and Fort Macquarie? Yes.
1034. Taking that into consideration, and imagining a large terminal station near Government House grounds, with the present set of traffic in Sydney, what would be the extra cost to the railways? The extra cost would be very largely made up of the terminal expenses.
1035. But you require to have terminal expenditure somewhere? You would require to have two terminal expenditures there, I take it. You would want an additional station.
1036. Suppose the King-street station remains a wayside station, through which your trains run, it would not mean additional expense, but a transfer of terminal expenses? No. You would have the expense at both places.
1037. The same expenses? No.
1038. If your terminus is at Redfern, or at Hyde Park, or down towards the Governor's residence, in each case you have terminal expenses? Yes.
1039. There will not be a very great difference? Still the maintenance and management of two stations must necessarily cost a great deal more than one. For instance, if you extended the railway into the city you could not do away with the whole of the staff at Redfern station.
1040. Redfern would be simply a wayside station, and the expenses there would just be the expenses of an important wayside station? Yes, for the passenger business.
1041. You could better make a comparison with such a station as Newtown than with a terminal station? Yes.
1042. It is a question simply of the running mile? Yes.
1043. What would the running of a train-mile cost? I would not like to say off-hand, but the average throughout the Colony is 4s.
1044. What does that include? It includes repairs of stock, management—it practically includes everything. That is the whole train mileage divided into the working expenses. If you ask what is the cost of running between Newtown and Sydney, or between Bourke and Byerock, of course the same average applies to both. It would take a lot of time to work out the exact cost between different points.
1045. This extra mile into the city would cost exactly the same as a mile between Macdonaldtown and Strathfield. Suppose that Redfern were pushed a mile further ahead, and that the terminal expenses were the same in each instance? There would be the extra cost of the additional station, which must be fairly heavy, and the running expenses of a mile.
1046. What are they? I would not like to answer a question of that kind off-hand.
1047. Have you any idea? In working out the estimated cost of the Sydney extension to Hyde Park the Commissioners have not attempted to work it out on the basis of an average train-mile of 4s.
1048. Suppose that Redfern were extended 1 mile towards the south, would it cost you 4s. for every train which ran over that 1 mile? If you want to know the cost, I think the matter will have to be gone into very carefully; it would not do for me to hazard a guess.
1049. Would it be 4s.? It would be simply absurd for me to attempt to give an answer. The question will have to be considered very carefully. If you want to know the estimated cost of another station a mile ahead from Hyde Park, you will have to consider how many trains you are going to run, and how many men you are likely to want. Any information which I might give on those points at the present time would be absolutely misleading to the Commission. You cannot average the question. It seems to me

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- me that it would be rather an idle expenditure to go a mile beyond King-street for the shunting. One object of the Commissioners is to have a station central for all the general business of the railways—for booking, parcels, and offices. You would want a considerable area for a central station; but if you had to duplicate that shunting accommodation somewhere else a mile away it would mean a very heavy expenditure, without much corresponding benefit.
1050. It would mean no great expenditure in regard to shunting, because the same operation has to take place wherever the terminal station is? You would require to have two establishments.
1051. There would be a terminal station and a wayside station? This wayside station would be a central station. I cannot see much advantage in going on an additional mile for a shunting station.
1052. Can you furnish any information in regard to that aspect of the case? I will mention it to the Commissioners. It would want a great deal of working out.
1053. *Mr. Lee.*] I suppose it is owing to the urgent necessity for some change being made for Redfern that this question of city railway extension now becomes one of pressing importance? Yes; that is one of the principal causes.
1054. What are the other causes? The other is to give the public the benefit of a central railway—to bring the railway into the city.
1055. One cause is the overcrowded state of Redfern yard, and the incapacity of Redfern station; and the other is the desirability of giving the travelling public—the passenger traffic only—closer connection with the city? Yes.
1056. If it were possible to overcome the difficulties at Redfern yard, and give the Commissioners all the accommodation they require to carry on the traffic, would there be any urgent necessity to bring the railway into the city? As the Commissioners point out, to do that would cost nearly as much as to bring the railway into the city, that is, provided that Hyde Park is given to them. They point out that they could enlarge, and get the accommodation they want, by extending the railway over Devonshire-street, if they are granted the Benevolent Asylum ground.
1057. I am not speaking of that, because then it becomes a question, if you are going to move the station to the north, whether it is worth while to go 100, 300, or 400 yards? Yes.
1058. The pith of my point is, that if Redfern yard, by the resumption of land adjacent to it, could be made sufficient for all railway purposes, would there be any urgent necessity to extend the railway system to the city? I think there is, for the convenience of the public.
1059. For any other reason? Not if you are going to give the accommodation at Redfern by the acquisition of land to the south of the station. Your proposal is to acquire an extensive area of land to the south of Sydney station, to give the accommodation required at Redfern. That would cost an enormous sum, and you would get no benefit from it. You would not convenience the public; you would be absolutely spending that money for nothing. But if you extend the railway into the city the Commissioners think that it will return the interest on the capital outlay.
1060. Your point then is this: that it is possible to acquire land south of the railway yard to give the required accommodation? I should think it would be; but it would be a most inconvenient thing to do, because you would interfere with the whole of the working at Redfern. To attempt to remodel Redfern, and at the same time to be carrying out improvements on the existing site, would be a most confusing and a risky, dangerous thing to do.
1061. It has been shown to the Commission that the remodelling of Redfern yard could not proceed simultaneously with the working of the traffic;—is it held by the Commissioners that it would be impossible to remodel the yard, no matter what additional land is given to them? I do not say that it would be altogether impossible, for nothing is impossible, but it would be a most risky proceeding.
1062. We have strong evidence on that point. The Engineer-in-Chief for Railways says that it could not be done? I do not think that anything is impossible, but I think it would be a most risky and dangerous thing to attempt to do.
1063. Your next point is that, even if you did acquire that land, it would be acquired at an enormous cost, and the Commissioners would get no extra revenue from it? No; and it would be no convenience to the public either.
1064. All things considered, the better plan is to go north? Yes.
1065. And, when shifting to the north, in the long run it would be more economical to go right on to Hyde Park? Yes.
1066. At Hyde Park you would deal solely with the passenger traffic, parcels, and small goods of that kind? Yes.
1067. Redfern station would be retained for a goods station, as usual? No; at Darling Harbour we deal with our goods.
1068. You would still receive at Redfern? We make up certain truck-loads, and deal with the hay traffic there.
1069. Would you not carry on the same business then as you do now at Redfern, as regards the goods portion? We might do that. The greater part of the goods business is done at Darling Harbour; it is only a limited traffic which is dealt with at Redfern. Full truck-loads of general goods, and the hay and straw business are dealt with at Redfern.
1070. Do we understand that, even under these altered conditions, you require nearly all the Redfern yard for the purpose of the traffic? The Commissioners propose to do the marshalling of trains, and the washing of trains at Redfern as at present.
1071. More so than to contemplate any increased accommodation for the despatch or receipt of goods? I think so.
1072. That is chiefly why it will be confined solely to Darling Harbour? Yes.
1073. Do the Commissioners view the introduction of the goods traffic into the city at any point as a serious matter in connection with city railway extension? No; not to my knowledge. They think the requirements are fairly and reasonably met by the existing arrangements, as far as I am aware.
1074. Have they formulated a scheme, or do they favour the extension of the railway on the western side of the city to bring them in direct contact with the wharfs and the ships? Not at the present time.
1075. Are they of opinion that the facilities which exist at Darling Harbour, and which may be offered at Darling Island, will be sufficient for the export trade of this country for some years to come? Yes.
1076. Is that the basis they are working on? That is, I understand, their opinion.

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1077. With regard to a possible extension of the railway from Redfern to North Shore, would it not be necessary to make that extension along the high land by Church Hill? I believe you would have to go back nearly to the Town Hall to get a proper level for a bridge.
1078. Practically, that is the only way the goods traffic can be dealt with? The proposal more seriously considered some years ago was to have an underground line to North Shore.
1079. If a line were made across the harbour, either on a bridge or under the water, do you think it would be largely used for goods traffic? I do not see that it would be.
1080. Would it not be confined almost absolutely to passenger traffic? I should think it would be a passenger line.
1081. Would we be right in inferring that, inasmuch as the railway policy of this country for years has been to concentrate the goods traffic at Darling Harbour and make that place a *dépôt* for the receipt and despatch and shipment of goods, it is not very likely that they will create a great extension to North Shore to do what they already have the facilities to do? I should think not. It would be an expensive thing to do, and I do not think it is required.
1082. And it would give no more accommodation? Where you concentrate your business it is more economical to deal with it. Instead of having two *staffs* you have one.
1083. Has not that been the policy of the Railway Commissioners for years—they laid out the Darling Harbour scheme? Yes.
1084. Was not Darling Island resumed at an enormous cost to give that accommodation? Yes.
1085. If there is any departure from that policy now, then a large amount of the expenditure in the past will be thrown away? Yes; it seems to me that that is the policy which is continuing—to conduct your goods business at Darling Harbour.
1086. And the Commissioners have adopted that after very full consideration, believing that it will offer every accommodation for the import and export trade for many years to come? Yes.
1087. There are some large works at Kirribilli Point, North Shore, dealing with wool, meat, and other produce? Yes.
1088. Has there been a tendency to send that stuff down by the North Shore line? No. The tendency has been to send it from Darling Harbour.
1089. For what reason? I do not know. It may be more convenient to ship it from there. The Meat company did at one time talk of having a connection with the railway. I do not know how far they got with it so that they might get direct railway shipment.
1090. Is it not a fact that the Department of Railways now permits its refrigerating cars to be carried on barges from Darling Harbour to Kirribilli Point? Yes, they are so carried.
1091. The refrigerating cars come down from the country and are wheeled on to the barges by rails and towed to Kirribilli Point, where the produce is unloaded into the ships? Yes.
1092. Could any system be devised which would move that refrigerating car more cheaply than it can be moved in that way? That is their interest. No doubt they have looked at that question and adopted what they believe is the cheapest plan.
1093. Could any possible railway extension be carried out which would admit of a refrigerating car being moved as cheaply as it is now moved? If they had a railway direct to their works it would be cheaper.
1094. But there is the initial cost? That is entirely their affair.
1095. You do not have to bear the cost of towing the cars across the harbour? No.
1096. You simply have to put your trucks on to their barges, and away they go to any part of the harbour? Yes.
1097. Of course you look forward to a large development in the shipment of meat? That is expected to happen.
1098. Suppose that it did increase very largely;—if it is possible to convey your refrigerating cars on barges to Kirribilli Point, would it not be possible in the future, even if Darling Harbour and Darling Island should become overcrowded with vessels, to convey your trucks in the same way to the ships at Circular Quay or any other part of the harbour? It would be possible, but of course the accommodation at Darling Harbour and Darling Island ought to suffice for very many years to come.
1099. But if it were necessary to convey that produce to the P. & O. boats, the Orient boats, the North-German Lloyds boats, and the other boats, it could be very easily transhipped by adopting the barge system? Yes.
1100. And avoid, if necessary, the carriage of produce in vehicles? It could be done.
1101. Therefore the Commissioners do not view with favour the extension of the railway into the city beyond Hyde Park for goods business? No.
1102. And they rely entirely on that extension for passenger traffic? Yes.
1103. They say that as they are forced to make an alteration in consequence of the inconvenience at Redfern station it will be more economical, in the interests of the State, to remove the station, not to Devonshire-street, but to Hyde Park? Yes; they think that the best plan in every way, looking at the whole of the circumstances, is to take the railway to Hyde Park. They would prefer to go to King-street if it could be done.
1104. If it were possible to give the Commissioners all the accommodation they require at Redfern, would it not be possible to so arrange the tram service there as to suit the passenger traffic almost as well as it would be suited by a central station? No.
1105. If they had a tram system extending through the main streets of the city, would not that offer very much larger accommodation to city people than the existing state of things? Of course you could improve the tram facilities, but at the same time it certainly is not so convenient as a railway.
1106. But after all with your central railway station you will still be some distance from many city residences? Yes.
1107. If you had a tramway system, such as I suggested, you could take them to their own streets, or, possibly, to their own doors? The Commissioners propose to have a connection with the railway station. The trams will run alongside our station in Elizabeth-street. The Commissioners propose, sooner or later, to have electric trams running, and in one of their reports I think they propose to run an electric tram along Park-street to connect with the George-street and Elizabeth-street trams.
1108. *Mr. Hoskins.*] Mr. Lee asked you a question about constructing a bridge from Sydney to North Shore, and I understood you to say that you believed that the approach to the bridge would have to be started

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started from about the Town Hall, have you well considered that reply? It is an engineering question, but I understand that it will be necessary to go right back to the Town Hall to get the proper approach for an overhead railway bridge to North Shore.

1109. Have you had that information imparted to you by persons who may be regarded as competent to give an opinion on the subject? I am simply stating my recollection of some evidence which was given before the Royal Commission in 1890. I think it was Mr. Foxlee who said in his evidence that they would have to go right back to near the Town Hall.

1110. *Mr. Wright.*] Can you state if the Commissioners have ever thought to any extent about using electric traction for the suburban traffic? It has been thought of, but no scheme has been worked out.

1111. Would it be possible to work the suburban traffic by electric traction while the through traffic was still conducted by steam? I would not like to answer a question of that kind, but I know that the Commissioners have had electric working of one sort and another under their consideration, but I do not know what views they have formed on the subject.

1112. Are you aware whether the practice is pursued in any other part of the world? Not to any extent. There are one or two connections I think in America worked by electricity, but even the Metropolitan company of London has not yet started to use electricity in its underground railways.

1113. Are the underground railways still worked by steam? The Metropolitan company's I think are.

1114. *Mr. Lee* spoke about the conveyance of meat by lighters from Darling Harbour to various parts of the port;—is not that rather an expensive mode of transit? It does not affect us.

1115. It affects the consumer to a certain extent;—is it not rather an expensive system of traffic? Naturally. It would be much more convenient and cheaper if the railway ran to the works. The Meat company at North Shore had an idea of running a railway to its works, but, as *Mr. Lee* pointed out, you would have the initial cost of the railway extension.

1116. Still all the meat companies have to employ steamers to tow the barges? Yes.

1117. Is there any possibility of a line being made to connect the northern foreshores of Port Jackson with Sydney, so that the northern traffic could come in by that line in preference to coming round by Homebush? I think that is very far ahead, because with the northern traffic coming in by the suburban line, it gives you an opportunity of disembarking suburban business and making your connection better, otherwise you would split up your traffic.

1118. You would save a considerable mileage by the North Shore extension? I do not know that there would be much difference in mileage, because the people would simply get into a local train at Hornsby.

1119. Suppose you had a connection with the city from North Shore, no doubt you would have frequent trains from Hornsby to the city, and passengers coming from the north would disembark there? I do not think there is any proposal to bring the goods.

1120. If people desired to bring their goods in by that route, there would be a necessity to break the trains at Hornsby? As they do now the trucks would have to be shunted off at Hornsby and brought on by the local service to Milson's Point.

1121. That would entail extra expense? Yes.

1122. It would be most inconvenient to attempt to bring your terminus goods business down in that way? Yes.

1123. Have you any idea of the passenger traffic which you are likely to obtain, judging from what the North Shore ferry boats now carry? The Commissioners lately have not given consideration to the extension of the city railway to North Shore; we have had no figures worked out.

1124. In their opinion is it desirable that eventually there should be a connection between the North Shore railway and the Redfern railway? It might be desirable in years to come, but there is no immediate necessity for it now.

1125. We can leave out of our consideration any possible connection between those two points? For the present, certainly.

1126. I understand that after duly considering the whole situation, the Commissioners approve of the Hyde Park scheme in preference to any other? Yes.

1127. Would that be in preference to a circular system of railways? Yes. In their report the Commissioners point out that ultimately, when the necessity arises, you can extend from the central station to the suburbs, but there is no pressing necessity for the work to-day.

1128. *Mr. Roberts.*] What extra revenue per passenger do the Commissioners expect to receive if the railway is carried as far as Park-street? They propose to charge a penny for each passenger on each journey, and then to add a certain amount on to the prices of season tickets. The price of a workman's ticket they propose to increase by 3d. a week. A workman who lives at Petersham is now brought into Redfern Station for 1s. 3d. a week, so that if the railway is extended to Park-street a workman can go from Petersham to Park-street for 1s. 6d. a week.

1129. *Mr. Hoskins.*] On what basis do they estimate the number of passengers? On the actual number of passengers who travelled last year.

1130. *Mr. Roberts.*] Do you think the Commissioners would expect to get any more revenue if the railway terminus were located at St. James' road rather than at Park-street? They would charge the same amounts as I have quoted, but it would be more convenient to have the stations at King-street. The opinion of the Commissioners is that King-street is the better position.

1131. You are in a position to say that the Commissioners favour King-street as a terminus for passengers? It has been their opinion right through that it is the most central and convenient situation, but seeing that so much opposition was raised to their proposal on the ground that it would absorb so much of Hyde Park, they said give us half of what we ask for, as it is the next best thing to do.

1132. *Mr. Fegan.*] It is not the intention of the Commissioners to take the terminus down to Circular Quay? No.

1133. They are decidedly against the terminus being located at Circular Quay? What they suggest is that a terminus at Hyde Park or King-street will be quite sufficient with a central station.

1134. And that Darling Harbour will do the goods traffic? Yes.

1135. *Mr. Hoskins.*] Suppose that the railway is extended to Sydney, do the Commissioners, taking your estimate of the number of passengers, make any allowance for the probability that a number of those passengers will get out at Redfern? No. They have simply taken as an estimate the number who travel to-day to Sydney. No doubt some of the passengers will get out at Redfern. But, on the other

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hand, the additional accommodation will induce additional people to come into the city; for instance, people at Eveleigh, Macdonaldtown, and Newtown, if they could get into Sydney by train rather than by omnibus, would come in by train. Besides, there is the additional growth which is going on. There has been a very big growth since the figures were obtained for the Royal Commission, 1890. The estimate is based on the number of persons arriving at Redfern station to-day.

1136. What is the increase? Four million passengers per annum.

1137. *President.*] Is it not the intention of the Commissioners to alter the steam traction on the trams? Yes.

1138. Is it their intention to preserve existing routes? There is no proposal to alter the routes at present, except the one which they outlined along Park-street.

1139. You have no information in regard to what the route should be? You would have the trams alongside the proposed station, and you would bring in a tram from William-street to Park-street, and that would intersect the Elizabeth-street tram and the George-street tram.

1140. As far as you know, it is their intention to preserve the routes of the trams? As far as I am aware, it is.

1141. You will no longer have the railway trams running along Elizabeth-street? No; but you will have the other trams. The railway trams would run along George-street.

FRIDAY, 12 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

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1142. *President.*] In regard to the ventilation of tunnels, Mount Ceniz has been cited as an example;— will you explain why, with regard to such traffic as we have in Sydney, Mount Ceniz tunnel is not a good example, and how the natural conditions there enable ventilation to be possible that would not obtain under such circumstances as we have here? At Mount Ceniz the natural conditions are favourable. The traffic through the tunnel is not very great, and being open at the end to the natural air-currents, the tunnel generally gets pretty well ventilated; but sometimes it is not, because I have been through the tunnel and found it rather stuffy. Generally, the ventilation is fairly satisfactory.

1143. The reason why, it is satisfactory in your opinion is, first, because of the sparseness of the traffic, and, secondly, because as one entrance is higher than the other there is a natural draught, which cannot be expected in all circumstances? No. In the case of a metropolitan line you do not have the same favourable circumstances, everything being below ground, and at the ends you are, in addition, more or less surrounded by buildings which will stop your current.

1144. The metropolitan is the better example for us to reason from? The metropolitan district railway would be. I notice that at Mount Ceniz, although the ordinary ventilation of the tunnel is left to natural causes, there is an 8-inch pipe, with cocks at intervals, and there is an arrangement also for drawing off the bad air along the bottom of the tunnel. It may interest the Commission to hear something about the St. Gothard tunnel. I will give some particulars from a report of Dr. Stapff, which are to the point. He says:—"Natural ventilation depends on differences of atmospheric pressure at the two ends—temperature and moisture. The difference of level acts according as the internal air is lighter or heavier than the external, and the augmentation of the volume of air entering and becoming warmer interferes with the circulation, and friction does as well. Very slight atmospheric differences alter the directions of currents." That, of course, is easily to be understood. You would get that in all tunnels where you depend on some atmospheric influence to clear them. "In the worst case you get a current of 4 feet per second, which would clear the tunnel of smoke in three hours and three quarters; so that to ensure ventilation it would be necessary that once at any rate in twenty-four hours there should be that interval between the trains. Unfortunately, at each change of direction of the wind there is an interval when the air is at rest, and sometimes the changes are so frequent that the current may be arrested for four days at a time." It is in cases like that where artificial ventilation arises. You get that condition occurring in all tunnels—in the Mount Ceniz as well as the St. Gothard. Dr. Stapff says:—"Such a state of things will only arise about once a year, and when the ventilation of the tunnel is very bad it will be better to stop the traffic rather than go to the expense of having ventilating arrangements." Of course, to do anything of that sort in lines which have a large traffic upon them is altogether out of the question. "It will be foolish to provide costly methods of artificial ventilation, and the best plan will be to provide compressed air through a pipe with cocks at intervals, or supplying the workmen, so that they can get what air they want at any part of the tunnel." That is what seems to be provided at the Mount Ceniz tunnel. The difficulty in tunnel ventilation can be seen from this report, and from general considerations. If the traffic is very great, and there is no time to clear the tunnel between the passage of the trains, the next train that goes through gets into the smoke left by the previous train; and it is all the worse if the next train goes in an opposite direction, and churns up the air, as it were. Ventilating-shafts are not by any means satisfactory, or, at any rate, they are rarely satisfactory. At the St. Louis tunnel in America there is a large ventilating-shaft in the centre; and it has been observed that when a train enters the tunnel at one end there is a great column of air from the tunnel rising up through the shaft, and after the train has passed the shaft the air is drawn down again and follows the train. It has not always the effect of carrying the smoke out of the tunnel. In this case you may say it brings in fresh air (which is an important thing), but it leaves the tunnel behind the train (which was supposed to be ventilated by the shaft) unventilated. One of the most

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most efficiently ventilated tunnels is, undoubtedly, the Mersey tunnel. I think there are four ventilating fans, two of them being 40 feet and two 30 feet in diameter. In special cases it may be easy to ventilate the tunnel, and when the traffic increases there will be very great trouble. It is anticipated that sooner or later there may be very great trouble with the Mersey tunnel.

1145. Which do you quote as the best example? The Mersey tunnel is about the best example of a well-ventilated tunnel for suburban traffic. There is an apprehension even there that with increasing traffic it will get choked. I suppose the means adopted now are about as complete as they possibly can be. When I was in England, I went to see the ventilating fans in that tunnel.

1146. *Mr. Lee.*] How long is the tunnel? It is 4,960 feet long under the river.

1147. *President.*] They have got that tunnel ventilated, with how much traffic going through a day? About 300 trains a day pass through the tunnel.

1148. If in the Mersey tunnel—with the very best appliances, with 300 trains a day—they are apprehensive that very soon they will require better means of ventilation, it will appear reasonable that even the ventilation in the Mersey tunnel—which you suggest as being the best obtainable—would not do for a tunnel here? It might not. I do not know whether, if you made a tunnel here, that number of trains would go through the tunnel; but then, as I pointed out previously, there is always the difference in climate to be considered. Liverpool is in a cool climate, in about latitude 53° or 54°, whereas we are in a very much lower latitude, having a very much higher mean temperature, and a very much higher maximum temperature in summer.

1149. *Mr. Fegan.*] During half the year they have fogs at Liverpool? Yes.

1150. *President.*] Is this the position: that with suitable conditions and few trains it seems possible to keep a tunnel perfectly clear, but that with unsuitable natural conditions or a heavy traffic, the trouble at once becomes apparent? Yes.

1151. And, notwithstanding all the appliances which science has in attendance, where the traffic would be similar to such as would be coming into Sydney, they view the future with apprehension? Yes.

1152. And the engineers are hoping to devise some scheme by which the tunnel would be kept clear—by electricity, or something else? Yes. A metropolitan railway tunnel is either broken up into a number of sections, in which case you would want a ventilating apparatus for each section, or else you have one or two long sections, and then the longer the section the greater is the difficulty, because of more trains passing through at the one time, or the shorter the interval between them.

1153. What is your view in regard to tunnels in which steam is used in connection with the passenger traffic of Sydney? I should not like to see them here; I should not like to see them used with steam traffic. I think they ought to be avoided, if possible.

1154. Do you view it with serious apprehension? Yes.

1155. Would you recommend to the Commission any scheme in which there is a large amount of tunnels at present? No, I should not, until some arrangement could be made to work it with some other kind of motive power.

1156. Can you explain your views in regard to some other scheme by which the work could be done, or in regard to electric traction? Before I answer your question, will you allow me to add that tunnels on the ruling grade, as I pointed out at the time of the Zigzag inquiry, are specially bad, because the boiler is doing its best, and there is the maximum amount of fuel being burnt, and very likely some priming, which makes it all the worse. Then again, the engines always, at some time or other, have to carry a maximum load. The rails may get greasy, and the engines may get stuck up in consequence in the tunnel, and then it is particularly unpleasant to the passengers.

1157. Generally speaking, you dismiss tunnels as unsatisfactory? Yes; I think they should be avoided.

1158. Will you now state your view with regard to the use of any other motive power, or with regard to electricity as a motive power? I should think it is probable that in future the Railway Commissioners will consider the question of using electricity. It is a point on which I have some hesitation in giving a definite opinion, but I think there is no doubt, from the way in which traction questions are being considered in America for short-service trains, that electricity is coming into favour.

1159. The question of motive power really does not come under your consideration? No. If you do not have steam you will have electricity. Electricity is undoubtedly used. I mentioned on the first day of the inquiry the Baltimore and Ohio railway. I saw a report, which was made last year, in which the working of the trains by electricity was pronounced to be perfectly satisfactory.

1160. *Mr. Hoskins.*] There are heavy grades on that line? I do not know that there are heavy grades. I have not seen a section of the line, but they have three electric locomotives working through there now, and they work all the goods and passenger traffic as far as I can make out. There was a very favourable report about this time last year of the working of these locomotives, which led to the conclusion that they are at least as economical as steam locomotives.

1161. *President.*] They were brought into use because of the difficulty of ventilating the tunnel? On account of the difficulties of ventilating the tunnel.

1162. And on that line they preferred to use electricity rather than to ventilate the tunnel? The difficulties were too great in the way of ventilation. In the *Street Railway Journal* of March, 1896, there is an account of the experience with electric locomotives in Baltimore.

1163. *Mr. Hoskins.*] Is not there a railway in America in which an electric motor is attached to a train within a mile or two of the terminus to take the train into the station? That is probably the one which you are thinking of. The electric motor is run on in front of the whole train.

1164. *President.*] Is steam shut off? Yes. They apply that to goods and passenger trains. Whether that is applicable to our case in Sydney, in case we had tunnels, is a matter for consideration. There is no doubt that it could be done. There might be an objection to the delay of putting the locomotives on, but it is perfectly practicable.

1165. The objection would be to the delay, and the cost of the locomotive? Yes.

1166. You would want a good number of locomotives? I stated, in regard to the Baltimore line, that the working of that line is cheap enough—that it is worked as economically as with steam locomotives.

1167. *Mr. Hoskins.*] Have they ascertained that electric motors can be worked as cheaply as steam locomotives? That is what they say in this report. There has been very little done elsewhere in the way of large electrical locomotives, but where electric motors are placed under the cars they are worked very cheaply. An example of cheap working is undoubtedly given by the Liverpool overhead railway.

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1168. Is that worked cheaply? Yes. There is a long account of that in the Proceedings of the Institution of Civil Engineers, vol. 117. There is a great deal about the use of electricity on tramways and railways in different volumes of the Proceedings of the Institution. The advantage which is claimed for electricity as applied to motors under the carriages is that instead of having a big locomotive, and having to take a long train, you can run your trains just as you want them, short or long.

1169. *President.*] Are you speaking of the accumulator system? No; of the usual system, with an electrical conductor laid along the line overhead or between the rails.

1170. Is it virtually the trolley system? The trolley or shoe system.

1171. *Mr. Hoskins.*] It would not be applicable to running long passenger trains through Sydney from Redfern? No; it would not be very applicable in that way, but what is claimed for the electrical working of tramways or railways, if carried out properly, is that the trains would be short and run at more frequent intervals. I cannot say what the difficulties may be in the way of altering the suburban system some day; it may have to be considered. It is really a matter of traffic working, on which I cannot give an opinion.

1172. On a long-distance journey—say, from Bourke—the accumulator system could not be made applicable to a train running up to King-street? No; it would never do to use electricity for long-service trains.

1173. *President.*] You advise the Commission not to have tunnels if they can possibly be avoided? Yes.

1174. The same thing applies to a surface station as against an underground station? Yes.

1175. You also advise the Commission not to have an underground station if it can possibly be avoided, but to have a surface station? Yes. That is one reason why I think the Hyde Park scheme is so much preferable to anything else, until it is settled definitely what other method can be substituted for steam in working the suburban railways or bringing the traffic into the city.

1176. You can go on from Park-street in any direction? Yes.

1177. *Mr. Lee.*] You cannot go east without a tunnel? You can eventually go east by sinking and going in a tunnel, but if you can do without tunnels for the present until that question is decided you are all right.

1178. *President.*] What you told the Commission before was this: That if you go as far as King-street, and eventually electricity or some other power is used on the lines which enables the tunnels to be used pleasantly for passenger traffic, then by lowering 16 feet the lines which are required to go on you can then tunnel, and go down to the Circular Quay, or go round by a circular railway, or in an easterly direction? Yes.

1179. Would that be a difficult operation? No.

1180. Therefore an extension of a surface line, or as far as possible a surface line to Hyde Park, would fit in eventually with a tunnel scheme, and a circular railway, and an extension to the eastern suburbs? Yes.

1181. *Mr. Humphery.*] Your remark applies to a central station either at Park-street or St. James' road? Yes.

1182. *President.*] Would you regard the lowering of some of the lines 16 feet as a very serious operation? It would not be a very serious operation. In the design for the buildings I would provide for the foundations being arranged so that the lines could be sunk and carried through the buildings—that is to say, the basement of the buildings would be arranged so as to form tunnels in future for the railway.

1183. *Mr. Wright.*] Would your sunken extension be continuous with the lines leading from the station? They will be part of those lines.

1184. There will be no break? No.

1185. *President.*] Do you believe that a tunnel half a mile long—say, from King-street towards Fort Macquarie—could be ventilated? I do not like the idea of it at all.

1186. Have you any idea how long it would be? I think it is a little under a mile from the Queen's Statue to Fort Macquarie.

1187. It would be a tunnel all the way? No; it would be open at the end. There would be about 60 chains of tunnel I should think.

1188. You regard it as a serious matter? Yes, I should, especially as that tunnel would be on the ruling grade, whatever that might be.

1189. Would the same objections apply to a tunnel to North Shore? Yes; for steam locomotives.

1190. How deep is the harbour—80 or 100 feet? I have sections across the harbour, but it is not 80 feet. I think with a depth of about 80 feet we can have a tunnel right under the bottom.

1191. I saw some soundings taken there up to 150 feet? That is a deep hole off Blue's Point, that is between Blue's Point and Dawes Point. Recently I have had some borings obtained between Dawes Point and M'Mahon's Point, and we ran just on the edge of that hole.

1192. You believe that a tunnel across the harbour is practicable? You would not go across there; you would go across further east, but I do not believe in a railway tunnel at all; I do not see the necessity for it.

1193. At a depth of 80 feet you believe you would have sufficient cover to make a tunnel? I am sure of it. I went into that question in connection with a tramway scheme I proposed.

1194. A scheme to embrace the wharfs could not possibly fit in with a tunnel scheme if the tunnel were 80 feet below the surface of the water? No.

1195. You would have to go a long way back to get a fall of 80 feet? Yes.

1196. A railway to serve the wharfs cannot go under the harbour? You cannot get down.

1197. You want to go back so far as to fall 80 feet with a reasonable grade, which might be very far removed from the wharfs? Yes.

1198. How high would a bridge to go over the harbour be? That depends on what the authorities decide. I recommended some time ago that it should be 160 feet. I have gone into the matter with Mr. Darley, and we are of the opinion now that it ought to be a little higher than that.

1199. Will you take 200 feet as an extreme limit? It would not be more than 200 feet; it would be between 160 and 180 feet.

1200. Taking it at 180 feet, where would your approach start from to get that height? That again depends on the grade. If I remember aright, with a grade of about 1 in 30, you could start from Wynyard-square and get up there without any difficulty.

1201. From the level, say 20 feet below the western side of Wynyard-square? I am speaking from memory, but I am quite certain that you could get up from that level.

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1202. If it were decided that a grade of 1 in 30 was unsuitable, and you wanted a grade of 1 in 60, it would take you back between Wynyard-square and the Town Hall? I do not know whether you would get it, because the ground falls away very rapidly. The further you carry your grade back the further you might be off the surface.

1203. *Mr. Lee.*] Admitting that you could get into a tunnel on the Sydney side 80 feet below the surface of the harbour, where or how would you get out on the other side? You could get out at the upper end of Lavender Bay with a railway tunnel.

1204. On the level? Yes; with a steep grade.

1205. What would the grade be? About 1 in 40 would do it.

1206. *President.*] Where would the entrance to your tunnel be on the Sydney side? If you insist upon having a tunnel, which I think is objectionable, you would start down from the station at Hyde Park, and dip under the harbour at Fort Macquarie, and passing under Milson's Point, come up again at the head of Lavender Bay.

1207. Somewhere near the steps? Yes.

1208. *Mr. Humphery.*] And strike the existing railway? Yes.

1209. *President.*] With regard to a tunnel to connect the railway system with the railway at North Shore, it is possible, starting from the northern side of Hyde Park, to pass under the harbour at a depth of about 80 feet by way of Fort Macquarie, and gradually rise until the North Shore line is joined at the head of Lavender Bay? Yes.

1210. But in your opinion a tunnel $1\frac{1}{2}$ mile long, with a grade of 1 in 40, would be a matter not to be seriously contemplated at present? Yes.

1211. Can you give us the cost? No.

1212. What is the cost of a running-yard? A running-yard of tunnel would cost about £70, and when you came into mud it would cost at least £125 or £200 a foot. There might be all sorts of difficulties to encounter. It might cost between £600 and £1,000 a yard to take the tunnel through the mud.

1213. On this tunnel there will be about 450 yards of mud;—how much is that going to cost, approximately? I should think the minimum cost would be about £600,000. There are between 450 and 500 yards through the mud, and the rest would probably be all rock.

1214. Is that fully equipped with the lines laid in the tunnel? It would be fully lined and the rails laid.

1215. Therefore, your estimate of the approximate cost would be about £600,000? Yes.

1216. *Mr. Lee.*] Is that the only possible route for a tunnel across the harbour? I think it is.

1217. Would it be possible to get under the harbour from near Miller's Point or Dawes Point? No; there is a very deep hole there.

1218. You do not think that is a possible route for an underground railway? No.

1219. If a bridge connection with North Shore is contemplated, it must be by way of Church Hill? Yes.

1220. And if a tunnel connection is contemplated it must be by way of Fort Macquarie? Yes.

1221. *Mr. Humphery.*] It was never at any time contemplated to take a tunnel from Miller's Point to North Shore? No.

1222. What is the greatest depth of your soundings between Fort Macquarie and North Shore? It was a little under 60 feet.

1223. *President.*] In regard to the cost of a bridge, it is not possible to give any definite estimate? Yes.

1224. But with a grade of 1 in 30 the approach on the southern side of the harbour would require to start from Wynyard Square, and would necessitate a considerable amount of resumption? Yes.

1225. On the northern side where would you come out? You would land north of McMahon's Point on some jutting crags which are about 120 feet above the water.

1226. Where would you join the North Shore line then? Opposite the head of Berry's Bay.

1227. *Mr. Lee.*] If an underground railway were made by way of Fort Macquarie to Lavender Bay, would it be possible to connect a railway going round the western foreshores of the harbour—round Miller's Point, Dawes Point, and Sydney Cove—with that underground railway? There would be very great difficulties in the way. An ordinary railway with steam locomotives you could not carry round Miller's Point and Dawes Point, because the curves are too sharp.

1228. If a railway were made round the western foreshores, would it be possible to connect it with a railway under the harbour? No; you could not get down fast enough.

1229. *President.*] Since you have to lose 80 feet to fall 80 feet, and your ruling grade is 1 in 40, the fall must commence 3,200 feet, or considerably over half a mile from the harbour, and, therefore, for over half a mile, at least, you must be falling all the way back towards the wharfs? That is so.

1230. *Mr. Lee.*] To make it possible you would have to make a loop-line to join the underground line at half a mile back? Yes.

1231. *President.*] The approach must be fully half a mile back? Yes.

1232. *Mr. Lee.*] Therefore, that scheme is out of the question? I think so. As regards the estimated cost of the proposed station at Hyde Park, I wish to explain that the roof, which is an expensive structure, would cost £67,000, leaving about £133,000 for the building. No doubt the building could be cut down, but it would not look at all nice not to have a fine building there. It need not be as large as the building shown on the plan here, because there is spare accommodation in that building.

TUESDAY, 16 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

S. E.
Perdriau.
16 Mar., 1897.1233. *President.*] You have brought some information which the Commission desires to have on various points? Yes.

1234. Will you describe the Benevolent Asylum site and the Cemetery? I will read a description of the tenure of the lands and of the improvements thereon comprised in the Benevolent Asylum site, Devonshire-street Cemetery, and contiguous areas:—

THE land referred to embraces the block of about 24½ acres on the opposite side of Devonshire-street from Redfern station, within the following boundaries:—On the north-east by Garden-road, on the east by Elizabeth-street and private properties, on the south by Devonshire-street, and on the west by George and Pitt streets.

The following institutions, &c., are located upon the land:—The Benevolent Asylum, Christ Church Parsonage, the Police Barracks and the residence of Superintendent Brennan, the Sydney Female Refuge, the Convent of the Good Samaritan (formerly called the House of the Good Shepherd), the Pitt-street tram-cleaning yards and coke depôt, the Devonshire-street Cemetery, and the South Sydney Morgue and caretaker's residence.

THE BENEVOLENT ASYLUM.

THE Asylum is managed by a Board of Directors, with the Governor as Patron, and Sir A. Renwick as President.

The land occupied by the Asylum lies at the corner of George and Devonshire streets, and is about 3 acres 2 roods 23 perches in extent, including a proposed street 1 chain wide extending along the eastern boundary. By a plan of survey made in 1848 the area at this site proposed to be granted was 3 acres 1 rood 15 perches. The difference between the two areas—2 roods 13 perches—is that of the proposed street, which has apparently never been used as such, and is occupied in common with the 3 acres 1 rood 15 perches. Several of the out-buildings are erected upon the proposed street. The old papers in the case cannot be found; but it appears from the Half-Monthly Returns of 1848 that it was decided to issue a grant for the 3 acres 1 rood 15 perches. This was not done, however, and an application for a grant made by Mr. W. Briggs, a director, on account of the Board of Directors, in 1893, was not complied with. The Minister (Mr. Copeland) decided that the matter should stand over.

I was informed that the land has been used for its present purpose continuously from the year 1818. The main building bears the date 1820. It is about 150 feet long and 25 feet wide, with two wings of about the same dimensions. All are of brick on stone, two-storied, and with slate roofs. In the court-yard, between the wings, there is a building 55 feet long, 25 feet wide, and of similar construction to the main building. There are three other brick buildings of one storey each, with iron roofs, which do not look quite so old as the main building. They are about 50 feet by 20 feet each, and used as kitchens, laundry, &c. Also several other inferior one-storied out-buildings, parts of which are of wood and brick, with galvanised iron roofs.

The whole of the buildings bear evidence of considerable age, but are well preserved, and in good repair. As above stated, the main building is 77 years old.

I would estimate the value of the buildings on this site at the present time at £

The directors, considering the buildings antiquated and unsuitable for their requirements, petitioned the Government on the 20th February, 1895, to resume the property, purchase another site for them with part of the money, and give them the balance to provide funds for carrying on the work of the institution.

The institution is supported by contribution from the public and Government aid.

Of the total receipts for 1896, £19,530, the Government contributed £14,000.

Perhaps it would be well to read the said application, of which I have a copy.

The Hon. J. N. Brunker, Esq., M.P., &c., &c., Chief Secretary,—

Sir,

Benevolent Society of New South Wales, 492, Pitt-street, Sydney, 20 February, 1895.

Referring to the difficulties connected with the management of this Society, regarding which a deputation waited on you on the 26th October, 1894, I have now the honor, in accordance with the wishes of the Board of Management, to submit for your consideration certain important matters in connection with the institution. As you are aware, steps have been taken by the Board and staff to make the best provision possible for the inmates; but the medical staff have been assured that these arrangements were merely of a temporary character, the medical staff threatening otherwise to resign, in view of the serious responsibilities which rest upon them in the discharge of their duties, as medical attendants, in an old and now dangerous building.

The Board therefore suggest that the Government resume the Benevolent Asylum site, in accordance with the terms and conditions of the Lands for Public Purposes Resumption Act, and that the Government also resume simultaneously "Ultimo House," Harris-street, Ultimo. The latter property is situated next to the Technological College, and comprises the same area of land as that on which the last-named building is erected. It is believed that the cost of resuming the land for the purposes of the Technological College was £25,000. Valuations had been made of the Benevolent Asylum property, and the average of these valuations amounts to £73,333.

The Board would therefore respectfully urge upon the Government the expediency of resuming the Benevolent Asylum site, and granting compensation to the Society. From this amount the Government could deduct a sufficient sum wherewith to resume "Ultimo House" property, which could be made suitable for the general purposes of the Benevolent Society. The balance remaining to the credit of the institution, after the completion of the suggested resumptions, could be applied to the erection of the necessary buildings, and towards carrying on the operations of the Society.

The Board respectfully call your attention to the fact that various applications have been made to them by several persons, who are offering large amounts, for leases of portions of the asylum grounds for building and other purposes, which would largely augment the Society's funds. The Board, however, are not desirous of doing anything until they have an answer from you upon the subject generally.

I have, &c.,

ARTHUR RENWICK,

President.

Submitted, 22/2/95. For the consideration of the Cabinet.—J.N.B., 22/2/95. To stand over until question of railway extension is decided.—G.H.R., 23/11/96. Inform.—J.N.B., 23/11/96. The President informed, 25/11/96.

CHRIST CHURCH PARSONAGE.

THE allotment occupied by Christ Church Parsonage is the property of the Church, having passed from the Crown many years ago by deed of grant. The land has a frontage of 100 feet to Pitt-street, and adjoins the northern boundary of the Benevolent Asylum grounds; the depth of the land varies from 180 feet to 278 feet, and the area is 2 roods 14 perches.

This is a good site, having a gentle fall from the back line to the road. The position is suitable for some businesses, and is probably worth £70 per foot=£7,000.

The parsonage is a large two-storied house, built of brick on stone, plain in design, and is said to be about thirty years old, but is in very good repair. I was informed that a year ago about £300 was expended on it in general repairs and painting. At the present time the house is worth, perhaps, £800 to £1,000.

Say £8,000 for the house and land.

POLICE

POLICE BARRACKS AND SUPERINTENDENT BRENNAN'S RESIDENCE.

S. E.
Perdriau.
16 Mar., 1897.

THIS land, total area about 5 acres 3 roods 11 perches, is bounded on the north by the Sydney Female Refuge and Garden-road, east by the Devonshire-street Cemetery, south by the Benevolent Asylum and Christ Church Parsonage, and on the west by Pitt-street, the Sydney Female Refuge, the Convent of the Good Samaritan, and the tram depôt.

Police Barracks.—This site comprises about 4 acres 8 perches of the above, with a frontage of about 345 feet to the south side of Garden-road. The barracks (about 140 feet long and 23 feet wide) are of stone, two-storied, stables being on the ground floor and living rooms on top. The building is old but substantial and in good repair. The other buildings on the site are dormitories of weatherboard with iron roof (length about 83 feet x 22 feet), stone, one-storied building (about 33 feet x 23 feet) used as an armoury, police stores of two-stories weatherboard and iron roof (about 40 feet x 20 feet), hay and corn store, small brick dwelling, and various stables built of stone, brick, and weatherboard. On the Garden-road frontage there is a drill ground about 240 feet x 80 feet.

Superintendent Brennan's residence occupies the remaining area of about 1 acre 3 roods 3 perches, in shape nearly a square, and having about 276 feet frontage to Pitt-street. The residence is a cottage of ten rooms and out-offices, about thirty years old. Present value about £600.

SYDNEY FEMALE REFUGE.

THE land—area, 2 roods 15 perches—occupied by this institution was formerly part of Carter's Barracks. It is Crown land, and has been held by the institution since the year 1843, under what may be termed "permissive occupancy."

This area is bounded on the north by the Convent of the Good Samaritan, on the south by the grounds occupied by the Police Department in connection with the residence of Superintendent Brennan, and on the east by the Police Barracks grounds.

In the year 1858 the Government undertook to reimburse the society the value of the improvements on the land, if at any time the same should be resumed. When the society entered into possession there were old buildings on the site, but these were demolished and the present buildings erected, it is said, between the years 1867 and 1875; these are of brick on stone, two-storied, and with slate roofs. The building occupies the whole of the Pitt-street frontage of about 95 feet, and has two wings extending along the northern and southern boundaries for lengths of about 102 feet and 120 feet respectively. All the buildings are about 25 feet wide.

The present value of the buildings is about £

The object of the Refuge is to reclaim unfortunate and abandoned females. It is supported by contributions from the public and by the proceeds from the work of the inmates. The total receipts for the year 1895 amounted to £696.

CONVENT OF THE GOOD SAMARITAN (formerly House of the Good Shepherd).

THE tenure under which this 3 roods 1 perch (which also originally formed part of Carter's Barracks) is held in connection with the abovementioned convent is one of "permissive occupancy" on terms precisely similar to those of the Sydney Female Refuge.

The land has a frontage to Pitt-street of about 120 feet, and a depth of about 275 feet.

The Pitt-street tram-cleaning and coke yard adjoins this land on the north; on the east it is bounded by the grounds of the Police Barracks; on the south by the Sydney Female Refuge.

The buildings hereon are very extensive, consisting of a convent of 32 rooms, two school halls, and a chapel for the nuns and others resident upon the premises. The main building is a handsome structure of red brick and stone, and was erected in 1869; the chapel and school adjoining the convent on the north were erected in 1860, as were also two of the large out-buildings; another large out-building was erected in 1849. All the buildings are in good repair.

TRAM DEPÔT.

THE Pitt-street tram-cleaning sheds and coke depôt—area about 2 roods 31 perches—embrace the land lying between the Convent of the Good Samaritan and Garden-road, and is bounded on the west by Pitt-street, and on the east by the Police Barracks ground.

This site is Crown land, and also formerly formed part of Carter's Barracks.

The Railway Commissioners are in possession, but have no title except "permissive occupancy."

DEVONSHIRE-STREET CEMETERY AND SOUTH SYDNEY MORGUE.

THE total area of this cemetery is 11 acres 3 roods 11½ perches, according to the original plan of subdivision showing the areas as granted to the various denominations.

The cemetery was closed about ten years ago, and now presents a deserted and neglected appearance. Upon the portions allotted to the Roman Catholics and the Congregationalists there are small sextons' residences, value respectively about £60 and £30; and on that of the Hebrews a small weatherboard shed or office, value about £10. Upon the Quakers' portion there is a small brick meeting-house, erected in 1868, and a brick dwelling of two rooms, with an iron roof over shingles. This is evidently much older than the meeting-house. The two together are probably not worth more than £250. Upon the Church of England portion, and near Garden-road frontage, are erected the South Sydney Morgue and caretaker's residence. These are about fourteen years old, and, I was informed, cost about £1,800, the cottage costing £1,000 of that sum.

In the event of this land being resumed and used for any other purpose it is not likely that any claim for compensation could be sustained; but the duty would no doubt devolve upon the Government of carefully removing the mortal remains and of re-interring them satisfactorily elsewhere.

1235. At whose cost was the morgue built? It was built by the Government.

1236. *Mr. Wright.*] Is not the road you speak of as Garden-road also known as Belmore-road? It is also known as Belmore-road and Carter-road.

1237. *Mr. Humphery.*] What buildings would be interfered with by the extension of the railway system to Park-street? Three or four out-buildings of the asylum, the barracks, the dormitories, some of the stables, and the hay and corn shed.

1238. Approximately, what distance would the nearest rail be from Pitt-street? Speaking roughly, it would be about 500 feet.

1239. *Mr. Hoskins.*] You cannot speak with any precision of the buildings which would be taken, because it may be necessary to extend six or eight sets of rails? I am guided by the plan on the wall before you.

1240. *Mr. Humphery.*] Any buildings within 400 feet of Pitt-street would not be interfered with? It would not interfere with any important buildings except the barracks.

1241. *Mr. Hoskins.*] Would not the parsonage be interfered with? No; the grounds of the parsonage are altogether clear. The Sydney Female Refuge, the Convent of the Good Samaritan, and the superintendent's residence are all clear.

1242. That scheme would not take the Benevolent Asylum building at all, but only some of the out-buildings? According to the plan on the wall here three or four of the out-buildings will be affected.

1243. *Mr. Humphery.*] Will you now proceed with the other statement you wish to make? The next is a statement of the population within a radius of half a mile of two central points from the city. Taking the junction at Elizabeth-street and St. James' Road as the centre of the half-mile radius, the residential population is 15,000.

S. E. Perdriau.
16 Mar., 1897.

1244. You do not include any persons who come within that radius for business purposes? No. I asked the Statistician to supply me with a number of people who sleep on the premises within that radius. Taking Carter's Barracks as the centre of a half-mile radius, the population is 31,000. I thought that that information was required to give an idea of the value of a piece of recreation land to the public near those centres.

1245. Will you now state the parks, together with their area, which are easily accessible to the people within those centres? The parks within a short distance of the intersection of Elizabeth-street and St. James' Road are—the Outer Domain, 90 acres; Garden Palace grounds and Botanic Gardens, 60 acres; Cook and Phillip Parks, 8 acres; Hyde Park, 40 acres,—making a total of 198 acres; that is not including Government House grounds, which measure 40 acres. The parks within easy distance of Carter's Barracks are—Belmore Park, 10 acres, and Prince Alfred Park, 18 acres 3 roods, making a total of 28 acres 3 roods.

1246. Will you now state the difference in level between the point opposite Sydney railway station and Christ Church? From a point in the centre of Devonshire-street, immediately opposite the steps at Redfern station, to the tram signal-box in George-street, the fall is 5 ft. 9 in.; to a point opposite the old police station the fall is 11 ft. 4 in.; and to a point in Pitt-street, opposite Christ Church, the fall is 17 ft. 6 in.

1247. Will you now give the Commission some information as to the value of the Benevolent Asylum ground? I have made a very rough estimate of its value—I have not gone into the matter carefully. In my opinion £73,333 is a low estimate of the value of the land as it stands; but the Benevolent Asylum is practically a Government institution.

1248. *Mr. Wright.*] How much is that an acre? About £20,000 an acre.

1249. What would be the street frontage of the block if it were cut up for sale? I have not got the length.

1250. The value is very much governed by the fact whether the railway is taken further on or not? Yes.

1251. *President.*] You have made some valuations of different blocks in the city according to the municipal assessments? Yes.

1252. *Mr. Hoskins.*] Are you taking present values or boom values? I am taking the most recent assessment—for the year 1897-8. It was used for 1896-7, I think, for the first time, so that it is quite a recent assessment.

1253. *President.*] Will you read your estimate of the value of the different blocks? My statement is as follows:—

Valuation (by adopting the municipal assessments for 1897-8) for the block of the City of Sydney, bounded by Elizabeth, King, and Castlereagh streets, and the High School—not owned by the Government. Area, 2r. 12p.

The total of the municipal assessments for the above-mentioned portion of the city for the municipal year 1897-8 is £4,053.

Capitalising £4,053 at twenty years' purchase	£81,060
If twenty-five years' purchase be adopted, the amount would be.....	101,325

NOTE.—The above is calculated adopting the recent municipal assessments, which are based upon rentals received during times of commercial depression. No allowance is made in the above valuation for disruption of business, nor for the 10 per cent. increase always allowed by Government for a forced sale.

Valuation (by adopting the municipal assessments for 1897-8) of that block of the City of Sydney bounded by Castlereagh, Market, Pitt, and Park streets. Area, 5a. 1r. 13p.

The total of the municipal assessments for the above-mentioned portion of the city for the municipal year 1897-8 is £26,248.

Capitalising £26,248 at twenty years' purchase	£524,960
If twenty-five years' purchase be adopted, the amount would be	656,200

NOTE.—The above is calculated adopting the recent municipal assessments, which are based upon rentals received during times of commercial depression. No allowance is made in the above valuation for disruption of business nor for the 10 per cent. increase always allowed by Government for a forced sale.

Valuation (by adopting the municipal assessments for 1897-8) of that part of the City of Sydney bounded by Elizabeth, Park, Pitt, and Liverpool streets. Area, 10a. 2r. 2p. Area, if the streets are included, 12a. 3r. 29p.

The total of the municipal assessments for the above-mentioned portion of the city for the municipal year 1897-8 is £34,832.

Capitalising £34,832 at twenty years' purchase	£696,640
Add for St. Andrew's School-room, St. George's Church, and the Pitt-street Congregational Church and School-room, not included in the above	52,000
	<hr/>
	£748,640

If twenty-five years' purchase be adopted, the figures would be	£870,800
	52,000
	<hr/>
	£922,800

NOTE.—The above is calculated adopting the recent municipal assessments, which are based upon rentals received during times of commercial depression. No allowance is made in the above valuation for disruption of business nor for the 10 per cent. increase always allowed by Government for a forced sale.

1254. Therefore, to resume an area contiguous to the Park large enough to meet what the Railway Commissioners say are their requirements—namely 12 acres—would cost, approximately, £1,000,000? A great deal more than £1,000,000, I think, with the disruption of business and the 10 per cent. increase.

1255. Have you prepared a rough estimate of the value of the private wharfs from Dawes Point to the head of Darling Harbour? Yes. A rough estimate of the value of the private wharfs on that line of frontage, extending from Dawes Point to the head of Darling Harbour, is £2,037,300. This estimate is for the wharfs and water-frontage properties alone, and does not include any sum which might be demanded by the Municipal Council or other property-owners for the closing of streets, nor does it include any sum for disruption of business, nor the 10 per cent. increase of value always given by Government in cases of resumption.

1256. Previously, going about 400 feet back from the water, you gave us an estimate approaching £3,000,000? Yes.

1257. What proportion of this estimate of £2,037,300 is included in the former estimate of £3,000,000? For that other estimate I took the municipal assessments, which do not include anything for land occupied below high-water mark, because that is beyond the city boundary. 1258.

1258. Can you tell us what that amount is approximately? No. In the other case I included a number of small properties which have been excluded from this estimate.

1259. You cannot tell us the bare value of the wharfs which were excluded from the previous estimate, not being included in the municipal valuations? I have not separated them. The solid land—that is, the freehold—is included in both estimates, but the jetties are only included in this estimate.

1260. What portion of that second estimate represents the value below high-water mark, and therefore is not included in your previous estimate? To give you that information I would have to estimate the value of all the different wharfs and piers.

1261. Does half of it represent the jetties and piers? I do not think so. It will be very difficult indeed to separate the wharfs from the freehold.

1262. It is not possible to say what the resumptions would be? I would not like to give an opinion offhand.

1263. Beyond the sum of £3,000,000 which you first mentioned, there is an unknown quantity in such interests as may exist below high-water mark? Yes. I do not think that the whole of these frontages could be resumed under £5,000,000, paying for disruption of business and giving the 10 per cent. increase.

1264. *Mr. Hoskins.*] And including the liberality of assessors against the Government? Yes. My experience is that it is possible to show figures to prove the value of a wharf to a particular individual so much more than people generally think it is worth.

1265. *President.*] That is from Dawes Point to the head of Darling Harbour, and going, roughly speaking, about 400 feet back from the water? Yes.

1266. You desire the Commission to understand that that is an approximation of the value? It is a very rough estimate.

1267. What rentals do the Government receive for special leases in that portion of Darling Harbour extending from Dawes Point to the head of Darling Harbour? The total is £7,387 per annum. The frontage from Dawes Point to Potts' Point is Government property.

1268. Have you a statement of the passenger traffic by the ferry steamers from Circular Quay? The passenger traffic by the ferry steamers from Circular Quay for the year 1896 was as follows:—

By the North Shore, neutral Bay, and Mossman's Bay ferries	...	...	5,000,000
Manly ferry	...	...	900,000
Watson's Bay ferry	...	...	115,000
Floating Jetty, at Phillip-street	...	...	38,000
Prince's Stairs and the public jetty eastward thereof	...	...	155,000
Total	...	...	6,208,000

This is the number of individuals; the number of passages would be double, viz., 12,416,000. The number of passengers by the north shore ferry was supplied by Mr. Goddard (chairman of directors), and the number of passengers by the other ferries was supplied by the managers on the wharfs.

WEDNESDAY, 17 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

1269. *President.*] You desire to give further information to the Commission on several points? I was asked to say what the approximate cost of a bridge to North Shore would be. An estimate without details will be a very rough one, but I should think that a bridge starting with approaches about Flagstaff Hill, rising over the harbour with a headway of 180 feet, and falling on the other side in the way I pointed out the other day would be necessary, and with accommodation for rail and road traffic would cost about £765,000.

1270. What would the grade be—1 in 40? I find that a grade of 1 in 30 will be necessary to get up from Wynyard Square.

1271. Where will a grade of 1 in 40 take you? On to the surface of York-street.

1272. Would you approve of a 1 in 30 approach? If the bridge had to be made I do not see how one could get out of it; it is quite practicable.

1273. *Mr. Hoskins.*] Would it not be very awkward to erect a bridge with such a steep approach? You would want more motive power.

1274. *Mr. Lee.*] Would you have that grade on the bridge also? No; it would be practically level.

1275. *Mr. Hoskins.*] Would that bridge permit of vessels being towed underneath without having to strike their masts? Yes; all but very few. Only the topgallant masts would reach the bridge if they were not struck. Some few might, but I think if a bridge had to be made, a height of 180 feet might be considered a considerable height.

1276. *President.*] If it were thought wise or necessary to have a grade of 1 in 40 the approach must come down to York-street? Yes; but they would come on the level, and it would be a very difficult thing to deal with the grades. When I said a grade of 1 in 40 the other day I was speaking only from memory, and I find that a grade of 1 in 40 gives a headway of only 150 feet.

1277. Does your estimate include the cost of land resumptions? I do not know what that would be.

1278. Would it be considerable? I expect it would. The buildings would not be of a valuable class.

1279. How long would your approaches be? Taking the two sides the approaches are 4,000 feet; that is 2,200 feet on the Sydney side and about 1,800 feet on the other side.

- H. Deane. 1280. That is above the surface? Yes.
1281. It means the resumption of half a mile of land of the width necessary? Yes.
- 17 Mar., 1897. 1282. Of that cost you have no estimate? No.
1283. *Mr. Lee.*] Suppose that Hyde Park is adopted as a central station for passenger traffic, and in the future it is desired to have bridge or railway connection with North Shore, could the railway be extended from that central station? No; not to go across there direct.
1284. Therefore, if Hyde Park is adopted at the present time as a central station, and railway communication across the harbour is required in the future, it will have to be by means of a separate line? Yes.
1285. Why is the underground traffic in London carried out with such small station accommodation as compared with the station accommodation which is proposed to be provided at Park-street according to the plan on the wall? On the underground line in London the trains run all the way round; there is no terminal station at all. Only certain portions of the traffic which come in from outside terminate at the same place—Margate-street. For instance, the Great Northern trains, the Midland trains, and the Great Western trains come into Margate-street, and the South-Western trains come into the district line at Gloucester-road, I think, so that very little of what might be called terminal accommodation is required.
1286. It is rendered unnecessary in consequence of its being a circular railway? Yes.
1287. And the terminal stations are situated on the outskirts at convenient places? Yes.
1288. Taking into consideration the different circumstances existing in this country, where the State owns the railways, where there are so many large public buildings, and where the railway offices are accommodated in existing buildings, can you explain the necessity for having such a large central station, which is to include the whole of the administrative offices? I can explain what is necessary and what is not, and the different purposes for which the offices are necessary. Of course it is understood that the accommodation which is provided in this proposed station is for the future as well as the present—at any rate for a good many years to come. The accommodation provided is really more than ample for the immediate necessities, but when you are building it will be a very false policy not to provide a little for the future.
1289. In other words, you adopt it as a central station for all time? I will not say for all time; that just depends upon how Sydney increases. I think a report which was made by the Railway Commissioners to the previous Commission will show that.
1290. The main object being to get away from Redfern and to get into the city, I wish to know why a less important station would not be sufficient to meet the requirements? As to the ground plan, I reply that it will be undesirable to lessen the accommodation. It will not only be undesirable to lessen the number of lines coming in and the area of the platforms, but it will also be undesirable to lessen the space given for passenger accommodation in the big halls, the waiting-hall, and the refreshment-rooms, and so on. As regards the storeys above of course it is a question of expediency. Those are not absolutely necessary for the station itself, seeing that the railway offices are now accommodated elsewhere, and can no doubt be accommodated in the future; but it would be a very great convenience, and, I think, altogether desirable, that accommodation should be made for the Railway Commissioners and their officers, and that has been done. I know the Railway Commissioners are of opinion that that should be done. In the building that is shown there on the case! there is a storey which is unnecessary, and which, in fact, I have assumed to be cut out in this estimate of £200,000. That estimate includes the roof, which is to cost £67,000, and the building itself, which is to cost £133,000. The building would consist of ground-floor, two storeys, and the roof.
1291. You are clearly of opinion that it is wise to make this ample provision? Yes.
1292. *Mr. Humphery.*] Would the only difference in the cost be the saving of the two storeys provided for the accommodation of the Railway staff? No; the ground-floor and the roof would remain the same, but —
1293. Therefore the only saving would be in the cost of the one storey? I think you could cut out half of the £133,000.
1294. In what way could you cut out half the £133,000 if you had to provide good foundations and a roof as shown on the plan there? By cutting out the unimportant storeys; but, as I say, I think it would be a very undesirable thing to do.
1295. How would you do it? You would have the foundation, the main floor, and the roof. The ground floor will have to give the same accommodation, but the walls need not be as heavy, nor need the walls of the basement be as heavy.
1296. How many storeys could you omit? You could omit two.
1297. You say the cost of the two storeys would be equal to £65,000? I should say, without going carefully into the matter, that the building might be cut down to about one-half. I should like to have an opportunity to consider the matter in detail before I expressed a definite opinion; but, speaking approximately, I should think that about half could be cut out.
1298. Instead of saying one-half, will you be good enough to express the amount in figures? About £65,000.
1299. £65,000 might possibly be saved by a sacrifice of two storeys of the proposed design? On account of the thinning of the walls, the cutting out of the storeys, and the cutting out of the tower, and the lessening of the roof; but it has to be borne in mind that if this be done you could never put the other storeys on unless you provide the wall of the right dimensions. If, in the future, it were decided that more accommodation was wanted, extra storeys could not be put on safely.
1300. Therefore there would be no economy in effecting a saving now if it should be contemplated at any future time to raise the building? No; it would be actually a loss.
1301. Suppose the terminal station is placed at St. James' Road, have you considered whether it is possible to avoid taking in a portion of the Registrar-General's Office? I do not consider that it could be conveniently done. Everything is packed in as tightly as possible on that plan. There is the parcel's office in the corner of Park and Elizabeth streets, which is a very necessary part of the station accommodation. And on the other side there is a loading-bank for carriages and horses, which is also a very necessary part of the station accommodation. If the front of the station is moved back towards Park-street that accommodation would have to be limited, because there would not be room for it.
1302. What would be the difference in cost if the terminal station were placed at St. James' Road instead of at Park-street? £50,000.

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1303. Would £50,000 cover the injury done to the Registrar-General's Office, and the bridge over Park-street, and all the additional work in connection with the terminal stations? £50,000 would not cover the injury done to the Registrar-General's Office. The injury done to that office would be probably about £14,000.
1304. Are we to understand that £64,000 would be the difference in cost between a terminal station at St. James' Road and a terminal station at Park-street? Yes.
1305. You would be obliged to have a bridge at Park-street? The roadway will be replaced by a bridge, but the level of Park-street will remain just the same as it is. The £50,000 I mentioned as being additional cost is a correct estimate. The extra works will come to more than £50,000, but then there will be some savings.
1306. Can you furnish the details of that sum of £50,000? I ran them out roughly, but I have not the details here.
1307. Would it make any difference in the lines between Park-street and Liverpool-street? It would not be exactly the same. There would be the extra cost of the Park-street bridge, and the length of the lines between Liverpool-street and Park-street, for these six lines will be carried on further; but against that cost, Park-street will be kept at its present level instead of being cut down and made a wide street, as was proposed in the other scheme; and there will be a saving in excavation and foundations by taking the railway on to St. James' Road. The ground is lower there, and consequently there will be less excavation and less walls to build up. The result is, that the net extra cost is £50,000.
1308. Plus the injury done to the Registrar-General's Office? Yes.
1309. Are we to understand that you regard St. James' Road site as a better site for a terminal station than the Park-street site? Yes; and the Commissioners much prefer it.
1310. Will you briefly state your reasons for that preference? It will bring the traffic practically on to King-street, which is a better centre than Park-street.
1311. In regard to a comparison of the cost of the two sites, why do you regard the one as better than the other? A station at St. James' Road will accommodate the traffic better; it will bring the passengers further into the city, and it is worth while to bring them from Park-street to St. James' Road.
1312. The cost of a terminal station at St. James' Road will be less, if anything, than the cost of a similar station at Park-street? It will be less.
1313. *Mr. Hoskins.*] Even although you have to pull down and rebuild the Registrar-General's Office? That is not included. The actual cost of the station Mr. Humphery was referring to will be less, but the total cost of the line will be more.
1314. *Mr. Roberts.*] Would all the platforms be on the surface at St. James' Road site? The platforms would be at the surface.
1315. How far south would you have to travel from St. James' Road before you went into a tunnel? You have to get under Park-street; you are about 20 feet below Park-street where you cross.
1316. From Park-street to Liverpool-street? It would be underground.
1317. Not necessarily a tunnel? Most of it open.
1318. When you come out at Liverpool-street do you go overhead then? You emerge about half way between Liverpool-street and Goulburn-street; then you go over Goulburn-street by a bridge; and from that point to the Benevolent Asylum grounds you are on a viaduct.
1319. Will it be necessary to have a large station at the Benevolent Asylum grounds? If you have a terminal station at Hyde Park you do not want a large station on the Benevolent Asylum grounds. I presume the accommodation at Redfern will be more than ample.
1320. Would there be any station between Redfern and St. James' Road? I do not think so.
1321. *President.*] A station could readily be arranged at Liverpool-street? Yes.
1322. *Mr. Humphery.*] Would it be possible to prevent the cutting down of Devonshire-street to the extent which you mention is necessary? Not if the line is carried over and the street retained in its present position.
1323. It would not be less than 9 or 10 feet? No. If Devonshire-street could be abolished a road might be made from about where the Female Refuge is, and you could deviate it to the east of the line as shown in this plan of the Benevolent Asylum site.
1324. Will it not be possible to bring the new road from a point opposite the old police station? No.
1325. We were told yesterday that there is a considerable fall between Devonshire-street and Pitt-street, opposite Christ Church? So there is.
1326. In that case would it not be possible to bring the new road from a point opposite the old police station? No.

William Robson Benson, Manager of the Wharf Association, sworn, and examined:—

1327. *President.*] What position do you hold? I am the manager of the Wharf Association.
1328. We are informed that the length of the wharfs under your control is 4,370 feet;—will you be good enough to enumerate the different wharfs? Parbury's, Walker's, Hoffinung's, Dalton's, the Central, Dalgety's, Towns', Moore's, the Adelaide, Smith's, and Dalgety's, formerly Dibbs'.
1329. How many ships could you berth at the associated wharfs? Twenty-nine.
1330. Are they usually full? No.
1331. What proportion is used—a half? For the last two or three years these wharfs have not all been filled with ships.
1332. In the wool season are they full? In the wool season there is a strain on the wharfs; but still I have never had to make any extraordinary provision for berthing ships.
1333. Generally speaking, will you say that half the berths are used? Taking all the year round, I think one-half would be a fair average to take.
1334. And in the wool season? They are fairly well filled.
1335. How long does the wool season last? About four months.
1336. For eight months in the year you use one-half of your accommodation, and for the other four months you use pretty well all of it? Yes.
1337. Can you give the values of these wharfs and the returns which they yield? No; I did not know that I should be called upon to furnish this information. It is rather a difficult matter to value the wharfs

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1338. *Mr. Humphery.*] How many berths in connection with the wharfs controlled by this Association would be available for ships of large tonnage? About one-half; that number would berth ships of 3,000 or 5,000 tons carrying capacity.

1339. *Mr. Lee.*] How does your Association view the proposal of the Government to resume all those wharfs? The Association as a body has not given the matter any serious consideration; in fact, as a matter of discussion, it has never been brought before the Board officially.

1340. Would a line of railway, running round the wharfs, facilitate the shipment and discharge of goods? I cannot see how it would facilitate either one or the other. When we take into consideration, first, the fact that not 10 per cent. of the imports go to the country, and secondly, that nearly the whole of the wool which comes by rail is sent to the warehouses for sale, and that afterwards it has to be dumped for shipment. From the 1st July, 1896, to the 3rd March, 1897, the arrivals by rail were 470,328 bales, and by sea, 124,648 bales, and out of that number, 424,000 bales went into the warehouses and were offered for sale by auction. Nearly the whole of the wool which comes by rail is first sent to the auction-room and submitted for sale.

1341. Therefore, wherever you had your railway, as far as the wool was concerned, there would be the same cost in cartage? The wool would have to be carted to the warehouses and the auction-room.

1342. *President.*] Does the same remark apply to hides and tallow? Yes.

1343. To frozen meat? No; it is shipped direct, but then it is pretty well dealt with in warehouses specially prepared for its reception, and then it is taken straight from the freezing chamber into the freezing chamber of the ship.

1344. *Mr. Lee.*] Then you hold that there is no present necessity for the construction of a goods line of railway round the wharfs? I cannot possibly see where the benefit would come in at all. I think that figures could easily be procured to support this statement. Most of the goods which are imported for the country are small lines which are taken into the warehouse here and repacked. Only a proportion of the original contents of a case are forwarded to the country, and the remaining portion of the case is filled with other goods.

1345. In consequence of expensive land resumptions, the construction of a railway line round the wharfs would be a very costly matter? Very costly indeed.

1346. Consequently, you do not see where the revenue is to come from to pay the interest on the cost of construction? Speaking from my present knowledge, I cannot see how it could return a fair interest on the money expended.

1347. The imports are not carried direct by rail from the ship, and the exports are not carried direct from the railway to the ship, and therefore you do not see how the revenue is to be got? Precisely.

1348. *Mr. Hoskins.*] I suppose the wharf-owners place different values on different wharfs? Decidedly; there would be great difference of opinion as to the value of a wharf.

1349. That difference of opinion is based frequently on the superior facilities afforded by one wharf over the other for discharging and loading ships, and also on the fact that one wharf is used more than another? Exactly.

1350. *President.*] Is the state of things you have mentioned in regard to your wharfs, there being for two-thirds of the year twice as much wharfage as you require, significant of all the wharfs in Sydney? Of the private wharfs especially.

1351. You have no doubt of that? No.

1352. *Mr. Lee.*] When articles such as minerals, coal, shale, and frozen butter, and possibly grain, require to be exported, are they not sent direct from Darling Harbour? Yes; coal especially, and grain probably. Of course there are the Government wharfs there specially equipped for shipment of coal. There are also other wharfs in Darling Harbour belonging to the Government where the ships can go alongside and take the grain out of the trucks.

1353. Under these circumstances your wharfs cannot compete with the Government wharfs? At our wharfs we do not compete with the Government so far.

1354. For the export of such articles as I mentioned, the requisite facilities already exist, and are being increased at Darling Harbour and Darling Island? Yes; I presume they would be quite ample. I do not know exactly what quantity of grain is exported just now. The quantity of shale, I think, is not great. Coal is another matter. Whether these quantities are going to increase is another question. Whether the increase of wharfage accommodation in that particular direction is equal to the increased requirements I am not prepared to say. I presume it would be, from my personal observation in that direction.

1355. Do you know whether any of the produce of the country, or the shipping coming to the ports, has suffered in any way from the want of railway communication to the wharfs? No; I am not aware of that.

1356. Is it handicapped in any way by the dray carriage? No; that is a matter I have not given consideration to.

1357. It is not handicapped, to your knowledge? I do not know a ship which has been refused a berth from want of accommodation.

1358. *Mr. Hoskins.*] You have not heard in recent years, I suppose, of vessels having had to wait some time to be able to get a berth for discharging cargo? No. There have been occasions, probably, when ships have been booked for a particular berth; but at the same time I have had perhaps twelve or thirteen berths vacant. A ship which has been booked for a particular wharf has had to wait to get a berth there.

1359. *Mr. Humphery.*] In speaking of the export of grain, did you wish to convey that the grain would be sent direct from the country to the ship, or to a depôt, to be collected there and then shipped? It is very possible, if improvements are made at Darling Harbour, that provision will be made there for granaries contiguous to the wharfs. As far as my knowledge enables me to say, there is ample accommodation just now for ships to go alongside and take all the grain that is likely to be exported.

1360. *Mr. Hoskins.*] Have you ever heard of the export and import business of the port being retarded in consequence of the absence of railway communication to the wharfs? As a matter of conversation, probably; but, from a business point of view, I do not know that I have heard a remark made about it.

1361. *President.*] Do you think that your views in regard to this matter have fairly well been brought out? I think so. We have twenty-nine berths, and if we reserve seven berths for loading purposes, that leaves us twenty-two berths for working purposes. The average rate of discharge at a berth is 400 tons per day, and taking 300 working days for the year—which is a liberal allowance—that means the discharge of 8,800 tons per day, which is equal to the discharge of 2,640,000 tons per year. Allowing each ship a capacity of 3,000 tons cargo, the associated wharfs could berth 880 ships a year; but where you are going to obtain those ships outside the P. and O. Co., the Orient Co., the North German Lloyds, the Messageries, and other companies, I do not know.

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1362. How many vessels do you obtain? I cannot give you the figures just now.

1363. Under 300? Outside the intercolonial ships and the big steamers, I do not believe that 300 over-sea ships arrive in this port in a year.

THURSDAY, 18 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, sworn, and examined:—

1364. *President.*] You are the Engineer-in-Chief for Public Works? Yes.

1365. You have prepared a statement showing the shipping and wharfage accommodation in Sydney in comparison with the shipping and wharfage accommodation in other ports where a large trade is done? Yes; I have prepared a return in respect of fifteen leading ports. You cannot get information about all the ports. All of which I could get the length of wharfage I have completed to date. I am only able to make up the returns to the year 1888. I could get later information about some of the ports, but I thought it well to put all of them on the same footing. I could only get the tonnage of shipping up to the year 1888 in the edition of Mulhall in the possession of the Department.

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1366. Will you read your statement? It is as follows:—

STATEMENT showing the total wharf frontage, and the business done in connection therewith, in some of the principal ports of the world.

Port.	Wharfage.		Tonnage.		Tonnage per foot of wharf.
	Year.	Lineal feet.	Year.	Tons.	
London	1888	133,121	1888	12,940,000	97·20 tons
Liverpool.....	1888	182,631	1888	10,310,000	56·46 "
Newcastle-on-Tyne	1888	18,090	1888	5,220,000	288·55 "
Cardiff	1888	26,780	1888	8,080,000	301·71 "
Shields.....	1888	1,814	1888	1,990,000	1,097·02 "
Hull	1888	38,616	1888	3,400,000	88·04 "
Glasgow	1888	34,267	1888	2,540,000	74·12 "
Bremen	1888	14,824	1888	2,370,000	159·87 "
Bordeaux.....	1888	28,800	1888	2,930,000	101·70 "
Havre	1888	46,084	1886	4,030,000	87·44 "
Antwerp	1888	40,967	1887	3,665,000	89·46 "
Sydney.....	1893	36,960	1893	3,490,785	94·44 "
Newcastle, N.S.W.	1893	11,580	1893	1,753,485	151·42 "
Melbourne	1893	23,888	1893	4,158,773	174·09 "
Port Adelaide.....	1893	24,961	1893	1,923,911	77·07 "

In making a comparison with Sydney, such ports as Cardiff and Newcastle-on-Tyne must be omitted, because they are coal-shipping ports, which are used night and day. In both Newcastle and Cardiff some of the wharfs are double-decked. Shields shows an immense tonnage, but that is a fishing trade. The ships lie possibly 50 feet deep at the wharf, and to get on one ship you have to cross a number of others. Although there are only 1,800 feet of wharfage at Shields, it is said to be all given up to fishing boats. Melbourne and Adelaide must also be struck off the list for the purpose of comparison, because every P. and O. boat which comes to Sydney is entered twice in those ports. We know there is not the amount of shipping at Melbourne as there is at Sydney.

1367. *Mr. Hoskins.*] Have you the figures for the port of Hamburg? I could not get the tonnage of the shipping at Hamburg.

1368. *President.*] Such ports as London, Hull, Glasgow, Bremen, Bordeaux, and Antwerp are a fair example of the trade which is done in Port Jackson? I think so.

1369. In estimating your 94 tons to the foot available, what amount of foreshore in Sydney did you take as a basis? I did not take the foreshore in Sydney. I took the frontage of the wharfs actually available for ships to lie at.

1370. Will you state the length of the wharfs you took in Sydney? 36,960 feet.

1371. Is that all foreshore, or did you take the jetties into consideration? All the jetties were taken into consideration. In the case of a double jetty I took both sides.

1372. If a jetty was 40 feet or 100 feet long you counted both sides? Yes; if both sides were available for ships to lie at.

1373. Not the length of the foreshore? No.

1374. If you have the foreshore at (say) Antwerp or Hull, and the foreshore at Woolloomooloo Bay, an estimate becomes possible, for the same amount of foreshore available at either place will enable the same amount

- C. W. Darley. amount of wharfage to be constructed ; but if you take the number of wharfs where ships lie on both sides, and the wharfs in Circular Quay where ships lie abreast on, and in other places the wharfs are run out a considerable number of feet into the water, you have a false comparison? It seems to me you must take what is known in England as "quayage." I do not see what good the length of foreshore would be to you all. If you go into Liverpool you will find the docks are one inside the other. The actual room for ships to lie at is the only basis on which you can go to make a comparison.
1375. If you take a comparison of Woolloomooloo Bay properly equipped, with all the water frontage utilised, the eastern side of the bay might show, not 1,350 feet of direct foreshore, but 3,000 or 4,000 feet if the wharfs are run out into the bay? It is not possible to make a comparison with other ports if you take any fanciful thing for Sydney, and it is not in our power to take the same for other ports ; you must take the actual quayage. To make a comparison, we can but get the quayage in other ports. If you ask me the possibilities of Sydney I will answer you. I am dealing with the wharfage at Sydney as it is. At Bremen and Liverpool they are increasing their wharfage every year, as we are doing.
1376. With regard to the present, the amount of trade at Sydney is 94 tons to the foot of wharfage available, and it stands about midway among the ports of the world? Yes.
1377. That is a very fair comparative position? A very fair position.
1378. Therefore, the present wharfage of Sydney, compared with that of other ports of the world, appears to be not more than is usually necessary to do such a trade? Yes ; it is working fully up to its capacity, as compared with most other ports. The wharfage is worked better here than at Liverpool, Hull, Glasgow, Havre, or Antwerp. It shows better results than do all those ports, getting more actual tonnage per foot of the wharfage.
1379. *Mr. Hoskins.*] At Liverpool they have docks inside the docks? Yes ; but we allow for the quayage of the docks.
1380. *President.*] In Woolloomooloo Bay how much foreshore is occupied by the wharfs you have included in your return? All the wharfs constructed from the west side round to the south-east corner, and the first wharf on the eastern side.
1381. Does it include the Admiralty Wharf, Cowper Wharf, and the first wharf round towards Challis-street? Yes.
1382. In the return you have embraced about 1,400 feet lying between Challis-street and the northern end of Admiralty Wharf in Woolloomooloo Bay? Yes, together with the two sides of the pier there.
1383. It includes all the wharfage lying within that area? Yes.
1384. There is nothing else in Woolloomooloo Bay? No.
1385. There is nothing else till we come to Fort Macquarie? Not till we come to the P. and O. Co.'s wharf.
1386. From there it embraces the whole of the foreshore, going round the associated wharfs down the eastern side of Darling Harbour to the point of the harbour, and then up along the western side of the harbour to Pyrmont Bay, at the western side of the two "T" wharfs? It excludes Dawes Point, where there is no wharfage.
1387. You have excluded those portions of Woolloomooloo Bay which eventually may be used for shipping ; all that area fronting the recreation ground and Botanical Gardens to the Governor's Steps ; that area between the Governor's Steps and the end of Fort Macquarie ; and that area lying west from the jetties in Pyrmont Bay and embracing Darling Island? Yes.
1388. You have excluded all those places? All I took was the actual finished wharfage available for shipping to lie at.
1389. With regard to wharf extension on the eastern side of Woolloomooloo Bay,—what wharfage have the Government at present unutilised ; a length of 1,360 feet is shown here as suitable for wharf extension? Yes.
1390. Beyond the Admiralty Wharf, going north, we have a distance shown of about 2,000 feet to the pumping-station, which eventually may be used for wharfage, if it becomes necessary—that is where the baths stand? Yes ; it has not, so far, been contemplated to put wharfs there. It is under the public park, and it was thought undesirable to encroach any further on that side of the bay.
1391. In Woolloomooloo Bay, from the pumping-station to Potts' Point, we have unutilised, at present, a distance of about 3,000 feet? Yes.
1392. From the end of the Gardens, near the Tarpeian Way, to the western end of the point of Fort Macquarie, there is a distance of about 1,680 feet, a portion of which might be used where the Man-o'-war Steps are located? I do not think there is any site available there. I think that is required for Man-o'-war Steps and for the North Shore Ferry. A wharf could be made there, but it is wanted for an approach to the Man-o'-war Steps, and we are going to construct a new ferry dock on that side for the North Shore Ferry Company.
1393. That is there, available for State purposes, if required? It is State frontage.
1394. At Dawes Point there is a distance of about 1,980 feet which is not very well situated, but which will be available for State purposes when the arrangements between the Imperial Government and this Colony are completed? Yes.
1395. From the western end of the jetties in Pyrmont Bay, round to the termination of the Government property in Darling Island, there appears to be a length of about 2,000 feet approximately? I have nothing before me, but no doubt that is correct.
1396. It appears there is a length of nearly 9,000 feet at present unused for wharfage purposes? Only partly available and of doubtful utility. That sharp curve of Dawes Point is not, I think, a suitable place to put ships or wharfs. Ships would project out into the navigation too much. I do not think Dawes Point is of much use for shipping.
1397. *Mr. Hassall.*] It would be right in the fairway? It is very close.
1398. *President.*] Taking, for instance, 5,000 feet in Sydney Cove, 1,400 feet in Woolloomooloo Bay, and 11,000 feet to the end of Darling Harbour, the foreshores abutting on to the wharfs which you have chosen for your present statement with regard to Sydney Harbour cover approximately 20,000 feet of foreshore? I will see if the figures are correct.
1399. It appears that the available State-owned property, not including the Gardens or recreation-ground, is about 9,000 feet? I will verify the figures.
1400. That means that the State has in its possession, without going beyond Jones' Bay or Potts' Point, contiguous to the city of Sydney, an area pretty well equal to half the foreshore that is at present utilised? Yes.
- 1401.

1401. That being so, the present foreshores under the same system of utilisation would enable half as much more trade to be done from Sydney as is at present carried out? No; you cannot draw that conclusion from it, because the wharfs in Darling Harbour are very largely used for the coastal trade; they are in constant use and they are crowded very thickly together. If the Government makes use of every wharf we could not construct a series of jetties such as exist in Darling Harbour. C. W. Darley,
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1402. You utilise 20,000 feet of foreshore, and there are pretty well 10,000 feet yet to be utilised? I will look into the figures. I do not think we will get a very great length of practicable wharfage frontage available after the wharfs in course of construction are filled up. There is the whole of Darling Island to be added on, for it is all available. I think the whole of Dawes Point and the western side of Fort Macquarie must be excluded.
1403. Do you feel inclined to express an opinion with regard to the amount of work done off the Sydney wharfs? This return shows that the wharfs are fairly well worked up to their capacity.
1404. We are informed on all sides that they are not? It depends on circumstances altogether. Some sort of loading, such as wool, is slow to take in. It could be worked off more rapidly.
1405. *Mr. Lee.*] Is it not correct to say that some of the wharfs are not worked to their full capacity—that they are vacant during some months of the year? No doubt; they are built for a certain trade.
1406. You are charged with the construction of wharfs in Port Jackson? Yes.
1407. You are now constructing one wharf or more at Woolloomooloo Bay? Two berths are in course of construction.
1408. Are they being erected in consequence of some special demands for berthing there? Yes.
1409. Special demands from new lines of steamers? Special demands from the Treasury. Captain Jackson brings pressure to bear on the Treasury. He reports that he has not berths enough to meet the demands, and the Treasurer then asks the Minister for Works to construct more berths.
1410. But it does not follow that it means the making of preparations for some new line of steamers coming here? There are certain companies coming here and asking for big berths.
1411. There is a difference between a large ocean-line of steamers and casual sailers; for instance, a regular line of steamers requires a permanent wharf? That tells against them to some extent, because companies, like the P. and O., the Orient, North-German Lloyd's, the Messageries Maritime, and the Eastern Australia—the Japanese Company are asking for a wharf now—permanently occupy a large length of wharf, and pay a rent which represents a very large interest, I believe, on the cost of the work.
1412. The wharfs at Woolloomooloo Bay will be used more for the general trade of the port? Yes. Some of them may be leased to some of the companies which are coming here. One of the two American lines used to be berthed in Woolloomooloo Bay, but I expect that it will have to come back there.
1413. Is there any special reason for the shipping requiring to go to Woolloomooloo Bay;—does it offer any advantages over the wharfs on the western side of the city? Woolloomooloo Bay is better than what are known as the private or "back" wharfs, because it has a good approach.
1414. How do you account for the shipping desiring to get to Woolloomooloo Bay, and thus necessitating the erection of new wharfs, when the associated wharfs on the western side of the city are not fully occupied? Because there is an extra charge of 6d., I think, for every ton taken away from the "back" wharfs. Goods taken away from the Government wharf at Circular Quay or Woolloomooloo Bay are taken 6d. a ton cheaper than are goods from the "back" wharfs on account of the very bad approach and the steep hills.
1415. It offers an advantage to ships? Yes.
1416. That is one reason why the demand is for Government wharfs? When we have to import a large quantity of pipes we always stipulate that the pipes must be landed at a Government wharf. In one or two cases a large quantity of our pipes was landed to suit the ship and the shipowners at a "back" wharf, and the carriers charged us 6d. per ton extra for the carting. This charge the owners had to pay.
1417. It is done so much cheaper than it can be done by the Wharf Association? That is one reason.
1418. That is one reason why these ships want to go to the Government wharfs? Woolloomooloo Bay has a better approach; the grades are good.
1419. *Mr. Hoskins.*] There is more water there than there is in Darling Harbour? There is plenty of water there; it is a mere matter of dredging if any place shoals up.
1420. *Mr. Lee.*] When your frontage at Woolloomooloo Bay is filled up with jetties, and you have made provision at Darling Island, do you think there will be sufficient wharfage in this port for the next twenty-five years to come? It is hard to say what will happen in twenty-five years, but I fancy it will be sufficient for some time.
1421. It will be more than sufficient for present requirements? Yes.
1422. Apparently it will offer accommodation for the next twenty years? There is no doubt that it will answer for some time.
1423. If all these sites are filled up, and all the berths are occupied, how can we extend the wharfage so as to accommodate extra ships? In different ways. The wharfage could be distributed and spread by going further to the west, making more use of Blackwattle Bay and utilising Roselle Bay.
1424. Do you think there is any probability of the foreshore of North Sydney being used? I doubt where you could utilise it to any extent. Lavender Bay might be used in connection with the railway; but the approaches to North Shore are not good. A good deal of railway traffic might be done at wharfs in Lavender Bay.
1425. One drawback would be that it would be separated from the city, where all the depôts and distributing houses are? Yes.
1426. As far as the produce of the country is concerned at the present time, and making an ample estimate for its increase in twenty-five years, you think, when all the Government sites are filled up, there will be ample accommodation? When the wharfs at Darling Island and Woolloomooloo Bay are completed, there will be ample accommodation for the next ten or fifteen years.
1427. Have you given any attention to the question of the desirability or otherwise of the Government acquiring all the wharfs on the foreshores of Port Jackson? I have often expressed the opinion that the private wharfs on the east side of Darling Harbour should not be interfered with—that they are better in private hands. I do not think the Government could utilise them to the same extent as they are utilised now.

- C. W. Darley. 1428. You think that they should remain in private hands? That has always been my opinion. If they were taken over by the Government, pressure would be brought to bear at once to commence reconstructing them, and I am satisfied that no engineer could design a set of wharfs right off on a sheet of paper which would answer or suit conveniently all the various trades that are now carried on there. The different companies have designed their wharfs, and have carried them out exactly to suit their particular trade and their steamers, and no one system of wharfage which could be constructed would answer that purpose. One company, for instance, has its jetties a certain distance apart, which exactly suits its steamers, and the steamers again suit its trade. Then the wharfs are arranged as regards both length and position, and fitted with appliances and connected with warehouses exactly to suit the trade. You will find the Hunter River wharfs fitted up in a certain way to deal with hay. The Clarence River wharf deals with another class of trade and another class of boats, and the wharf was built for that trade. To attempt to do what Sir John Coode was asked to do some years ago—to design a whole series of wharfs in Darling Harbour—would upset the trade and yet not give the necessary accommodation. He prepared a scheme to cost a very large sum which I do not think after all gave anything like the accommodation which at present exists.
1429. As a matter of fact the accommodation there has originated and has grown according to the requirements of the trade in the port? According to the requirements of the trade and the various requirements of the individual companies.
1430. And if the Government were to devise a set system of wharfs there, it might so happen that it would not suit a portion of the trade? There is no doubt that a large amount of space would be wasted; you could not get the same amount of trade into one set design.
1431. *President.*] Can you furnish the Commission with Sir John Coode's report? Yes; it was never printed.
1432. *Mr. Lee.*] Have you ever made an estimate of what it would cost to resume these wharfs? No.
1433. You have never had occasion to do that? No.
1434. Therefore, you would not like to express an opinion as to whether a revenue might be derived sufficient to pay the interest on the cost of construction, and the working expenses of the wharfs? No. I was in England when Sir John Coode was preparing his scheme. I went into his charting office and he showed me the first scheme he had prepared. I pointed out some weak points, and he so agreed with me after I had explained the matter to him—he was not here long enough himself to study the trade of the port—that he laid aside his first scheme and prepared another. I explained to him that no doubt it made a very nice-looking design, but it would never answer the trade of Sydney; and that no one connected with the Government could think of recommending the scheme he submitted.
1435. If it were thought necessary for the State to resume these wharfs for the purpose of constructing a railway along that foreshore, it would involve the resumption of considerably more land than the wharfs stand upon? It would require the land necessary for the railway too.
1436. At the present time it would be most difficult to form a correct estimate of what the cost of such a railway would be? I have not gone into that at all.
1437. Has it ever come under your knowledge that there has been a demand on the part of the wharf-owners at Darling Harbour to have railway connection with the wharfs for the purpose of facilitating the business of the port? I know there has been a demand from some, but on the other hand there are some wharf-owners there who, I suppose, rarely send any of their goods to the railway.
1438. Have you studied the question of the receipt and distribution of goods? Not to any great extent.
1439. Are you prepared to express an opinion as to the desirability of taking a railway there? I would leave that to experts who have gone into the matter. I have my own opinions, but I have not gone into the matter.
1440. It has never come under your knowledge officially to deal with? No.
1441. *Mr. Clarke.*] Are you aware that a great many of the private wharfs, particularly the wharfs under the control of the Wharf Association, are not fully occupied for nearly two-thirds of the year? I can quite understand that a portion are not occupied out of the wool season; but at a certain period of the year, when there is a rush, we have hardly wharfs enough to berth the ships.
1442. We have had evidence that a great many of the private wharfs are not fully occupied for about two-thirds of the year? I would not have thought that it was so much as that.
1443. In the event of the Government resuming the private wharfs in Darling Harbour, would it not be very inconvenient—in fact almost impossible—for the trade to be carried on in that particular place while they are being reconstructed? It would interfere with the coastal trade very largely no doubt.
1444. Would it be possible to carry on that particular trade during the course of their reconstruction? A certain portion of the trade must be interrupted and interfered with and temporary provision made for the time.
1445. What wharfs could you take them to where they could carry on their business without suffering considerable inconvenience? You stated just now that a number of wharfs are vacant for eight months in the year; those wharfs might be made use of.
1446. Would those wharfs be suitable for the trade which is carried on in Darling Harbour and which chiefly comes by steamer from various ports on the coast north and south? They could be made use of, but they would not be so suitable as the present wharfs, because they would not have special stores to deal with the trade. There is no doubt that in reconstructing the wharfs for private services inconvenience must be caused during the process of reconstruction.
1447. It would be almost impossible to carry on the present trade in Darling Harbour without causing great inconvenience to the general public? Yes; as you came along to reconstruct each wharf in its turn, each company must be interfered with and put to inconvenience.
1448. If these wharfs to which you allude are occupied for four months in the year for their own purposes, there will be no room at those wharfs during that period for the present trade in Darling Harbour—will they not be shut out from those wharfs for four or five months in the year? I dare say, if it were absolutely necessary, some place could be found. For instance, if the wharfs of the Clarence River Company came to be reconstructed, there is no doubt that some place could be found to carry on their trade temporarily while their wharfs were being reconstructed. What I hold is, unless they were reconstructed on the same lines as they are on now, a large number of companies would have to be squeezed out. I think that quite a third of the companies would be squeezed out of the frontage unless the wharfs were reconstructed exactly on the same lines as they are on now. 1449.

1449. Do you not think that the wharfs in Darling Harbour suit the public quite as well as they would if they were resumed by the Government? That is and always has been my opinion. C. W. Darley.

1450. *President.*] Have you taken into consideration the future trade of Port Jackson? Yes. I say the future ocean trade, if it grows to a very great extent—and no doubt it will grow as the Colony will grow—must be provided for in other parts of the harbour, but you cannot make that provision and sacrifice the coastal trade. The bringing of produce into Sydney must be provided for for all time. We cannot squeeze that out or sacrifice it to the ocean trade. 18 Mar., 1897.

1451. At present it appears that the future trade of the Colony from Port Jackson will be in coal, wool, frozen mutton, wheat, timber, and things of that kind; are your present coal jetties suitable? No. There is no coal trade yet to speak of. The cranes were only erected on the jetties in a tentative manner, to see how the trade would grow.

1452. It is not your intention to permanently ship the coal at Pyrmont? No.

1453. Where do you intend eventually to ship the coal from? It just depends. These cranes were put up simply to test the trade, and see whether it would grow; but since they were put up there seems to have been a tendency for the trade to decrease rather than to grow. I think it is rather less now than it was then. If it grew to any great extent we would have to devise some other scheme. My idea was to get a good coal shipping depôt at Long Cove, and to bring the railway down to that point from Petersham.

1454. That will not do for Illawarra coal? We could bring the branch line to Long Cove under the western railway at Petersham.

1455. It appears probable that eventually some considerable coal trade will be done from this port? Yes.

1456. It appears probable also that a large wheat trade will eventually be done from Port Jackson? Yes.

1457. There will be a large wool trade, and then there will be ores and other things to ship;—can you advise the Commission where, in your opinion, a great wheat-shipping place should be? The wheat will come down by rail, and therefore Darling Island will be a very suitable place for carrying on a trade such as that.

1458. You have already pointed out that you cannot depend on Darling Island and Woolloomooloo Bay to meet the requirements of the port of Sydney with certainty for much more than fifteen years? Yes.

TUESDAY, 23 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Cecil West Darley, Engineer-in-Chief for Public Works, Department of Public Works, further examined:—

1459. *President.*] You wish to hand in some plans? Yes; a plan of the west side of Farm Cove, showing soundings and borings, and also two plans of Darling Harbour and Sydney Cove, showing works recommended by Sir John Coode in his report dated 28th February, 1889. Sir John Coode's estimate of the cost of his whole scheme was £800,000. C. W. Darley.
23 Mar., 1897.

1460. Under that scheme, would the accommodation be more than is at present afforded? According to Sir John Coode's scheme there would be 11,050 feet of frontage, giving accommodation for thirty-two vessels averaging 300 feet each. The number of berths at present available on the same space is forty-six, as against thirty-two available under the new scheme.

1461. Are we justified in believing, then, that the accommodation furnished by Sir John Coode, after an expenditure of over £750,000, would be less than we have at present? It would be better for large ships, but less for small ships, and altogether what I call unsuitable for the trade that is required. It would simply drive away the Darling Harbour produce trade, for the greater portion of the proposed wharfage would be accessible only to railway traffic.

1462. Are there any resummptions under Sir John Coode's scheme? It includes resumption; but that is not included in his estimate. It includes resumption of the whole of Darling Harbour between Pyrmont Bridge and Dibbs' Wharf, but does not interfere with Dibbs' Wharf.

1463. His estimate is about £750,000, not including resumption? £800,000, not including resumption.

1464. And after paying for resumption, and this sum of money for construction, the port would be very little better than at present for the purposes for which it is used? It would not be suitable for the present traffic. Quite half of the frontage would not be accessible for dray traffic, and seeing that a large proportion of the produce landed in Darling Harbour is distributed by means of drays into the city, the accommodation for so distributing cargo would not be improved. Fully half of his frontage would be accessible only to railway trucks. You could not get drays and trucks along the wharfs properly.

1465. You have already informed the Commission that after a series of years Darling Harbour has been adapted for a certain sort of traffic, and had better be left alone? Yes.

1466. And those remarks apply to Sir John Coode's scheme or any other? Yes; that is my opinion.

1467. *Mr. Humphery.*] What has actually been expended in connection with the accommodation which has been supplied in lieu of Sir John Coode's scheme? We have done nothing on that side where he proposed to carry out his scheme which did not clash with anything the Government proposed to do, but dealt only with improvements on the eastern portion of Darling Harbour at present occupied by coastal trade.

1468. Has any expenditure been incurred in connection with that portion of Darling Harbour with which Sir John Coode's scheme deals? A large private expenditure, of course, but no Government expenditure.

C. W. Darley. 1469. What is the next point? I wrote a minute, which, perhaps, I may read to the Commission. You asked me to express an opinion about wheat-shipping, and also as regards dealing with coal, also the frontage and number of berths, which I have put in a separate return [*vide Appendix*].

WOOLLOOMOOLOO BAY.

Frontage available east side, 1,450 feet, along which five eschelon berths—four each 300, and one of 280—are partly constructed. Two of these are now being completed, thus providing five good berths for large vessels. South side or head of bay there are 1,710 feet of wharfage, including 520 feet frontage to a jetty suitable for small vessels. On west side, assuming that the space now occupied by baths, boatsheds, &c., was to be set apart for shipping berths, a length of about 1,500 feet could thus be made available for five more berths, without encroaching very seriously upon the Park. I cannot, however, recommend that this Park frontage should be so utilised. Altogether, in Woolloomooloo Bay there is 4,300 feet frontage, and a possible quayside of 3,187 feet.

From the northern bath site around Mrs. Macquarie's Point, Farm Cove to Fort Macquarie, a length of about 6,250 feet is wholly frontage to the inner Domain and the Botanic Gardens. I do not look upon any of this frontage as being available for shipping purposes. It has very properly been set apart for public purposes as Park frontage, and should be inviolably kept as such.

CIRCULAR QUAY.

The Government wharfage in Circular Quay, exclusive of the head of the Cove (1,000 feet), which is devoted to ferry traffic, amounts to 4,835 feet, providing twelve good berths, nearly all suitable for steamers of the largest class.

Round Dawes Point, from and including the Marine Board boatsheds to end of George-street, a distance of 1,600 feet, is Government property, but cannot be looked upon as available for wharfage purposes, being too near the fairway and entrance to the Cove; besides, owing to its exposed position, vessels could not lie alongside a wharf there very comfortably.

DARLING HARBOUR.

Inside Pyrmont Bridge the Government owns a wharfage of 2,600 feet, which is almost wholly set apart for general railway purposes.

North of Pyrmont Bridge, including the two jetties now used for shipping coal, &c., there is a wharfage of 2,440 feet, equal to five good berths. When the coal trade, now temporarily carried on there, can be moved to a more permanent coal-shipping wharf, these jetties will be available for the frozen meat trade, and will probably more than suit the requirements for some years to come.

I was asked the other day what position was suitable for the frozen-meat trade. I do not think the Department could possibly get a better position than those jetties. There are five good berths, and rails laid on the wharf, which is suitable for the frozen-meat export trade. Some meat is shipped there now, and if the trade developed it could all be done there.

DARLING ISLAND AND PYRMONT BAY.

Around Darling Island it is proposed to construct a concrete quay wall, which will provide 2,550 feet frontage. In the bay between Darling Island and Pyrmont jetties a timber wharf with two jetties can be constructed, providing four large and one small berths. It is not, however, proposed to construct these berths at present, until it will be seen how the trade develops, and to what use they could best be put.

The concrete wall around Darling Island is now about to be commenced. When the eastern side, 1,350 feet long, is completed, it is proposed to try leasing it in three berths, with room for stores on shore, as it has been represented that a better revenue could thereby be secured.

No determination has yet been come to as regards the use to be made of the western side, but probably if a wheat-shipping trade springs up this will be the place to locate it, having railway connection and a concrete wharf wall, with good foundation. Large granaries could be constructed for receiving and storing the grain in bulk and rapidly loading vessels when they come alongside.

With a proper system of elevators, large hoppers, &c., truck-loads of wheat can be rapidly taken into the store and weighed, and held in readiness for issue to vessels coming to load.

Should a permanent coal trade be developed in Sydney for shipping railway-carried coal it will be necessary to provide a suitable site for the trade, and I am of the opinion this can best be done in Long Cove. Over a mile of good water frontage can be obtained above Long Cove Bridge, where quite three-fourths of the water frontage is already Government property.

I may here say that I have doubts as to any trade for railway-carried coal ever springing up in Sydney; but if it does, that is the place for its shipment.

1470. Is there any reason for bringing coal to Sydney by rail if you have a good port at Newcastle and another at Kembla, and the coal trade develops? If a good port were established at Kembla I think there will be no longer any need for providing for coal-shipping in Sydney. At present some coal is coming forward to Sydney, simply owing to the absence of a good port in the south to ship from.

1471. The coal for shipment comes chiefly, I suppose, from the Metropolitan mine? Yes.

1472. And the western coal is used for household purposes? Nearly all.

1473. And not for export? I do not think it is shipped to any extent.

1474. *Mr. O'Connor.*] Did I understand you to say that if a good port for coal shipment were established in the south there would be very little need for one in Sydney? Yes; if there were a good port in the south I think the coal would gravitate to the south rather than to Sydney. I think the Metropolitan coal would go south, the gradients being in favour of its going to Kembla rather than to Sydney.

1475. If a good harbour were established at Kembla, or south somewhere in that direction, do you think that the coal would go in that direction, and not to Sydney? I think it would.

GLEBE ISLAND.

As the trade of the port develops, and demands for greater shipping space arise, it will be possible to cut down Glebe Island, and convert it into a valuable shipping depot.

A scheme has been outlined which shows it possible to provide 4,150 feet of wharfage below Glebe Island Bridge, but this can be increased by construction of shipping jetties at north end, where eight berths could easily be obtained.

Inside the bridge, about 2,000 feet of wharfage can be provided, making in all, including White Bay, some 7,330 lineal feet—nearly a mile and a half—without any resumption.

1476. *President.*] Would it be a serious matter to have a swing-bridge across to Glebe Island, to be used for railway purposes? No; it would not be a serious matter.

1477. In many parts of the world there are swing-bridges over which railways pass? Yes; at nearly all the ports in England some railway traffic crosses opening bridges.

1478. It would not be a serious matter to pass over by means of a railway swing-bridge? No. Glebe Island has a great future in providing for the development of the trade of Sydney.

1479. Now, in regard to the cost of wharfage at Woolloomooloo Bay, can you divide it into two,—namely, the cost of what is already completed, and what has yet to be carried out? Up to the present, in Woolloomooloo Bay, £71,290 has been spent on wharfage.

C. W. Darley.
23 Mar., 1897.

1480. Since what date? From 1860 to the present date—that is, from the time when the circular wharf, originally known as Cowper Wharf, was commenced.
1481. And your present scheme? An expenditure of £12,696 will complete the wharfs on the eastern side. There is a contract let now for £5,000 for two berths, and £7,400 would complete the northern three berths on the eastern side.
1482. Have you a full scheme for Woolloomooloo Bay? Yes, for the east side.
1483. Does it extend past the Admiralty Wharf on the western side? No; I do not propose at present to go on the western side—the scheme is drawn up only for the eastern side.
1484. What will the full scheme cost when complete? £12,696—that is, for five berths.
1485. In Woolloomooloo Bay do you include the cost of dredging? No; intermittent work is generally charged to the dredge service.
1486. You have no estimate of the cost of dredging? No.
1487. Can plenty of water be obtained in Woolloomooloo Bay by dredging? Yes; there is no rock there down to 28 or 30 feet.
1488. Now, as to Sydney Cove on the eastern side, from January, 1879? I put that down as the date when the present permanent wharfs were commenced, excluding the old wharfs that have since been removed. On the eastern side £136,807 has been spent—that is, upon the P. and O., Messageries Maritime, the Orient Company's Wharfs, and the wharf on the south side. On the western side we have spent £93,441, and the completion of the berths at the old A.S.N. Company's Wharf, which work is now in course of completion, will cost £15,512. That is, of course, exclusive of land resumption.
1489. Does that include the whole of Circular Quay, or right to the point of the land known as Dawes Battery? Yes. The total cost of the existing wharfs, including the sheds—everything charged to the vote—and adding thereto £15,000, the estimated cost of completing the wharfs, amounts to £245,761. That is since 1879. Previous to that—that is, between 1860 and 1879—there were £40,460 4s. 11d. spent. But a great deal of that was spent on wharfs which have been pulled down when other wharfs have been constructed.
1490. They form no part of the present wharfs? No.
1491. £245,000 has been spent in the construction of various wharfs? Yes, since 1879.
1492. What has been the resumptions? For resumption of land on Circular Quay and Dawes Point, £304,008.
1493. Therefore the total amount spent on Circular Quay up to date which you think it is reasonable to include—that is, excising previous expenditure on things which have outlived their usefulness—is £549,000? The total expenditure reported to me in the construction of Circular Quay up to date, including the £40,000 I spoke of, and the land resumption, is £574,722 1s. 10d. That is the total expenditure from 1860; and the liabilities on account of the completion of work in hand, by the reconstruction of jetties at the old A.S.N. Company's Wharf, makes a total expenditure, when complete, of £590,234 9s. 4d.
1494. In your opinion there is a sum of £40,000 for previous works which should not be taken into account now? Yes; that I think should be written off, because the expenditure has gone through reconstruction.
1495. Then, in addition to that, there has been some dredging, has there not? There has been dredging and rock removal; but of those items I have no record here. I think that this expenditure includes removal and deepening of rock, but not the dredging of mud.
1496. So, roughly speaking, there is £600,000 invested in Circular Quay? I think that would be a fair way of putting it.
1497. *Mr. Humphery.*] We have had £442,753 revenue from Circular Quay, but there are annual charges against that? The annual charges are, I think, comparatively small.
1498. *President.*] Now for the expenditure on the western side of Darling Harbour? The construction of wharfs and jetties and the extension of wharfs in Darling Harbour, from 1864 to date, have cost £254,127 2s. 4d.
1499. Between what limits;—between the southern end of the bay and what point to the north? Including the Pymont Jetties.
1500. To the north-western end of the Pymont jetties? Yes.
1501. Then, from those jetties all round Jones' Bay, have you a comprehensive design for the whole of that portion? Yes.
1502. What is that to cost? £101,872.
1503. Has the whole design been approved of by Parliament? No.
1504. But you are going on with a portion of the design? The Minister has approved of a small portion being commenced.
1505. Although there has been no approval of the whole of it? No approval of the whole of it.
1506. Then the Department is going on with an expenditure which forms part of an expenditure that will amount to over £100,000? Yes; if the whole work is completed.
1507. *Mr. Hoskins.*] Two or three years ago the Public Works Committee, after a long inquiry, at which you gave evidence, recommended the construction of a new bridge at Pymont, from Sussex-street, and also recommended that it should be undertaken as soon as possible, mainly on account of the evidence of Mr. Hickson, who represented that although the bridge had been repaired and might last two or three years it might give way at any moment; and yet we do not hear of anything being done in the matter;—can you tell us what is being done in reference to that bridge? The bridge is being carefully watched, and certain work done to give it as long a life as possible; but no money having been voted by Parliament for reconstruction, no reconstruction can be done.
1508. Is it in contemplation to give effect to the recommendation of the Committee? I think Parliament will have to be asked to vote money very soon for the reconstruction of the bridge.
1509. *Mr. Wright.*] Would it be possible to furnish the Commission with a statement showing the total expenditure on the different wharfs in Sydney, say, from 1850 up to the present date, out of Loan Votes; I think, if my memory serves me rightly, the first improvement on the Circular Quay was made in 1853—from Queen's Wharf to Campbell's Wharf? Yes; I think that such a return could be obtained. The return which I have to hand into the Commission is complete from 1860. Our books go back only to 1860.
1510. Are there any means of ascertaining what was spent before that time? A good deal of that was Imperial expenditure; but a statement concerning it might be obtained from the Treasury.

- C. W. Darley. 1511. I suppose that the expenditure prior to 1860 was not very large? Not very large. I think I am right in saying that the whole of this expenditure is from Loan Votes.
- 23 Mar., 1897. 1512. I want, if possible, to ascertain the total expenditure from 1850 to 1860;—that could be obtained, I suppose, and, if added to this, would give us the total expenditure? I will make inquiry, and see if that can be obtained.
1513. Are you personally in favour of the construction of a coaling wharf in Iron Cove? Certainly not in favour of doing anything now; but I say that if a trade sprung up I would be inclined to recommend that a coaling wharf should be constructed there.
1514. Would there not be sufficient space at Darling Island for it? No.
1515. Well, what about Glebe Island for the coal trade—at the head of Johnson's Bay? I think Glebe Island is too valuable for the coal business. It is better to use it in connection with the city. If the city trade increases in connection with the shipment of wool, produce, and merchandise, it would be better to let it spread out towards Glebe Island rather than use it for the coal trade.
1516. In the event of Glebe Island and all the foreshores being utilised would any more wharfage be required for the next century almost? We do not know how the trade may develop; but I have grave doubts as to whether we are going to have in Sydney a railway-borne export coal trade. Some coal may be won on the harbour, and it may be shipped from places near where it is won.
1517. You think the bulk of the coal sent to Sydney by rail will be for local consumption? Yes.
1518. *President.*] Have you any knowledge as to what is the nature of the bottom of Blackwattle Bay? The greater part of the bay we can dredge 28 feet or 30 feet without touching rock.
1519. So there appears to be no reason why Blackwattle Bay could not be used for the coal trade; you do not want to build a new railway if you can possibly help it, and tunnelling through the hill would bring you on to Blackwattle Bay? Yes.
1520. And if there are 28 feet or 30 feet of water available there, and there is no trouble in working a swing-bridge between Johnson's Bay and the Cove, why should not coal shipping be done there? There is no Government land available, except at the head of the bay, and that would not be suitable for coal shipping. I now put in a return showing the water frontage and quayage at Sydney Harbour, and also a return showing the expenditure on Government wharfs in Sydney Harbour, up to date.

Walter Liberty Vernon, Government Architect, Department of Public Works, sworn, and examined:—

- W L. Vernon. 1521. *President.*] The Commission desire to know from you the value of the various buildings in the area immediately north from Devonshire-street, known as the Benevolent Society's grounds;—have you a statement? Yes.
- 23 Mar., 1897. 1522. Will you read it?

In accordance with the request of the Chairman (handed to me yesterday) to the effect that a rough valuation of the buildings set forth in the list accompanying it was required, I have the honor to report that a preliminary inspection has been made, and approximate valuations set down, as follows:—

Benevolent Asylum, buildings, fences, &c.	£16,400
Christ Church Parsonage, fences, &c.	1,800
Police Barracks and Superintendent's residence	6,000
Sydney Female Refuge.....	7,000
The Convent of the Good Samaritan.....	13,000
Tramcar sheds, &c.	600
South Sydney Morgue and residence	2,400
Friends' Meeting-house, &c.	500
Sextons' cottages	200
Railings, gates, &c., to Cemetery	1,000
Total.....	£48,000

1523. That is for every building on that area? Yes. The greater portion of the buildings is old and obsolete, and generally only suitable for present uses; and I estimate that if similar accommodation had to be provided in new buildings the cost would probably be between £75,000 and £80,000, as against £48,000, the present values. This of course does not include the value of the land.

1524. That would be the cost to the State if it were necessary to find the same amount of accommodation as you have at present in these old buildings? Quite so.

1525. There is no question of title at all—you only include the bare value of bricks and mortar? Yes, that is all.

WEDNESDAY, 24 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
	FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

- S. E. Perdriau. 1526. *President.*] What is the first information you have to give us to-day? As regards the cost of resumption of a strip of land 100 feet wide between the Redfern railway station and Circular Quay. The shortest distance from Redfern station to Circular Quay is 130 chains. If the strip taken be 100 feet wide the area included would be within a fraction of 20 acres, without including any land required for stations. The municipal assessments for the present year show that if that block of the city bounded by Elizabeth, Park, Pitt, and Liverpool streets, comprising an area of 10 acres 2 roods 2 perches, were resumed, the compensation, at twenty years' purchase, would be £748,040, and at twenty-five years' purchase, £922,800. If the value of the 20 acres comprised in the strip 130 chains long and 100 feet wide
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wide be estimated in the same way, and *pro ratâ*, it would cost £1,424,285 to resume at twenty years' purchase, and £1,755,624 at twenty-five years' purchase, without allowing anything for severance, for disruption of business, or for the 10 per cent. for forced sale always paid by Government. No doubt many valuable properties would be served if such a strip of land were resumed, and under section No. 78 of the "Public Works Act of 1888" the constructing authority could be compelled to purchase many large and expensive buildings situated wholly or partly upon the area resumed, and thus the cost of same would be greatly increased.

1527. *Mr. Wright.*] If I understood you rightly, you have based the valuations on the valuations for the best portion of the city? I do not think it is the best portion of the city.

1528. You have valued the portion between King-street and Market-street? No; between Liverpool, Park, Pitt, and Elizabeth streets. That is not the best part of the city.

1529. You do not take in King-street? No.

1530. Then that is a medium part? Yes, a medium part.

1531. *Mr. Lee.*] Do you know if that passes through any very expensive buildings? I did not try to locate the area, but of course a great many buildings would be affected.

1532. *Mr. Humphery.*] That starts from Redfern railway station and terminates at Circular Quay, and avoids the Park? You may fairly say that is an imaginary strip.

1533. You propose to take a strip 100 feet in width from the Redfern railway station to the Circular Quay, on the western side of Elizabeth-street? Yes.

1534. It might appear from the evidence that in estimating for the 100-foot strip you have taken the cheapest portion of the city west of Elizabeth-street? I do not think that is the cheapest portion of the city. When you get nearer the head of Darling Harbour there is much cheaper property there; but I think that the value of property on this line is rather under the average than over that of city property.

1535. *Mr. Lee.*] Can you tell us what the practice in this country is when land is taken underneath a building—can you tell us how the compensation is arrived at;—is the surface value paid? I do not know what powers the Act gives in that respect.

1536. You have no precedent in the office to guide you where land has been resumed underneath a building for a tunnel? I believe that the Water and Sewerage Board do not pay anything for tunnelling.

1537. *President.*] What is your next statement? You asked me to ascertain the area comprised in Glebe Island.

1538. What is the area? The area of land comprised in Glebe Island is $34\frac{1}{2}$ acres, and the Government's reclamation at the head of White Bay, adjoining the island, and lying between it and Balmain, comprises 12 acres, all level land, making a total area of about $46\frac{1}{2}$ acres.

1539. There will be a good deep-water frontage for a great deal of it? The deepest part would be on the eastern side of the island—about from 18 feet to 19 feet.

1540. It includes the whole of Glebe Island? Yes; road, abattoirs, and everything else there.

1541. What next? You asked me to ascertain the principal landing-places for passengers by steamer at North Shore. The chairman of directors of the North Shore Steam Ferry Company has informed me that before the tram service was started two-thirds of the passengers by their ferry steamers landed at the Lavender Bay wharf, at the head of that bay. The traffic is now diverted to the tram, and at the present time four-fifths of the passengers by steamer go to Milson's Point. The population of the borough of North Sydney, according to the Government Statistician, was 18,180 in February, 1896. The town clerk of the borough has stated to me that at the present time the population is, approximately, 19,483.

1542. Have you brought a map showing the position of the borough of North Sydney? Yes.

1543. What is the gross amount of fares collected by the North Shore Ferry Company? About £40,000 a year, reckoning the passengers at a penny per head.

1544. *Mr. Lee.*] Is there any parcel of Crown lands within the city boundary that could be converted into a park for the city people? Of course there is the Devonshire-street Cemetery.

1545. That is not Crown land at present? If what remains of the bodies buried there was removed the Government could get control of that land again, of course.

1546. Is there any other land, vacant or otherwise, that could be utilised for a city park? No; I do not think so.

1547. Do you know of any site that could be given to the public in substitution for what they would be deprived of if a portion of Hyde Park were taken away to be used for railway purposes? You could give them part of Government House grounds. Government House, they say, is tumbling down, and a substitute must be found for it pretty soon. It is in a very rickety state, the Architect says. They are now spending money on it, and are always doing so.

1548. If the Government House grounds were devoted to reserve purposes, do you not think that they would be more likely to become absorbed in the Botanical Gardens than be made a park somewhat on the same lines and for the same uses as Hyde Park now? Yes, perhaps they would; but there are 40 acres there.

1549. Do you think it would be desirable to set up another park in the city, to be used in the same way as Hyde Park is now used? Well, if land had to be resumed, it would be, of course, at enormous expense; and there is a very large area of land available now for recreative purposes, extending from Liverpool-street northward to the water—for the parks practically extend from Liverpool-street to the water—their total acreage being, I think, 230 or 240 acres, including the 40 acres of Government House grounds.

1550. And the public have access to a portion of that land at all times, day or night, and to the Gardens all day? Yes; Sundays and all other days.

1551. Take Hyde Park, for instance;—you know it pretty well? Very well.

1552. Is it really used at the present time for the recreation of the citizens or their children? I do not think so; it may be by the children.

1553. Is it not largely taken possession of by the loafing classes? Yes, it is, almost entirely.

1554. As a matter of fact, does it offer to the citizens or their children that recreation which it was supposed to afford? I do not think it does, except where the band plays on the eastern side. A good many children collect there in the afternoons when the band plays, but the western portion of it is used almost entirely by loafers.

1555. Are you of opinion that the citizens would suffer no serious loss if they were deprived of that portion of Hyde Park which it is proposed to take for railway purposes? I do not think they would.

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I think that the suburban residents would be benefited to a very great extent indeed by the railway coming right into the city, and also that a very large proportion of the inhabitants of the Colony would receive a direct benefit by being brought right into the heart of the city by the railway.

1556. What portion of the community would suffer, and in what respect, if that portion of Hyde Park were taken for railway extension purposes? I think, principally, the Domain loafers.

1557. The average citizen would not be deprived of any right whatever? I think not.

1558. That is to say, that irrespective of the portion required for railway purposes there would be ample room for recreation purposes? Yes. It so happens that at that particular place there are many large and contiguous reserves.

1559. Not very far from there is a smaller park? Yes; Cook Park and Phillip Park.

1560. Hyde Park has not been used for many years for vehicular traffic;—it is used only for pedestrian traffic? That is all.

1561. And has not the construction of the Centennial Park had the effect of attracting a large number of the citizens to that park for recreation purposes, particularly driving? No doubt it has, because there is a road there specially made for the purposes of driving.

1562. In that respect the Centennial Park has advantages far beyond anything that could be offered by Hyde Park? Yes. People living within an equal distance of Hyde Park and Centennial Park would never go to Hyde Park for recreation, but would go to the Centennial Park.

1563. The Centennial Park has a large area? Yes.

1564. Do you remember how much? Under the Centennial Celebrations Act the area to be left for a park is a square mile.

1565. It has been very largely improved, and is being beautified? Yes; more than £250,000 has been expended there.

1566. At the time that park was granted to the public there was no demand for extra park sites in the city, was there? I think not. I do not think it was intended particularly as a park for the city, but more for the surrounding suburbs; but of course it is very close to the city.

1567. But all those suburbs, now you may say, are part and parcel of the city—connected with the city by tram and every other means of conveyance? Yes.

1568. And it is no more a park for the suburbs than for the city—it is available for all? Yes.

1569. Is it not largely used by the city people? Yes. I have seen thousands of the city people there, especially on Saturdays, Sundays, and holidays.

1570. If this large park has been conferred on the citizens of Sydney recently at enormous expense, do you think that the citizens would suffer in any way if a small portion of Hyde Park were taken for necessary railway purposes? I think the taking of 10 acres out of Hyde Park would hardly be noticed by the citizens.

1571. It is only proposed to go up to about the middle walk? Yes; the south-western corner of the Park.

1572. Therefore it would leave all the facilities for pedestrian communication between Oxford, College, and other streets as well as it does at present? Yes.

1573. It would only prevent people from going direct through to Elizabeth-street between Liverpool and Park streets? Yes.

1574. But they could get to either of those points by taking a diagonal path? Yes.

1575. Therefore there could not be any great inconvenience to those who use the Park for pedestrian purposes? I do not think so.

1576. You are of opinion that the location of a railway on that portion of the Park would be a benefit not only to the citizens but also to the Colony at large? Yes.

1577. *Mr. Humphery.* Supposing, instead of having a terminal station between Park and Liverpool streets, it were placed between St. James' road and Park-street, would your replies to Mr. Lee's questions be equally pertinent? I think so. I suppose that the same quantity of the Park would be taken—10 or 12 acres—and it would not much matter which portion were taken. Of course there is a good deal more pedestrian traffic across that portion of the Park towards King-street than there is across the southern portion of the Park.

1578. You mean diagonally? Yes; from Boomerang and College streets. That part of the Park is more used.

1579. I am speaking now of the north-western corner? Yes, the north-western 10 acres of the Park, bounded by Macquarie-street.

1580. Then the pedestrian traffic will come out at St. James' road instead of in Elizabeth-street;—is that what you mean? Yes; somewhere about the Queen's Statue, instead of going diagonally.

1581. *Mr. Wright.* As a matter of fact the bulk of the pedestrian traffic goes that way now, does it not? Yes, I think the greater part of it does.

1582. *Mr. Humphery.* How many acres are there of the Devonshire-street Cemetery that might be utilised for a park? About 11 acres.

1583. Comparing that area of land that might be made available for a park at Belmore-road—I mean the site of the Devonshire-street Cemetery—with the portion of Hyde Park which it is proposed to be taken for railway purposes, there would be twice the population inconvenienced? There would be, according to the Government Statistician's figures.

1584. Have you been over that land? Yes, I have been into it from various points; it is subdivided by fences.

1585. Would it be a suitable position for an addition to Belmore Park? I think it would be, certainly. It is very suitable land for a park, being elevated.

1586. And very central? Yes, it is central. There is a very dense population, especially to the east of it.

1587. And you think that as far as utility goes—not intrinsic value—it would be a fair exchange for the north-western corner of Hyde Park? Yes; I think the figures prove that the population benefited would be twice the number.

1588. *Mr. Wright.* I gather from your remarks that you consider that the outcry against utilising a portion of Hyde Park for railway purposes is more sentimental than anything else? Yes, I do.

1589. And that the citizens would practically suffer no loss by the appropriation for railway purposes of that portion of Hyde Park asked for by the Railway Commissioners? Yes.

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1590. And you think that the land to be taken from the Devonshire-street Cemetery would be in every way as suitable, or even more suitable, for the requirements of the citizens of that part of the city than the portion of Hyde Park proposed to be taken? Yes.

1591. In making your calculation of the cost of the resumption of land you include resumptions right from Devonshire-street, do you not? Yes.

1592. And you are aware that there is a large portion between Campbell-street and Devonshire-street which is to a certain extent Government property, including Belmore Park and the Cemetery grounds, the resumption of which would not necessitate any great expense? It would of course depend entirely upon where the railway ran. You might interfere with Christ Church Parsonage, and the Convent, and the Refuge.

1593. But if you can avoid interfering with the Parsonage, and the Benevolent Asylum, and the Convent of the Good Samaritan, by taking a railway to the back of them at a sufficient distance, and then passing through Belmore Park, how many chains of resumption would you save? There would be something saved there.

1594. Can you give us any idea of the number of chains that would be saved? At a rough guess I should say perhaps 25 or 30 chains.

1595. That would reduce your total then to a little over 100 chains? Yes.

1596. And it would correspondingly reduce the cost of resumption? Yes. I am afraid that those figures do not convey anything like the extent of the probable cost of such a resumption.

1597. Of course to those figures would have to be added the cost of severance and destruction of buildings? Yes.

1598. Allowing for the lesser distance going through Belmore Park, you think that the original figures would be more than borne out by the result? Yes.

1599. So there is no hope of getting a railway through the city for less than £2,000,000 for resumption alone? No; under a clause of the Public Works Act, if a building is touched at all the owner can compel the Government to take the whole of it.

1600. Can you tell me what is the resident population within a certain distance of the north-western corner of Hyde Park? Within half a mile radius of the junction of Elizabeth-street and St. James'-road the total resident population is about 15,000.

1601. And those are the only people who can actually claim any particular right to this Park? Yes, I think so.

1602. And you are under the impression that depriving those people of the convenience of having the Park close to their door would be more than counterbalanced by the gain to the population of the Colony generally if this railway were constructed? Yes.

1603. Very much more? Yes, I think so.

1604. *Mr. Fegan.*] Whom do you call loafers. You say that this Park is chiefly used by loafers. You do not call a loafer an unfortunate man out of work who is doing his best to get work, do you? Certainly not.

1605. Well, what reason have you for saying that the majority of the people who frequent this portion of the Park are chiefly loafers? That is the opinion I formed of the people there; I have seen them for twenty years, and that is what their appearance was. They are not working-men, but men that will not work.

1606. *Mr. Black.*] If the Park were closed would they cease to exist? No; if you take 10 acres they will go on to the remaining 30 acres.

1607. Well, if the closing of that portion of the Park would not wipe out those men whom you call loafers there would not be any benefit to the public in that direction if it were closed? I did not suppose that we were going to effect any reform in that respect.

1608. In fact you would only make the evil worse by concentrating them in a smaller area, if there is any evil? Well, at that particular place you have over 200 acres of land available for those particular people, and if you distributed them over the remaining 190 acres you would hardly notice any difference there.

1609. You have no idea in your head of having admission to the Parks by ticket? No.

1610. *Mr. Fegan.*] In answer to Mr. Lee you said there never was any agitation for more park room when the Centennial Celebrations Act was passed? I do not know that I said that directly, but I do not remember any.

1611. Do you know there was an agitation against taking away any portion of this Park? I believe there was an agitation some years ago.

1612. And a very strong agitation; even some of the most prominent people in Sydney took a part in the agitation against taking any portion of this Park for railway purposes? The gentleman I particularly remember is Mr. Macintosh.

1613. He occupies a very prominent position in the public life of the Colony? Yes; and no doubt his opinion is very valuable.

1614. And there were Sir Alfred Stephen and others? Yes. Sir Alfred Stephen was one of the trustees of the Park.

1615. Therefore, so far as the agitation was concerned, it was not owing to these unfortunate men but to some of the leading men of the time? Yes; there were some of the leading men connected with it.

1616. I think you will admit that the feeling is almost the same yet? I daresay it is.

1617. When the Bill was before Parliament I suppose you heard that a number of the representatives of the people were against handing this Park over for railway purposes? Yes; they thought that the taking of a quarter meant eventually the taking of the whole of it. That was the principal reason, I think; but I read the Railway Commissioners' statement, and they said they would not dream of asking for any more than 10 acres, because they would not make the Hyde Park station the main terminal station. Redfern would continue to be that, or rather the depôt.

1618. *Mr. Lee.*] This is for passengers only? Yes.

1619. You do not think that 10 acres near Belmore Park would compensate for 10 acres in the heart of the city, do you? I think the figures giving the population in the two portions show that 10 acres at Devonshire-street Cemetery would benefit twice as many people as 10 acres on the north-west corner of Hyde Park.

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1620. But you know it is really not those people who live in the near vicinity of Hyde Park who avail themselves of the advantages which Hyde Park gives to the people for recreation and other purposes, under the beautiful shade-trees such as there are not in the Domain? I think the Inner Domain is preferable to Hyde Park for shade-trees.

1621. But is it not a fact that no other park in the Colony gives the same facility for shade and enjoyment as Hyde Park? I must say that I have not seen very many people using Hyde Park for that purpose—I mean that I have not seen many people whom I would consider to be respectable people using it for that purpose. They mostly go into the Domain or the Inner Domain.

1622. Does not that statement bear out what I have said, namely, that the people who live in the different business places near and around Hyde Park do not frequent the Park, and that other unfortunate people come from other parts of the city because they appreciate the shade and the surroundings of the Park? Yes. It is not unlikely that a good many of those people whom I call "loafers" would collect where the cemetery is now if that were made into a park.

1623. Many people go to Hyde Park who are homeless, but are not loafers, and who walk about from morning till night looking for work? Very likely.

1624. And I have seen people go in there the state of whose pockets would not afford them any other means of getting rest? Yes; but they would not have to go much further to get to some other part of the Park.

1625. To be waylaid, perhaps, by tricksters? I have seen as many tricksters on this portion as elsewhere.

1626. Do you think there is the same protection in the Domain as in Hyde Park? We only propose to take a quarter of Hyde Park.

1627. But at the present time the Park is open to the public gaze, and in the daylight a man cannot commit robbery without being detected;—the police are there, and the public are on the alert? Yes; they are nearer than they are in the Domain.

1628. Do you not think that it is much better in that respect? There is no doubt that some people would be inconvenienced by the taking away of 10 acres, but I think that on the whole it would be of benefit to the country generally.

1629. How would it benefit the suburban people? It would avoid the necessity of changing from the train to the tram at Redfern.

1630. The expense of travelling would be about the same? I suppose the expense would be about the same—not much difference.

1631. Not having to change from train to tram would be the principal benefit? Yes.

1632. How much time would that save—about a minute? I think more than that. Even in the morning it takes fully a minute I think to change, but at other times in the day it must sometimes mean a loss of six, seven, or eight minutes.

1633. Do you think it is fair to go to the enormous expense of constructing a railway from Redfern to Park-street or Market-street, as the case may be, and take perhaps one of the most valuable sites for recreation in Sydney, in order to save that short space of time, seeing that you are about to construct an electric tramway along George-street? That will serve the people to some extent, no doubt.

1634. And you have also the steam tram service in Elizabeth-street? The railway, of course, would compete with the present tram service.

1635. And successfully, too, would it not? Yes.

1636. What is to become of the tramway then—there would be a loss on that portion of it, would it not? I think that portion of the tram service would hardly be wanted at all—that is the railway tram.

1637. In your calculation you have not informed the Commission the amount of loss that would be sustained by the pulling up of the tramway? No; that would be a matter for the Engineer-in-Chief for Railways.

1638. Perhaps you could estimate the value of that property? I could find that out for you.

1639. *Mr. Roberts.*] Is it not true that since the extension of the tramways into the various suburbs business people now have residences for their families in the suburbs who used fifteen or twenty years ago to live at their place of business with their families? I believe that is a fact. In fact the population of the city proper is not growing so fast on that account.

1640. Is it not a fact that the families of at least (say) 75 per cent. of the business people of Sydney now reside in the suburbs? I daresay that is about the proportion.

1641. And therefore is it not fair to assume that there is not the demand for Hyde Park as a recreation-ground at the present moment that there was twenty years ago? Yes; I certainly think that is the case.

1642. *Mr. Hassall.*] The traffic through the north-western portion of Hyde Park principally comes from Woolloomooloo, does it not? Yes.

1643. And in the event of that portion being resumed for railway purposes no very great inconvenience would be caused to anyone by being obliged to make a detour along College-street into St. James'-road? No; it would not make half a minute difference.

1644. So the resumption of that portion for railway purposes would not, to any great extent, inconvenience the public who use that short cut to the city? No.

1645. Is it not a fact that that particular portion of the Park is, to a certain extent, infested by people who do not care to work? I have always thought so, especially at night-time.

1646. There must be, of course, some amongst them who would be only too glad to obtain employment, but as a rule, is not Hyde Park overrun—day after day, week after week, and month after month—by people lying about there to the detriment of those persons who would like to use the Park for recreation purposes? Yes; lying about on the benches and elsewhere.

1647. From what you yourself have seen you think it is not a desirable place to send girls and children to at the present time? No; very undesirable.

1648. How far is it from that portion of Hyde Park to the Domain? About 200 yards.

1649. So that even if the public were deprived of that portion of Hyde Park they have the Domain right alongside of it, which they could make use of? Yes. I think that is the principal reason why they would not feel any inconvenience, because at that particular place there is such an enormous area of park-land available—from Elizabeth-street right down to the waters of Port Jackson.

1650. You may say that it is a continuation of park-land right from Elizabeth-street to the waters of Port Jackson? Yes.

1651. And if an area of 10 acres were taken out of it it would hardly be missed? Hardly at all.
1652. You think that in view of the largely-increased convenience to be conferred on the public by the extension of the railway to that particular point it would more than counterbalance any little inconvenience the people might suffer by being deprived of that portion of the Park? Certainly.
1653. *Mr. Clarke.*] Do you consider that, as a whole, with Moore Park, the Centennial Park, the Domain, and other parks, the people of Sydney are as well situated in that respect as are the people in any other part of the world? I have not travelled enough to express an opinion on that, but I have always thought that it would be a valuable thing if they had a piece of park land in the western portion of the city, which is not very well served.
1654. Which part do you mean? Well, we have Wynyard-square there, but that is about the only piece of available land in the western part of the city until you get to Blackwattle Bay—Wentworth Park.
1655. But in the eastern portion the people are well off for parks? In the eastern portion of the city the park-land extends from Dowling-street, Surry Hills, up to Randwick and Waverely—that is, including Moore and the Centennial Parks.

S. E.
Perdriau.
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THURSDAY, 25 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	GEORGE BLACK, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Norman Selffe, M.I.C.E., M.I.M.E., sword, and examined:—

1656. *President.*] What are you? I am an engineer.
1657. At present practising in Sydney? Yes.
1658. You are aware of the project before the Commission to extend the railway into the city for the conveyance of passengers and for the conveyance of goods? Yes.
1659. You have given the matter some consideration? A great deal of consideration.
1660. And have a scheme you believe to be a satisfactory solution of the matter we are considering, and desire to place it before the Commission;—will you explain it? I have been asked to place it before the Commission—I have placed it before the country—and I shall be glad for the Commission to consider it. I think it will be better for me simply to outline my scheme, and then leave you to ask me to come here again, for it took the other Royal Commission three days to go into it. I may say that the scheme was misrepresented then in a way that I am sure it will not be represented before this Commission. I should like to say before going into an explanation of the scheme that I am not an advocate of any hard and fast line to a few feet or chain or two. I am an advocate more of certain definite principles which I laid down, and I show in my scheme a solution of the difficulties which they involve. I am prepared to admit at once any improvements if they achieve the same results.
1661. You approach the matter simply on general principles—you are willing to accept any amendment in regard to details? Yes; with regard to small details.
1662. The plan which you have now placed before the Commission shows your proposed line going down towards Darling Harbour, and then going northerly; you have an alternative scheme starting from Eveleigh Station; do you desire to consider that at all, or do you consider this is the better one? I only know of one scheme.
1663. There is an alternative loop-line? That alternative loop-line, which was referred to by some of the Government officers, is merely Mr. Deane's line; it was only drawn on my plan as showing how goods could be brought from Darling Harbour to Circular Quay apart from the passenger line.
1664. As far as you are concerned we say nothing about that? Excepting for goods. That is a scheme that belongs to two or three other plans. I think you mean the loop that terminates at the Commissariat Stores, and goes round by Miller's Point.
1665. On the western side of southern George-street station there is a loop? That is part of Sir Henry Parkes' scheme.
1666. It appears here on this plan of yours? I put it here as it is for the Commission to consider it; but that really was a suggestion on Sir Henry Parkes' plan that was submitted to the previous Royal Commission.
1667. Your main scheme turns off on the western side of Redfern station? At the tunnel.
1668. And follows down to the first George-street station;—will you give us a rough description of it, first of all? My whole scheme is based on five leading points: First, the distribution of the present suburban passengers throughout the city. Secondly, a provision for the connection of all the eastern suburbs with the city extension. Thirdly, that the extension should go hand in hand with the improvement and not the disfigurement of the city, and that, if possible, the improvement of the city should accompany the carrying out of any scheme. Fourthly, that the connection of the North Shore line should be an integral part of the whole scheme, whether it be carried out now or in the future. Fifthly, that the cost of any system should be estimated on a rational and business-like basis, and not in the way in which the cost of my scheme was estimated on previous occasions.
1669. Will you describe the route, and then we will turn to the various heads? The route I propose is to turn off at the Redfern tunnel, follow the Darling Harbour branch down as far as George-street, widening it and easing the grade, and making a station somewhere opposite Christ Church, on the ground where Pennell's store used to be, or in that neighbourhood; then proceed by means of a viaduct right across the Haymarket valley, on a level over the top of the premises held by Hoskins and Tangye; and so on over Hay-street, striking Brickfield Hill about Messrs. Goodlet and Smith's yard, where the railway would enter a tunnel. The corner of Goulburn and Kent streets is so much below the corner of Bathurst and George streets that it is possible for a train to go over the lower corner and be underground at Bathurst-street—the ground rises so much. My original intention was to utilise the site on which the new market buildings are now erected.

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1670. Before that, between Bathurst and Liverpool streets, do you enter your tunnel? Yes. I intend to make an easy curve, as shown on the plan. The line goes in amongst what are practically slums in this district—pig-pens, and so on, where the stock is sold—and then it gets out about Goodlet and Smith's yard. It then goes into a short tunnel under the very widest part of George-street, where ventilators could be placed in the middle of the roadway—very long, narrow openings—which would ventilate the tunnel. That is between Druitt and Bathurst streets.

1671. Now you have come to the station? Yes. The City Council having now built on that site it becomes a question whether the basement of those large market buildings could or could not be used for a station. That was the site that I selected as being the most central site in Sydney, and at that time practically vacant, for when I designed this scheme that was practically a waste site. The whole scheme is now subject to revision from the fact of the markets being there. This matter is apart from the object of this Commission; but I hold the opinion that that basement is totally unsuited for the markets, and it would be better to blast out all the brickwork put in there—hundreds of tons—and utilise it for a station. That basement is 22 feet deep.

1672. How deep down would you put the running road? The line only needs to have 15 feet clear over it, and the basement is about 4 feet deeper than is necessary for a railway.

1673. Will that seriously interfere with the buildings now up? That is a question I have never gone into. It would be no difficulty to put the whole of the upper part on columns, for the underground railway in London runs in amongst buildings, at the Mansion House and many other places. But that opens the question that if that building is not to be used as a station there is nothing to prevent the line going at the back of the Town Hall—going a little further west. That would not interfere with my scheme as a whole. I merely selected that site because at the time I proposed this scheme it was a vacant site, awaiting something to be done with it; and to my mind it appeared that—it adjoining the principal civic buildings of the country—there could be nothing more suitable than to put a railway station there.

1674. You practically transfer it from George-street to York-street? Yes; and go at the back of the Town Hall. It does not alter my scheme, except in the details.

1675. Your tunnel still continues about 40 feet deep? No; only deep enough to get covering. York-street, from Market-street to Wynyard-square, is very level, and I had alternative schemes either to go under York-street—in “cut and cover,” as it is called—that is, you open one side and build a wall, and then open the other and make an elongated Redfern tunnel, or you resume property right through from Lassetter's to the Savings Bank, which would, of course, involve considerable expense in separating properties. That is another question of detail, and not of principle, because the tunnel under York-street, from Market-street to Wynyard-square, could be very well ventilated.

1676. At the south-western side of Wynyard-square you propose to have another station? As much of Wynyard-square as is necessary. That would be a daylight station.

1677. You would still be in a tunnel, but would open the station right out? Yes; open the station right out.

1678. You then proceed by a tunnel to Charlotte-place? Yes; there would be a very short tunnel beyond Wynyard-square to get to Charlotte-place. The line would, at Wynyard-square, practically divide into three branches—the left-hand side going up by the old “Three Crowns,” to go along to the Princess-street Bridge for connection with the North Shore line; the central part going down to 30 acres, which I propose should be resumed on the Rocks, and which is illustrated by plans I have here. Plan No. 3 shows 30 acres of slums, where you can shake hands across the streets in many places. Plan No. 4 shows the same site as Baron Hausmann might have treated it if he had ever been in Sydney. From the eastern side of Princess-street, taking in Gloucester, Cumberland, Cambridge, and Harrington streets, up to Argyle-street, I propose to resume 30 acres. At the time I drew up this scheme I was told on very good authority—some land agent friends—that £30 a foot would be the maximum price for any property there. Then, from Hunter-street, where now George-street runs, turning and twisting about, going down to the old Queen's Wharf and Commissariat Stores, I propose to make a new George-street, a chain and a half wide, running straight and level right through to Dawes Point, not interfering with the old street at all, but going right over the site of the present Harrington-street. Then on the block bounded by the new George-street and Argyle-street, and by a new Gloucester-street at the back, an by an extension of the street which has just been widened, coming from the Circular Quay near the fire station, you would have a Circular Quay railway station which would be within a biscuit-throw of all the harbour steamers. This is a matter I do not go into details about, but speaking from a general passenger's point of view, I would say that such trains as the Liverpool and Penrith trains might start from a station like that, and that, with the suburban, would give you a regular service of trains up and down the western side of the city, not more than a chain or two from George-street. The line to the left hand, running along the backbone of the ridge, continues until it crosses Argyle-street almost level with the present Princess-street Bridge. From Princess-street the ground runs level to where there is a wall looking into Dr. Mitchell's garden (now Trinity Church Parsonage), and then the line would run on until it got above Dawes Battery high enough to go to the North Shore. Whether carried out now as part of the scheme, or five or ten years hence, my scheme provides for that North Shore extension as an integral part of it, and does not delegate it to someone in the future to spend two or three million pounds to get to North Shore because we had a city railway which did not take such connection into account. (The reason why I worked this part of the scheme out was because the Chief Commissioner for Railways, in giving evidence before the other Royal Commission, said that if the railway had to go to North Shore we would have to have another western line, and I thought it would be better to have one city scheme instead of two.) Then going around the back of St. Patrick's Church the line crosses over Essex-street by a bridge, and goes across Circular Quay on a viaduct, there being a station at about the present site of the Water Police Court, from which point the scheme becomes common with Government schemes, going round into Paddington, Waverley, and Woollahra, and taking a route on which there does not seem to be any difference of opinion—the eastern suburbs scheme. The central point of my scheme is this: that having got to Wynyard-square—whether the line so far follows my direct route or goes a little more to the west—I have from that square three connections—one being to the North Shore, another to the terminal station, where 30 acres could be resumed cheaply, and to which point the railway would bring all the suburban passengers who might want to go down to the harbour steamers, and the third to the eastern suburbs. All the harbour steamers from Manly, Hunter's Hill, and Parramatta are making the Circular Quay a focus, and my opinion is that any railway scheme that does not give you a station in close proximity to Circular Quay would not meet the requirements of a large bulk of the passengers.

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1679. *Mr. O'Connor.*] I suppose you know that at the Circular Quay there is a large parcel of land which now belongs to the Government? I am aware of that. My own opinion, given for what it is worth, is that you could buy land for £30 a foot and sell it for £300 a foot, although not, perhaps, to-day. But before the previous Royal Commission they debited me with £1,500,000 for the resumption of land, and so many thousands of pounds for levelling it, and yet gave me no credit for a resale of 20 acres with the new George-street frontage.

1680. We have now ascertained the general principles of your scheme? Yes, except this: that in connection with that scheme—more as a negative value than as a positive one—there is this which, I think, cannot be too forcibly brought before you: I am now exhibiting to you a bird's-eye view, showing the present railway buildings at Redfern, the Darling Harbour line, the place where the new bank is at the corner, the Cyclorama, the Benevolent Asylum, Belmore Gardens, and so on. Approximately, there are 50 acres there. Now, if a line is run across there, and there is a series of brick arches to carry it, there will be 50 acres of the centre of the city converted into slums in one act; because, what can you do with it if you take this site and build arches all over it for the railway. You can only back carts through those arches—you cannot lay out streets. I say that there is a future value in that land which would pay for the whole city railway. This is the way it could be done: Our city is most peculiarly situated, because from Liverpool-street, at this end of the town, to Cleveland-street, Redfern, there is only one cross thoroughfare by which you can get from the east to the west—that is Devonshire-street. Under many schemes that have been brought forward Devonshire-street is to be practically shut up, because it is going to be made into a gutter; but I say, instead of making it into a gutter, make it into a magnificent thoroughfare 120 feet wide, build a grand station facing this grand thoroughfare, carry a 120-ft. avenue right through the site of the present burial-grounds, and make a square there—call it Trafalgar-square or Maddison-square, according to which city you take the name from—and then you have 10,000 feet of frontage either for Government buildings or for sale; and surely the taking away of 10,000 feet of frontage, with all these squares and wide streets, is a point that should be considered when it is proposed to have a lot of brick viaducts for the railway. Do not carry the railway there, when the great cost will be the loss to the city of that magnificent site.

1681. *Mr. Wright.*] It is not proposed to carry the railway over brick arches? The plans show brick arches. Belmore Gardens is 30 feet below the high part of the Burial-ground, and under my scheme if 10 feet were taken off the top of the Burial-ground and put in Belmore Gardens you would have a most magnificent site of 30, 40, or 50 acres, which could be tastefully laid out, and on which you could erect public libraries or museums, or anything else.

1682. *President.*] The reason why you are making this explanation and showing the present state of things adjacent to Belmore-road is to show why you desire the railway to keep west and not to go into that portion of the city? That is it. I desire to show that whether Hyde Park is taken or the site of the present burial-grounds, a fair estimate should be made of the value of the ground, not only its present but its prospective value, because I say that we should be able to make what the city has not got now—a grand centre. It is a fact that we have not got what you may call a centre of the city. Now there is a possibility of making a grand central square, which you might call Trafalgar-square, and around which grand public buildings could be put, and you would have a large avenue from the station, and in the course of a very little time that property would sell at very high prices. However, that is only a detail; but my contention is, that judging by the experience of London, Paris, New York, and Berlin, four typical cities, this site is nearer the centre of the city for long-distance travellers than are the main termini in those cities, and it is only the suburban passengers we want to bring round the city.

1683. Let us now turn to your scheme itself: Your scheme proposes to leave the Redfern yards on the western side, and your first station lies about opposite Christ Church. How many lines do you propose to bring into the city? Four lines.

1684. Have you any idea what the cost of that first portion would be? Only the Commissioners' estimate.

1685. You have made no estimate yourself? No.

1686. Are you prepared to accept the Commissioners' estimate for that portion as correct? Yes.

1687. What was the Commissioners' estimate for that portion? On page 115 of the Report of the previous Royal Commission, the Commissioners laid out the Hyde Park scheme, but they left out any provision to compensate for taking St. James' Church, the Supreme Court, and the Registrar-General's Office. For the land that they then required at Hyde Park, Belmore Gardens, and the burial-ground, I put down £500,000. I also put down £250,000 for the new sites, and the rebuilding of St. James' Church, the Supreme Court, and the Registrar-General's Office, and I brought the net cost out at £1,600,000. That came to £17,000 a chain. On my own scheme Mr. Foxlee's estimate, made on behalf of the Railway Commissioners, was £2,600,000, but he put nothing down for the resale of this new site. From information which I have obtained from experts, I put down the value of New George-street at £500,000, and New Gloucester-street at £150,000, and the capitalised value of the sites under the Haymarket viaduct at £50,000, making total credits to the western scheme amounting to £700,000, which were omitted altogether. That brought out the net cost at approximately £1,900,000, or £14,000 a chain as against £17,000 a chain for the Hyde Park scheme.

1688. You agree with Mr. Foxlee's estimate of £2,667,770, but you think you should have a credit of £700,000? Yes. They naturally made my scheme cost as much as they could.

1689. But you have no estimates which you think would be likely to be more reliable? No; I am not in a position to impugn the correctness of their estimate.

1690. What area do you propose to take at George-street station, opposite Christ Church—the first stopping place? It would only be a passenger station. I should take whatever is necessary. A platform, I think, would be about 600 feet long.

1691. But you would want more than one platform if you had four lines? Yes; but I do not suppose that fast trains would stop there.

1692. You cannot work four lines with only one platform about 600 feet long? If the Railway Commissioners want 1,000 feet they would have to have it. I would not presume to give any opinion on that.

1693. In your opinion is 600 feet long, and as wide as necessary, sufficient for an ordinary passenger platform? Yes.

1694. What area that would be you are not prepared exactly to say? No.

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1695. Then coming to the next station, contiguous to the Town Hall, in regard to the area, and the cost of that, you are not prepared to express an opinion? That is all included in the £2,000,000.

1696. But the position is altered now to some extent, because you were hoping to get a pretty well vacant place—the property of the city council—which now you would have to resume? I reckoned that site would cost pretty well £250,000. We have a good criterion for that value. The corporation gave the Government £120,000 for the market site, and I take that as being something definite from which we could estimate values in that locality.

1697. Then your passing central station, adjacent to the present new market buildings, in your opinion, would cost £250,000? I think pretty well that. I do not think it would actually cost that now, because things are much lower in price than they were at the time I made my estimate.

1698. At Wynyard-square you propose to take such portion of the reserve as may be necessary? Yes.

1699. You do not exactly define the area? No.

1700. Then passing Charlotte-place you come out into the open, and pass into the Rocks, as you mentioned? Yes.

1701. What area do you propose to do your shunting upon in the Rocks? I propose to take 10 acres, but under my scheme there will be no shunting wanted there. I propose to have what are called traversers. When an engine runs to the end of a line, instead of as it does now at Redfern, stopping for a train at the entrance of the station in order that the engine may run down and take up another line, if traversers are used, the same as in Eveleigh yard, the engine can be pushed out and put on a middle line. There would be three lines between two platforms, instead of two.

1702. That would necessitate a third line, and therefore your four lines down there would become six? Yes; I would have six lines on that station.

1703. In your opinion will six lines deal with all the suburban traffic that should go down to your terminal station at Circular Quay at present? They will until the population is four times what it is at present.

1704. You believe they will;—you have made the necessary calculation? Yes they will, because you will have the other stations for the passengers to get out at. You will have passing stations all down the side of George-street and the railway would go across the Circular Quay. It would only be some trains that would run into that station. Of course the railway management would not run more trains into that station than they could deal with there, because they would have a line on each side of it.*

1705. Did you not inform the Commission that the North Shore line was a matter to be kept well in view, but it might not necessarily be constructed at present? Yes.

1706. That being so you could not utilise that for traffic at all? No; not until it was built.

1707. For the time being, for a city railway, without taking into consideration the North Shore extension and the eastern suburbs extension, this terminal station would require to do your reversing work? All the reversing work that was required there; but that would be limited in quantity, because you would have the line to Circular Quay and the station on the Water Police Court site as well as this, and there would be no shunting at the Water Police Court site, because it would be a wayside station there.

1708. You reverse there and go back? No. I go right to Paddington and go in a circle.

1709. But, except so far as the future is concerned, we have not at present under consideration the eastern suburbs or the North Shore extensions, excepting that they must be kept in view if any railway works were carried out, and must fit in with them and not be antagonistic to them;—therefore, if your city scheme embraces one station at the Rocks and another down near Circular Quay, until the eastern suburbs extension or the North Shore extension is built, all the shunting or reversing must take place at those two stations for the time being? Just so.

1710. Therefore, you would have to keep some of your traffic from Circular Quay; in other words, at Charlotte-place, and whatever trains are required to go to Circular Quay until the eastern suburbs extension was made would require to shunt there, or reverse there, and go back? As the Mansion House station on the underground railway in London sufficed for years for all the shunting of the enormous traffic of that railway before the circle was completed, and considering that Sydney is only a very small fraction of the population of London, I see no difficulty in dealing with the traffic at this station in the meantime as was done at the Mansion House station. I was in London and travelled on that line the very day the extension was opened. I travelled dozens of times whilst the enormous traffic of twenty different lines was running into the Mansion House station, and the shunting was properly regulated. What could be done there could be done here, and the Rocks station would suffice with proper management, if it were necessary to make it suffice.

1711. *Mr. Hoskins.*] They have a reversing line at the Mansion House station, have they not? If provision is made by having six lines instead of four an engine could be at the other end of the train ready to go out before the passengers were all out of the train.

1712. *President.*] How long is your tunnel—about a mile? It is about 40 chains from entering at Goodlet and Smith's down to Essex-street, from which two stations have to be taken out. It is about half a mile from the time it enters the tunnel to the time it finally leaves it; but during that, it is in daylight all in front of the Town Hall; it has a station at the Markets site or behind it, and if it ran between George-street and York-street it would be in daylight the whole way, there not being any tunnel at all except of course under Market and Barrack Streets.

1713. It would be an open cutting between the buildings? Yes; just walled in. In the report of the previous Royal Commission I see there is a section, the scale being 10 chains to the inch, and according to that the distance from the entrance to the tunnel to Essex-street is 75 chains.

1714. It is nearly a mile, is it not? Yes; it is nearly a mile. I took the other scale just now.

1715. The distance, therefore, is nearly a mile, out of which will come the stations where you propose to have them open, and you can, you think, have an open cutting? It can all be open. The question whether it is open or a tunnel is a mere matter of expediency and cost; it is no part of my plans.

1716. *Mr. Hoskins.*] What is the length of tunnel altogether under your proposed scheme? There is a little under half a mile of tunnel altogether, but from the time you enter the first tunnel to where you leave the last the distance is 75 chains—that is, approximately, a mile.

1717.

* NOTE (on revision):—I do not desire to give any opinions on railway management, but base my opinion as to the adequacy of this station on the fact that the Chief Commissioner, Mr. Eddy, approved of a Circular Quay station (see Report of Royal Commission) with only two lines instead of six, and 1½ acre area instead of 10, and stated in answer to Question 22 (3 July, 1891) that such a scheme was equal to forty trains an hour each way.

1717. *President.*] In your opinion would there be any difficulty in ventilating tunnels? I do not think there would, but I think it very desirable not to have tunnels.

1718. You would avoid them if you could? Yes.

1719. Your first point was distribution. You maintain that your line distributes the passenger traffic better than any other proposal? I do not say that. There is a number of other schemes, such as Mr. John Young's and Mr. Mountain's, and that run on the western side of the city.

1720-1. You believe that it would satisfactorily distribute the passengers coming in from the suburbs? Yes, where they would require to go.

1722. And that is made clear from its contiguity to the Circular Quay and the main business parts of the city? Yes.

1723. Your second point is that you could readily connect the eastern suburbs with it? Yes.

1724. You are borne out in that by a contemplation of the Government schemes? Yes. What is called Sir Henry Parkes' scheme was afterwards adopted in the Works Department. I take no credit for suggesting a scheme connecting Paddington, Waverley, and Woollahra. I may say that my original circular railway returned up through Woolloomooloo, and through Bourke-street, Surry Hills. That was the railway I proposed twelve or fourteen years ago.

1725. Your third point is that such a line as that, with the utilisation of the property near Belmore Park, will make the city more beautiful rather than less beautiful? It will improve the city rather than disfigure it, and at less actual cost.

1726. Your fourth point is that from or adjacent to Wynyard-square or Charlotte-place the best approach to a bridge to North Shore could be commenced;—it fits in with that? Yes; it fits in with that, because I would not make any portion of this city railway of steeper grade than 1 in 50. I understand that proposals have been made for inclines of 1 in 30, but as the Railway Commissioners have spent money all over the country in reducing the grades it would be a retrograde step to contemplate any portion of this railway, or the North Shore railway, being steeper than any other grades in the country.

1727. Your last point is that you believe that the result obtained will be commensurate with the amount of money spent? If the estimate is made out on a business-like basis it will be found that this scheme will not cost any more for extra accommodation than the Hyde Park scheme costs for limited accommodation.

1728. With regard to your resales, they are all made perfectly clear by the plans you have put before the Commission? Yes.

FRIDAY, 26 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Edward Maxted, Manager of the Sydney Benevolent Asylum, sworn, and examined:—

1729. *President.*] What are you? Manager of the Sydney Benevolent Asylum.

1730. The building at present situated immediately to the north of Devonshire-street is under your control? Yes.

1731. Will you explain to the Commission the operations of that institution? Yes. The objects of the Benevolent Asylum are:—

1. The object of its original foundation, namely, to relieve the poor, the distressed, and the aged, by affording them assistance in the form of provisions, &c., and small sums of money to assist in payment of rent, &c.

2. As a receiving asylum for homeless and deserted children and foundlings, and for children awaiting removal to other asylums.

3. As a receiving hospital for sickly mothers with infants, who cannot be received in the infirmary or other hospitals, or who may be suffering from the diseases of women.

4. As a lying-in hospital.

5. As a training institution for midwives and nurses.

6. As a school for practical instruction in midwifery, in affiliation with the University of Sydney.

7. Department for treatment of midwifery cases of poor women in their own homes.

So there are seven divisions of work in connection with the Benevolent Society.

1732. Before entering into the question of the use of the institution will you tell the Commission your revenue, and how you derive it? The revenue of the Benevolent Society is obtained from general subscriptions by the public, from midwifery fees, from Government subsidies, legacies, and from interest on invested moneys. Those are the principal items of revenue.

1733. And the amount? Last year the revenue amounted to £19,000.

1734. How much of that was contributed by the Government, and how much was received from the public? £14,000 was contributed by the Government, and the balance was made up in the way I have mentioned; but I may state that last year was a special year. The Society undertook the relief of the unemployed, and the Government paid wholly for that work, so that there was, I may say, a special revenue of something like £4,000 that we would not get under ordinary circumstances.

1735. Well, give us an idea of what you regard as a fair average amount. As it appears at present, the contribution is about £3 by the Government to £1 received from private sources? Yes. £4,000 received last year as a special subsidy from the Government cannot, of course, be regarded as ordinary revenue, and therefore the £19,000 received last year is not a fair index of the general revenue of the Society, which is approximately £15,000, or, in other words, roughly, £3 contributed by the Government to every £ received from private sources.

1736. With regard to all your objects excepting the first one—the relief of the poor—is it necessary that you should have so central a position; the distribution of alms might perhaps require a central situation

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situation such as you have, but excepting that particular work these seven appear to be purposes that could be discharged just as well a couple of miles away? No, I think not. For instance, take the lying-in hospital. Large numbers of women are brought to the doors of the asylum in labour. They are confined probably within half an hour, or a few hours, of admission.

1737. How many women are confined there in the course of a year? Approximately, I should think, in that way about one hundred and twenty.

1738. How long does a woman generally remain there? She comes in destitute, and, after confinement, we endeavour to get a place of service for her as soon as possible.

1739. How long would she remain there? It depends on circumstances; sometimes a month, sometimes six. If you take an average I suppose the time would be six or eight weeks.

1740. She would be able to be removed in a month? After fourteen days in the ordinary course.

1741. You say that there would be perhaps one hundred and twenty women who would come there in actual labour; and therefore to take them a greater distance would be an important matter, and, dividing the twelve months equally, you would have about six beds occupied at the same time by women of that class? I think about twenty beds.

1742. It is possible at the end of a month to remove them to anywhere else, where they could wait as well? In the ordinary course it is possible to remove them after a fortnight; a month would be the full limit.

1743. Now, with regard to the third object? That is "as a receiving hospital for sickly mothers with infants." It is not necessary, absolutely, to have a central position for that.

1744. You would not require to be central in connection with object No. 2? You would want a central position for foundlings.

1745. To which they could be taken? Yes.

1746. They do not require to live at a central institution? No; it is better they should not live there on account of health. They want more fresh air. I have in my spare time, during a long period, compiled a history of the institution, dating from 1813, when it was under another name. In 1818 it was founded by Governor Macquarie as an asylum for the poor, blind, aged, and infirm, and the present building was erected in 1820, and I have written a complete history of its operations to within a few years back. I have it in a printed form, and will forward a copy to you.

1747. In regard to objects 1 and 4 there is some reason for having a central position? Good reason for having a central position.

1748. But with regard to the other objects a central position is not absolutely essential? Quite so.

1749. And in regard to object No. 4 only a limited number of the cases that would come under that head would make a central position absolutely essential? Those are the labour cases; but after a time they might be removed to where there are healthier surroundings.

1750. The matter resolves itself into this: The purposes of the Benevolent Asylum could be met by having a central position where alms could be distributed and a limited number of labour cases—say, a dozen—could be dealt with at the same time, and the residue of the work that is carried on in the present institution could be done at some place not quite so central? That would be possible. But it is the opinion of the Board of Directors that it is not desirable to do that. The opinion of the Board is that the site of Ultimo House, at Ultimo, which is centrally situated and retired, on a hill, would meet all the combined purposes of the Benevolent Society. There would be opportunities of proper classification by shutting off the different departments by means of high walls and so forth, and if that property were resumed the Board of Directors consider it would meet all the purposes of the institution, provided that the Government were to supply the necessary funds by resuming the present site and were to grant compensation under the Land for Public Purposes Resumption Act.

1751. It has been stated in a letter received by Mr. Brunner from your President that your Society requires £73,333? That was merely an average estimate.

1752. And as much more as you could get? Yes. It has been variously estimated at something like £97,000, £65,000, and £57,000.

1753. You have no title-deeds, I believe? A title was prepared in the year 1849. It was in the Colonial Architect's Department, and it was seen by a former manager of the institution, who has sworn an affidavit that he has seen it, but we have not been able to trace it since. It was prepared, but not signed.

1754. You believe then it was the intention of the Government to issue it, but it has never been issued;—that is your position? Quite so.

1755. And you are in possession? Yes, since 1820.

1756. Have not the same Board of Directors under their control a large building at Randwick where 700 people could be housed? No; some land was granted conditionally that the Society should erect a building and remove some of its inmates there. It was dedicated to the institution for that particular purpose, and it is a grant the deeds of which we applied for fourteen years ago, but a reply was sent to the institution to the effect that the original conditions had not been fulfilled, and that the land had been leased or loaned to the Randwick Asylum for grazing purposes.

1757. Still, your ownership of your institution is simply an incidental ownership—the State owns it after all. In fact I may say that both institutions are State properties to all intents and purposes, but are vested in your Board for management? The Board of Directors dispute that; they claim absolute ownership of the Benevolent Asylum site.

1758. Well, they are really the possessions of the people of the Colony for general purposes? Yes; the purposes of the Benevolent Society and the Government are practically one so far as the interests of the poor are concerned.

1759. Therefore we have two institutions, one working at Devonshire-street—which you have already described—and another lying almost empty a few miles away at Randwick? There are no buildings at Randwick.

1760. There is a large industrial school? That is the Randwick Asylum—a private Society altogether. There are 49 acres of land at Randwick that have not been built upon at all.

1761. I was not speaking of those 49 acres, but of the building that has been erected at Randwick for the children? That has nothing whatever to do with the Benevolent Society.

1762. Would it serve your purposes? To some extent.

1763. All these purposes, except 1 and 4? Not so well as the property at Ultimo; in fact I think it would be inconvenient, on the whole.

1764. Does it not strike you, that if the community has a large building that must have cost many thousands of pounds, and was probably built by the State, it will be a wise thing to use that building? I think it would be wise to use it for purposes for which it would be suited; but it would not be suited for all our purposes. The work would be split up, whereas now it is concentrated. If the various departments of the Society were separated that would be objectionable.

1765. Supposing that you had a place at your present position in which there were twelve beds, and also had accommodation there where alms could be distributed, and then some suitable accommodation elsewhere to deal with the other cases which you have enumerated under the several heads, could not your institution go on well enough;—I presume you would say, "Yes, if it is at Ultimo"? I do not think it is wise to split up the departments of the institution. I think we could have proper supervision at Ultimo.

1766. But apparently the State would have to provide £73,000 to give you that accommodation, whereas all the accommodation you require for the distribution of alms and certain other purposes could be afforded on 200 or 300 feet of land at the present site, at a cost of £3,000 or £4,000;—if it were possible to give you proper accommodation elsewhere for those cases that need not be dealt with on a central site you could surely carry on your business? Not so well, I fancy.

1767. Will you tell us why? Because we would have separation of the various departments of the institution, and would require more supervision, and would not have the work so well in hand. We would have to go to one district for one class of work, and to another district for another.

1768. *Mr. Lee.*] Surely in the present building the accommodation is very limited? Yes; it is very limited, and very bad altogether. That is why we want other premises.

1769. *President.*] You believe the present building is unsuitable? Yes, quite.

1770. It is about seventy years old? Seventy-seven. In case a single woman comes in for her first confinement we have to place her perhaps with a woman who has been in four or five times. That is objectionable on moral grounds. Besides, the children whom we shelter there, waiting to pass through, are constantly in view of pregnant women. That is also objectionable.

1771. This all proves a change is necessary? Certainly.

1772. *Mr. Lee.*] Surely under modern conditions those are cases that should be treated in a more private place than in the centre of a great city? It would be more private at Ultimo.

1773. I should like you to look at the question from this point of view: If the present insufficient premises should be required for railway purposes, and you have to move, what will you do then? We have already asked the Government to take the place and give us compensation and enable us to put up another building at Ultimo.

1774. That narrows it down to what the President says—that all your business could be just as well done there? Much better.

1775. *Mr. Wright.*] When you speak of Ultimo, I suppose you mean the old Ultimo House? Yes.

1776. *President.*] Your Board contemplates removing to Ultimo? If we can get the Government to do what the Board require.

1777. *Mr. Lee.*] Is this exactly the position: The directors are quite willing to give up the present site; all they wish to be sure of is that the Government will either provide them with another and a more suitable site of equal value, or will allow them compensation for this site, and then they would purchase another for themselves? That is precisely the position the directors take up.

1778. *Mr. Clarke.*] Are you aware what title the Randwick Asylum holds? No; I do not know what their position is.

1779. Is it not the same as that of the Benevolent Society? I have no idea.

1780. The Randwick Asylum is a semi-Government institution? At the present time they do not get any Government subsidy, but I do not know what their position is.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

1781. *President.*] You wish to make a statement in regard to Mr. Selfe's evidence, which has been brought under your notice? Yes. In my previous evidence it will be remembered that in my opinion the cost for land resumption for any line passing through the city from Redfern to Circular Quay, where the land is privately owned and occupied, would not be less than £1,750,000. I have explained that such a valuation was, at best, an approximation. I have looked carefully into Mr. Selfe's scheme, and, taking that as the route, I see no reason to alter my opinion, and believe to provide room for even four lines of rail and the necessary station accommodation (with respect to which Mr. Selfe gives no definite opinion regarding area or exact location, one of his sites being now occupied by the new markets, which would necessitate resumption, I presume, towards York-street) would certainly bring it up to these figures for an open cutting. The Commission will of course understand that figures of this kind are only given as an approximation of what it would cost to resume. In any resumption cases, the total amount which the Government will have to pay is never known till their conclusion, and interests which appeared to be of little moment prior to resumption frequently become expensive ones before the case is settled. In verification of my valuation, I would direct the Commission's attention to evidence given by Mr. Foxlee, based upon figures furnished apparently by the Government Valuator, which are almost in accordance with mine. Of this valuation I was not aware until asked by the Secretary to inquire into the matter. The question of the resumption and resale of the locality known as "The Rocks" may reduce the figures somewhat, but my experience with regard to the resumption and resale by the Crown is that it is not usually attended with profit.

1782. *Mr. Lee.*] Do you think that £30 per foot for the 30 acres proposed to be resumed at the Rocks would cover the cost of resumption? A very large portion of that property is used for residential purposes, and I do not think that on the average perhaps it would cost more than that, provided you did not take the George-street frontage.

1783. But have you figured out what taking those 30 acres means? No; I have not gone into the matter. I know the locality well, and that the tenements are of a very poor character.

1784. But 30 acres of the city anywhere must include an enormous number of buildings? Yes; but I think that is one of the inferior portions of the city.

1785. That is very true, but 30 acres is a very large area to resume in the city? Yes, it is indeed.

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Perdriau.
26 Mar., 1897.

1786. And I presume that it would be almost impossible at the present moment to fix a price per foot by way of valuation for 30 acres of land in that locality? I do not think it would be very difficult.

1787. You would first of all have to make frontages to the various properties and treat them all as frontages irrespective of their depth? Yes.

1788. And I presume that the depths are not uniform? No.

1789. Therefore you would have an enormous area to deal with? Yes.

1790. Do you think that £30 per foot would cover the cost of resuming property in that part of the city? I really do not think it is worth very much more. That is of course for the land only.

1791. Thirty acres of land in that part of the city includes the rocks or slums, but it also includes a number of very valuable buildings. It is an enormous area in the city, and it is one mass of streets, and I am sure that you would be astounded when you came to measure up the frontages? There is a great deal of frontages. That is the oldest portion of the city, and in those days they divided the land, as they did in London, into very small allotments.

1792. If you were to figure out the frontages included in those 30 acres, and take it at £30 per foot, what do you think the grand total would be? I should like to measure it first.

1793. Taking the value of the land on the basis given by Mr. Selve, what is your opinion as to the value of the buildings on those 30 acres? I have not looked at them carefully, but the majority of them are certainly not first-class buildings.

1794. *President.*] Have you any further information to give us now? The question asked by Mr. Fegan relative to tramway and rolling-stock affected by the extension of the railway into the city will be answered by Mr. McLachlan on behalf of the Railway Commissioners. I think that the only portion of the tramway that would be rendered unnecessary would be the curve from the station to the present main tramline.

1795. And the railway would relieve the Elizabeth-street traffic a little? It would relieve the Elizabeth-street traffic a good deal, and that is very necessary.

1796. Have you anything else? Yes; a statement Mr. Jee asked for—a statement of the value and present occupation of that block of the city of Sydney bounded by King, Elizabeth, Market, and Castlereagh streets: The area of this block is about 1 acre 3 roods 12 perches. The High School property, together with that portion of the block extending thence to Market-street, comprising an area of 1 acre 1 rood, belongs to the Crown; it was resumed in November, 1880, at a cost of £88,940. The High School, said to be at least forty years old, is a two-storied brick building about 100 feet long, by 47 feet wide, with iron roof, and was formerly known as St. James' School. The grounds have frontages of about 177 feet to both Elizabeth and Castlereagh streets, with a through depth of 155 feet. After the resumption some of the buildings were demolished and a galvanised-iron school-room erected, occupying about 120 feet of the Castlereagh-street frontage, adjoining the High School ground on the south. The shops upon the remainder of the 1 acre 1 rood remain much as they were when resumed; they front Elizabeth, Market, and Castlereagh Streets. The gross rental now received by the Government for them is £25 5s. per week. I have already given evidence before the Commission relative to the value of the remainder of the block under description—2 roods 12 perches—lying between the High School and King-street, showing that the resumption of the same would probably cost £100,000. At the time of the resumption the High School building was valued at £5,500. I have here a valuation of that building by Mr. Vernon, the Government Architect, which is as follows:—

In accordance with the instructions of the President, I have the honor to report I have made an approximate valuation of the High School and the iron building adjoining it in Elizabeth and Castlereagh Streets.

I value the buildings as at present as follows:—

The brick buildings, including walls, closets, sheds, pavings, &c.....	£5,300
The iron buildings, fences, pavings, closets, &c.	2,100
	£7,400

The brick building is old and inconvenient, and the wood requires repairs. The closets and fencing are old and very much out of date.

To provide similar accommodation in new buildings would cost about £12,000 or £13,000.

The value of Castlereagh and Elizabeth streets property in that locality is about £70 or £80 a foot.

1797. It would come to about £90,000 an acre? Yes.

1798. If you take that as a fair index of the value of city land, and if 20 acres are required for a running road down to the Quay, you have to reckon £1,800,000 for your running road, if you have an open cutting—that is, without taking severance into consideration? Yes.

1799. That pretty well agrees with what you have previously said? Yes, I think it agrees pretty well with it. Disruption of business is also an important item.

1800. Have you any other information? The number of passengers by the railway tram has already been stated before the Commission by Mr. McLachlan. It is 3,000,000 per annum. I understand that the North Shore tram traffic is as follows:—Cable, 2,083,496; electric, 388,686.

1801. But those two trams are virtually the same service? Some passengers would no doubt go on both trams.

1802. *Mr. Humphery.*] The electric tramway is an extension of the cable? Yes, from Ridge-street, North Shore, to Mossman's Bay.

1803. *Mr. Wright.*] The cable tram carries practically the whole of those passengers? There are many who travel on the electric tram who do not go down to Milson's Point.

1804. *President.*] Anything else? You asked for the number of passengers in and out of Milson's Point Railway Station. Mr. McLachlan says he will supply that information.

TUESDAY, 30 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.
 The Hon. JAMES HOSKINS, M.L.C.
 The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
 The Hon. DANIEL O'CONNOR, M.L.C.
 HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
 JOHN LIONEL FEGAN, Esq., M.P.
 THOMAS HENRY HASSALL, Esq., M.P.
 GEORGE BLACK, Esq., M.P.
 FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

George Pile, sworn, and examined:—

1805. *President.*] You have been in business in Sydney for a considerable number of years? Yes.

1806. Do you desire to make a statement in regard to the subject under the consideration of the Commission? Since I first moved in this matter—and that is fully twenty years ago, possibly more—what I might term the axis of employment—that is, the centre of employment for the majority of the people who use the railway to come from their homes in the suburbs to their places of business in town—has been considerably changed. When I first interested myself in the first City Railway Extension League I considered that Pitt-street was the centre of employment; that almost as many suburban residents were employed at places on the eastern side of Pitt-street as were employed on the western side; and I had a plan prepared showing a suggested route for an extension of the railway under Castlereagh-street. Since that time, however, the axis of employment has shifted greatly to the west, and from Market or from DrUITT street on to Bridge-street, or even further, more people have their offices and places of business to the west of George-street than to the east of it. I should say that the centre of employment is not in any case to the east of York-street, and if you want the city railway to give the greatest convenience to suburban residents, for whose benefit chiefly it would be made, I think you would serve most people by taking it somewhere along the line of York-street. All the large drapery warehouses in the town are in York and Clarence streets. That part of the town I might call the St. Paul's Churchyard of Sydney. All the produce trade of Sydney, which is enormous, is done in Sussex-street, and most of the shipping, or at any rate sufficient shipping to give employment to a very large number of men and clerks, comes to Darling Harbour; while a very large number of people are employed at Pyrmont, which is a rapidly-growing manufacturing centre. On the other side of York-street we have George-street, where the shops do chiefly a retail business; Pitt-street, where there are a number of offices; Elizabeth-street, in which a good number of solicitors have their offices; and Phillip-street, where there are a number of Government offices. In these places there are not so many people employed as in the places of business west of George-street.

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1807. By what route would you extend the line? In giving evidence on this subject before a former Commission, I suggested that the railway should commence at Dawes Point, to the west of Harrington-street, and that it should go underneath York and George streets. Unless you took the line very largely underground the cost would be so enormous that it would be idle to ask Parliament to sanction the work. If the Government are not prepared to meet the expense of constructing this line, they had better be content to bring the railway as far as Belmore, and there connect it with a good tramway system.

1808. Do you regard a connection with the waters of the harbour as of any value? We have that connection now at Darling Island.

1809. Do you believe that that western connection will be sufficient? I am inclined to think that the cost of taking the railway to Dawes Point, which would enable a connection to be made with Circular Quay, would be so great that the suburban residents might be as well served by a complete and efficient system of tramways.

1810. But you would advocate the extension of the railway to Dawes Point if the scheme could be carried out for a reasonable sum? Yes.

1811. You are speaking now only upon general principles; you are not prepared to go into details in regard to this proposal? On a former occasion I made some calculations in regard to the cost of resumptions, which I put down at over £600,000, and careful inquiries into the cost of tunnelling, and so on, made me estimate the cost of the whole work at over £1,000,000.

1812. *Mr. Roberts.*] Where would you propose to have the principal station? I think that the head passenger station should be between Charlotte-place and Argyle-street, somewhere near the southern end of Wynyard-square.

1813. Would the station you speak of be sufficiently large to do the work of the present Redfern station? In my opinion a railway into the city is only required for the suburban traffic, not for long-distance trains. A person going 200 miles into the country could take his luggage in a cab up to Redfern.

1814. We have it in evidence that the accommodation at Redfern is at the present time not sufficient for the proper conduct of the traffic there, and that it is absolutely necessary for the safety of the public that that accommodation be increased? Ample ground for a station might be got at the place which I suggest. Between Charlotte-place and Dawes Point you could, with a little resumption, get a piece of land nearly as wide and a good deal longer than the station-yard at Redfern.

1815. Would you resume the whole of the locality known as "The Rocks"? I would not take the whole of that part of the town, only a portion of it. There is a large piece of land there on which are built small low houses, which is not very valuable. Then, too, you could reclaim largely.

1816. Where would you reclaim? To the east of Dawes Point, where Pile's or Cunningham's wharf used to be, and where the boatsheds are now. That part of the harbour is not put to much use at the present time. I have examined the whole of that ground well, and I know that there are a good many acres there. The length of the portion of which I speak would be more than a quarter of a mile—in fact, nearly half a mile.

1817. *President.*] In estimating the cost of resumption at £600,000, did you propose the resumption of so large an area as 10 or 12 acres? I do not recollect the area which I proposed should be resumed. My estimate was based on the value of land per foot, extending from Charlotte-place. Of course, a portion of the ground to be taken would be comprised in streets. You would take much of Gloucester and

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Cambridge streets. I had the levels taken, and I find that they would suit. It would be rather low at Argyle-street to take the railway under there; but, at the same time, you could do it.

1818. Your scheme, then, does not differ very widely from part of that of Mr. Norman Selfe? My original suggestion was that the line, starting from Redfern, should go between Pitt and Castlereagh streets as far as Goulburn-street. Goulburn-street would have to be closed, because the levels would not suit, and you would have to go under Liverpool-street. Since I made that suggestion, several valuable buildings have been erected in that part of the town, including the very expensive market buildings in George-street. I originally proposed to take the railway under the site of the markets.

1819. *Mr. Humphery.*] You propose to resume the whole of the land between Charlotte-place and Dawes Point. Would not that render necessary the closing of that part of George-street which merges into Fort-street? The line would cross George-street somewhere about where Union-street comes in—a little to the west of Campbell's gates. You would bridge that part over.

1820. So that the shunting operations would take place on overhead bridges? The trains would pass underneath iron viaducts.

1821. You would not close any street? Several streets would have to be closed—the lower portion of Gloucester-street and Cambridge-street, for example—and some little lanes. You would also have to stop Goulburn-street between Castlereagh and Pitt streets.

1822. *President.*] Adopting your alternative system, where would you propose to extend the railway? The Government have already tramways running along Elizabeth-street as far as Belmore Park. These tramways, I believe, they intend to run on the electric system in future. Parliament has also voted money for a line of electric trams down Harris and George streets. I think that a tramway should also be made along Kent-street, from its lower end. Such a tramway would serve the people engaged about Kent and Sussex streets and on the wharfs.

1823. But where would you fix upon as the best site for a railway station? I would take part of the Benevolent Society's grounds, and make Pitt-street from 80 to 100 feet wide, as far as Hordern's refreshment-room. I would also widen Belmore-road to the same extent, and then I would recommend that the railway terminus should be moved from Devonshire-street to Belmore-road. The land taken near where the Female Refuge now stands could be used for a cab-stand, while part of the Benevolent Society's ground could be used for offices connected with the railway.

1824. That arrangement would bring Redfern railway station a quarter or half a mile nearer the city? This morning I estimated the distance at about 30 chains.

1825. How would you extend the tramways from this new railway station? The Government have already a tramway along Elizabeth-street. The Botany tramway turns down Devonshire-street, but I should recommend that Castlereagh-street South be continued to join Elizabeth-street opposite Toohey's brewery, and that the Botany trams should go along that new piece of road. I understand that the Railway Commissioners contemplate removing the western traffic into George-street as soon as the George-street line is finished, leaving Elizabeth-street for the eastern traffic. I would advise that the railway trams, which now go along Elizabeth-street, should go along Elizabeth-street as far as Toohey's brewery, and turn down opposite the proposed new station. I would also suggest that the trams going along George-street should turn round by Hordern's, and have their terminus in Belmore-road, opposite the new station. The Kent-street tramway I would take up Liverpool-street to join the eastern line. Anyone coming from Kent-street and wanting to get to the railway could get out at George-street and take another tram, while if he lived in the eastern suburbs he could go straight home in the same tram. I think that in this way the convenience of the citizens would be better served than by the construction of one line of railway through the city. I do not think that the Commissioners' scheme considers the convenience of a large number of the citizens at all.

1826. Are you opposed to the use of Hyde Park for the purposes of a railway station? I do not think the citizens of Sydney are much interested in that proposal. Hyde Park is used most by country people who are staying in Sydney for a time.

1827. *Mr. Hoskins.*] It has been stated in evidence by the railway authorities that if the railway were extended into the city a track 100 feet wide would have to be made to accommodate six lines of rails;—can you give the Committee any idea as to the cost of making a tunnel 100 feet wide through sandstone? No. In the estimate which I mentioned just now I allowed for a roadway 40 feet wide, which I was told by a railway expert at the time would be ample.

1828. What did you allow for the cost of tunnelling a road 40 feet wide? Ten shillings per cubic yard.

1829. Have you calculated the difference in cost between a tunnel and an open cutting? Well, a great deal of the open cutting might be through clay. It all depends upon the depth. In any case, if you can blast you can get out mixed stuff—sandstone and clay—at 1s. 3d. a cubic yard.

1830. You consider open cuttings much cheaper than tunnelling? Yes; but you could not have an open cutting through George-street.

1831. Have you considered that if a tunnel were taken through Sydney the Government might have to defend a great many actions for damage alleged to be done to the foundations of houses by vibration and in other ways? If the line was properly packed there would be very little vibration. I have travelled for many years past the School of Arts at Newtown, which was so flimsily built originally that before it was finished the walls tumbled in; but notwithstanding the immense traffic near there now the vibration is not felt.

1832. You know that the London railway companies have had to defend many actions for alleged damage to foundations? I daresay that that is so, but then London is built on clay. I believe you have to go down several hundred feet to get to the solid chalk there.

1833. It has been stated in evidence that to resume a much smaller piece of land than you were talking about would cost £1,750,000? If I recollect Mr. Perdrian's evidence, he was speaking of land in a much better part of the city. I am speaking of land that you can buy for from £10 to £15 a foot.

1834. When the claims for compensation were brought before the Court, evidence might be given to show that this was the best situated land in the city and the most likely to improve in value? I have had a good deal of experience in cases of this kind, and I know that the Judges always expect the evidence given to be as to the value of the land at the date of resumption. You cannot go into the box as a prophet.

Edmund Compton Batt (Batt, Rodd, and Purves, Limited, Sydney), sworn, and examined:—

E. C. Batt.

1835. *President.*] You are in business in Sydney as a partner in the firm of Batt, Rodd, and Purves? Yes.

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1836. Can you make a statement in regard to the scheme before the Commission? Well, first of all I may say that I do not consider that an extension of the railway into the town by either the eastern or the western route alone will be of any great practical use to the citizens of Sydney. A line following the eastern route would leave the whole of the western suburbs and that part of the town where the people are poorest, and could least afford to pay additional fares, absolutely without better communication than they have now, while a line following the western route would leave the whole of the eastern suburbs practically unsatisfied. From measurements that I have made many times, I am confident that a station at Hyde Park would be as much out of the way for most people on the west side of George-street as the present station at Redfern.

1837. *Mr. Hoskins.*] But suppose the George-street tramway is made? Well, a tramway means another fare, and involves the changing of vehicles.

1838. *Mr. Humphery.*] Do your remarks apply to the proposed terminal station at Park-street? Yes; I do not think that it is necessary to have a terminal station there at all. What I would suggest is a circular railway to serve both the eastern and the western parts of the city. The trains would then run in opposite directions round the city, and they would pass through Redfern as they now pass through any of the suburban stations. This would relieve the congestion of traffic at Redfern, which is caused mainly by the suburban traffic. If the greater part of that traffic were taken away from Redfern there would be plenty of room there for a terminal station. People going long distances—to Melbourne, or back into the country—could as easily get a cab and drive to Redfern then as they do now.

1839. *President.*] The suggestion to bring the line through Hyde Park, parallel to Castlereagh-street, round by the Circular Quay, and back by a route parallel to George or York streets, meets with your approval as a scheme for dealing with the suburban passenger traffic, and you think that people going long distances might start from a central station at Redfern? Yes. That is practically the suggestion which I made to the Railway Commissioners some months ago.

1840. That scheme, if carried out, would mean either very long tunnels or a great deal of expensive resumption? I have been over the route; and some years ago, when a former Commission was sitting, with the assistance of a surveyor, I made out an estimate of the cost of a line on the west side of George-street; but the papers were burnt in the big fire of 1891, and I have now no notes except those taken lately. I do not think that the western extension would cost more than the eastern extension. Any quantity of land is to be got there at a reasonable price, just as on the eastern extension, until you get up to Market-street; towards the northern end there is no land of very high value.

1841. Are you able to express an opinion as to the total cost of resumption or of construction? No.

1842. Do you desire to express an opinion with regard to the question of dealing with goods traffic? No. I quite agree with the Commissioners that the narrow neck of land at the Redfern tunnel is a great source of danger and inconvenience; but I do not see why this should not be remedied by making some alteration in the Mortuary arrangements and resuming a little land there. The cost, I think, would be immaterial. I would either resume St. Paul's Church or take a piece of land on the other side of the line, whichever suited the purpose best. If this were done I think you would have all the room you wanted for the rearrangement of the line now going under George-street, and to give access to the Redfern yard. I remember speaking about this matter to the Commissioners years ago, and I hold that with this improvement the Redfern yard will be big enough for all the traffic for the next 100 years—that is, if the passenger traffic is taken on into the city in the way I have suggested.

1843. A circular line through the city would save shunting? Yes. I do not suppose they would have to interfere with the trains once a month, unless to take off an extra or defective carriage. I was asked the other day what I would do with the through trains under this arrangement. I say that the express traffic must stop at Redfern, and the fast trains when they come on to the city lines must go round the circle just like the ordinary suburban trains.

1844. *Mr. Humphery.*] Is it your view that it is necessary only to make provision for the ordinary suburban traffic, which can be done by the construction of a line down the west side of George-street, turning round at the Circular Quay, and coming back on the east side of George-street, under Hyde Park? Yes; without resuming any city land at all. For a large central station I have seen it stated that 20 or 30 acres will be required to be resumed; but I do not think so much land will be wanted. The Commissioners have already shown us that a large area is not required for a suburban station, and all that would be wanted on this line would be a platform from which the passengers would walk on to the trains. People going long distances would have to drive with their luggage to Redfern.

1845. *President.*] Do you desire to express any opinion in regard to the goods traffic? I think that is a matter altogether apart from the present scheme. The carrying out of the scheme I suggest would not interfere with any project for dealing with the goods traffic. I might add that in this matter I am not pledged to any particular detail of route; I am simply speaking of the scheme as a whole. I have seen several estimates of the approximate value of the land to be taken; but I do not think any of them are correct, or that correct estimates can be made until it is determined exactly where the line shall go. In my opinion the cost of the western route has been very much over-estimated. I believe that it would be much less than people think.

1846. *Mr. Wright.*] Are you acquainted with the railway facilities of other cities? Yes; I have been all over the Continent, and know all the railways in Great Britain.

1847. Is there any city in the world where everybody has a railway station within a few yards of his door? No; and in London, Glasgow, and Paris I know of no main-line stations except at the outskirts of the city.

1848. A twenty minutes' walk would take you from one end of Sydney to the other? I would not say that; but Sydney is situated on a narrow peninsula.

1849. Would not a railway down the middle of the city serve all purposes? Not so well as a railway on both sides of George-street.

1850. But with a railway down the middle of the city would not the commercial people of Sydney be as well served as the commercial people in other parts of the world? No. They had to build the underground railways in London in order to take people from their business-places in the city out to the suburbs in which they resided, and that is what we want here.

1851. But London is a very much larger city than Sydney? Yes, I admit that; but we want something like

E. C. Batt. like the Metropolitan railway to supply the wants of our citizens. It has been a crying shame that for years, while we have been multiplying our tramways, which I think are of comparatively little use, we have done nothing to carry out a comprehensive scheme to provide for the city traffic.

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1852. Do you think that the circular railway you speak of would not cost more for land resumption than an extension requiring a large central station? I think that more land would be required for a central station than for a circular line. I saw by the newspaper that it has been estimated that a line going down the western side of the city would require the resumption of 20 or 30 acres of land; but I think that ridiculous. I fail to see why you should require a tract of land more than 30 feet wide.

1853. The Commissioners say that for a terminal railway they would require six lines of rails, and for a circular railway four lines? Well, they run the London railways with less than four lines.

1854. You think that a double track would be sufficient for a circular railway? Yes.

1855. And that for intercolonial and interior traffic Redfern should be the terminal station? Yes.

1856. You contend that this accommodation is absolutely necessary to meet the requirements of the city traffic? Yes. To show how the traffic has grown, I may say that I can remember when one 4-horse bus was sufficient to carry the passengers arriving at Redfern by any particular train, while now five omnibuses and a double tram are sometimes insufficient, independent of those walking and using other vehicles.

WEDNESDAY, 31 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREYS, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Edward William Knox, sworn, and examined:—

E. W. Knox. 1857. *President.*] What evidence have you to offer? Evidence more particularly with regard to amalgamating the passenger and goods traffic.

31 Mar., 1897. 1858. Are you aware of the proposal of the Railway Commissioners to take a portion of Hyde Park for a railway terminus? Yes.

1859. Do you approve of this? No; I am altogether opposed to it, on the ground that no one has the right to dispose of the Park in that way, but principally because I think there is no justification for moving the railway terminus into that position in the city. The cost would be very considerable. The station could not at any time be anything but an eyesore, and it would be, in fact, moving the station—which we may now regard as central, to a position where it will be more or less eccentric, so far as the resident population are concerned; in other words, I think that, for the long-distance traffic, between the present station and the Haymarket is, and is likely to be, the most convenient spot for a central station.

1860. You propose to have your central station so that no railway communication shall come into the city a distance further north than the Haymarket;—you propose to stop all passenger traffic there? I said the central station.

1861. How then do you intend to serve the city? I did not give any consideration to that question, because I think that traffic is amply provided for by the present and projected tramway service, and provided for in a way which will be much more efficient than a railway service could be, as no railway will have stations at the corner of every street.

1862. What do you mean by the Haymarket? Belmore Market stands on the site of the old Haymarket.

1863. What land do you propose to use for your terminal station? I think the station might be extended northwards, or, if it were decided to build a new one, it might be placed in the Belmore Gardens or their immediate neighbourhood.

1864. Your idea, then, is to come as far north, perhaps, as Belmore-road? Not further.

1865. Because if you come further you have the same objection with regard to Belmore Gardens as you have with regard to the Park? I thought Belmore-road was on this side of the Park.

1866. It is on the southern side of the Park? I do not put Belmore Gardens on the same footing as Hyde Park.

1867. But still you recognise the same principle exists? Not altogether; because I think, if the station be made on the Belmore Park, almost a similar area might be added to the Prince Alfred Park from the present railway-yard.

1868. Why do you see any reason why Belmore Gardens may be used for railway purposes and not a part of Hyde Park? Because if you give the Railway Department a footing in Hyde Park the whole of it will be occupied by shunting-yards in ten years. It would be found, when a quarter of it was gone, that the Park would be disfigured with buildings and advertisements of all descriptions, and the general feeling would be that, having unwisely let a portion of the Park slip, the rest of it might just as well go.

1869. You think that although the public feeling might be strong in the first instance with regard to the first quarter, the other three quarters might go easily? So much damage would be done that it would not be worth while preserving the rest.

1870. And you take the whole of Belmore Gardens at once? There is a street railway through the Belmore Gardens at the present time.

1871. You urge, then, that we should bring the Redfern station as far as Belmore-road, and from there serve the passenger traffic of the city with a tram service such as is projected, with such alterations as may be necessary? Yes.

1872. You do not think it a material thing that the 20,000 or 40,000 passengers from the suburbs who use the railways daily should be asked to tranship, as it were, into trams at the site you suggest? I think that wherever you put the station there must always be a certain amount of vehicular traffic to the destinations of the passengers; in other words, if you land a man, whose office is at the Custom House, at Hyde Park, he will want some means of conveyance, especially if the weather is wet.

1873. And you would give him a tram? I would, because he would have the option of getting off at any street corner he wished.

1874.

1874. Then it would require to be a very different tram service from that in existence from the railway at present? I do not know why. E. W. Knox.

1875. Do you think that is satisfactory? But there is another tram service which is to come into existence through George-street. I used the words "present and projected" when I commenced my statement. 31 Mar., 1897.

1876. Do you think any suburban passenger loses half an hour a day—a quarter of an hour on each trip—because of the absence of a city railway? My opinion is that the residents in the southern and western suburbs are carried into town on much better terms than are the residents of any other suburbs, and they are carried at the expense of the residents of the other suburbs. I know of no reason why the man who lives at Double Bay should pay twice as much for his fare into town as the man who lives a further distance in the other direction, both being carried in vehicles run by the Government.

1877. What is the fare from Double Bay? Threepence.

1878. How far is Double Bay from Sydney? Two miles to the corner of Pitt and King streets.

1879. How far is it from King-street to the railway station? I do not know; but I have just been informed by a man living at Summer Hill, 6 miles from Sydney, that it costs him 3d. a day to get in by train and tram.

1880. Losing sight for the time being of the comparative services in various parts of the city, you believe there is no justification for the extension of the city railway much beyond the present terminus? I think, when the question is fairly considered, that it will be found that the extension of the city railway much beyond the present terminus cannot pay, taken by itself.

1881. The Railway Commissioners are of opinion that it will? I thought they said that if they were given Hyde Park, and could make the central station there, they could make interest on the cost which would have to be met.

1882. Your proposal is to allow the railway system to terminate, approximately, at Redfern. In order to get into the city, passengers have to pay a fare of 1½d. each. It is probable that they would continue to pay that for any tram service which is given them; therefore the tram would be doing for a fare of 1½d. a service which the railway should certainly get something from if it lands them (say) at the corner of King and Pitt streets;—why should the railway carry them for nothing? It should not. The passengers would save nothing, because most of them would take some other means of conveyance.

1883. From where? From Park-street. The distance from there to the Custom House is 1 mile.

1884. You say you do not see where the returns will be? I said that when the question was fairly faced the return would be found to be inadequate for the cost of the line.

1885. Because of the presence of the George-street tram and other means of communication? Yes.

1886. Are you aware that the Elizabeth-street tram cannot be well worked with the present traffic upon it? I know it is very heavy.

1887. And to relieve it of the present railway service you would provide a more efficient service for the suburbs? But the probability is that the George-street tram will take almost the whole of the railway service.

1888. Do you think a passenger from Summer Hill or any other suburban station would get out at Redfern and enter the electric tram running along George-street, or would continue to King-street and get out there and walk the distance separating the two systems, it not being much more than 200 yards? I understood that the proposal to have a station at King-street was altogether withdrawn. In wet weather the bulk of the passengers would unquestionably leave the station at Redfern and take the tram.

1889. Even if the railway station were at the junction of Elizabeth and King streets? Yes.

1890. You believe that George-street is more centrally situated? It goes without saying.

1891. The question is how much? It would be more central probably for three-fourths of the people. There is a very large office population on the western side of George-street.

1892. Are you aware that there is a necessity for the railway authorities to move from Redfern? I understand it is necessary to provide additional accommodation, which is a different thing.

1893. Are you aware that the Railway Commissioners believe that if the railway is not extended a new station will require to be laid out somewhere about the Benevolent Asylum ground? I have heard that stated. At the same time I do not accept it.

1894. *Mr. Hoskins.*] It has been stated that in extending the Redfern yards southward, and in making the yard wider, the cost of resumption would be as great as the cost of resuming land in the city? That might be, but I did not suggest that the railway-yard should be extended southward, but northward, over Devonshire-street. You would get no more revenue from it, but you would get additional accommodation at a very small cost. I hold that money expended on a large railway station, with important buildings around it, is money thrown away.

1895. *Mr. Humphery.*] Is there any other city in Australia where the terminal station for suburban passengers is so far distant from the centre of the city as ours? There is no other large city in Australia which is situated like ours. The business part of Sydney is on a narrow tongue of land.

1896. Is not the terminal station in Melbourne close to what is regarded as the heart of the city? It is at least half a mile from the Post Office. It is a mile from Goldsbrough-Mort's woolstore, and it is three-quarters of a mile from Parliament House.

1897. How far is the Brisbane terminal station from the heart of the city? The heart of the city of Brisbane is the steamer-wharfs, which are three-quarters of a mile or a mile from the station.

1898. How far is it from the Post Office to the Brisbane station? Probably half a mile. The Brisbane station is quite outside the business of the town.

1899. How far is it in Adelaide? It would be hard to get far in Adelaide from the centre of the town.

1900. As a matter of fact, is not our terminal station for suburban passenger traffic less convenient than the terminal station in any other city in Australia? Not considering the proportion of the traffic which comes by it.

1901. Have you ever lived in the railway suburbs? No.

1902. Would it not be more convenient for the thousands of people living in the suburbs to be deposited at or not far from King-street? Yes, if they were prepared to pay for it; but they wish to be carried to the corner of King-street at the cost of the rest of the community, who I think might well object to that being done.

1903. Is it fair to say that, if we are told by the Commissioners that they are prepared to make an additional charge for transit from Redfern to or somewhere near King-street? But the suburban people ask for a very large expenditure for a central station, which I maintain is not required.

E. W. Knox. 1904. You think it is unnecessary to make any change beyond providing the additional accommodation which is found to be absolutely requisite for the management of the railways? That is so.

31 Mar., 1897. 1905. And that it would be better to spend as much money at Redfern in making the necessary alterations as would be needed to give a terminal station in the city? Yes; if that expenditure is necessary at Redfern.

1906. If we are told that it will be necessary to spend almost as much on the site of the Benevolent Asylum as to bring the railway into Sydney, are you still of opinion that it would be better to spend the money, as suggested, upon the old station site? Somewhere between the present station and the Haymarket.

1907. Although that would not give any greater convenience to suburban-railway passengers than the present station? Yes.

1908. Have you considered the question of the goods traffic? Yes.

1909. Are you prepared to express any opinion as to the desirableness of connecting the railway with the various wharfs of the city? Yes. I would first say that I think the goods traffic and the passenger traffic should be kept altogether apart. Then, as regards the proposal which has been made that the wharfs on the eastern side of Darling Harbour should be resumed, in order that the railway line should be taken along that side of the harbour, I would say I think there is not the smallest justification for such a proposal. The cost would be enormous, and the convenience problematical. There is not now, nor is there likely to be in the immediate future, any unbroken trade between the country and the sea—in other words, there would neither be traffic inwards nor outwards direct between the country districts and the sea; and under those circumstances the wharfs which the Government already control at Darling Harbour are adequate for the present, or for a very considerable expansion of the trade which requires wharfage premises adjacent to the railway line.

1910. Is it within your knowledge that there has been any difficulty in obtaining all necessary wharfage accommodation for our shipping? The wharfage accommodation in Sydney is at present considerably in excess of the trade.

1911. Is it likely to continue so for any long period? I think the present wharfage accommodation is equal to a very much larger trade than we have now, and there is ample room for expansion.

1912. What is your opinion as to the probability of any direct trade, which would not need intermediate handling, reaching the shipping, or passing from the shipping into the country; take the wool traffic and all our produce, and give a little attention to the coal traffic, and also to the dead-meat traffic? So far as the wool trade is concerned, I think the tendency is entirely towards the sale here of the whole clip. I think the proportion of wool which will go direct from the station to the ship is likely to diminish rather than increase. So far as the coal business is concerned, I think the present arrangements are adequate for a long time to come. The mines on the coast can ship more cheaply than any mine can ship in the harbour, and I think it extremely improbable that any further provision would have to be made for coal during the next five years. The only other commodity which is likely to be shipped would be wheat, in the event of the production considerably exceeding the consumption. That may come to pass this year or next year, but I think it unlikely that any considerable quantity would ever have to be shipped; because when you come down to export values on the basis of 1895 prices, you will find that the production of wheat is an unremunerative industry so far as the Colony is concerned—in other words, it could only be grown at those prices by the exhaustion of the land upon which it is cultivated.

1913. What about the meat trade? I think it will be found that private enterprise is quite ready to deal with the meat trade if it is secured from Government interference. At present I am disposed to think that private enterprise is prevented from entering on the business by fear of Government interference.

1914. With regard to the produce from the country, your opinion is that it must reach a distributing depot before finding its way to the shipping? Yes; and that applies in the same way to the imports.

1915. And the imports, in the same way, would not be sent direct from the ship's side to the country, but must pass through a distributing medium? Except for a very small proportion.

1916. Have you formed any opinion as to the probable value of all the wharfs which would be necessary to have a complete system of railway communication? The probable value is the probable sum the Government would have to pay for them. I could not say what figure would be asked for the wharfs.

1917. Do you think it would run into millions? Yes.

1918. Do you think, as a commercial transaction, there would be any appreciable return for the outlay which must be incurred in carrying out a scheme of this kind? The only way in which the interest could be paid would be by an increase of the wharfage rate, which would hamper the trade in Sydney in the same degree as the higher wharfage rate in Melbourne hampers the trade there.

1919. Therefore it would be more economical to allow the existing state of things to continue than, by making a connection with the railway, to largely increase the cost of shipping, especially as the Government already holds the larger proportion of the wharfs in Sydney, and can thus keep down the wharfage rates and prevent any combination to raise them;—are you aware that several new wharfs are being constructed in Woolloomooloo Bay? Yes.

1920. Do you think they will be fully occupied? Not unless they give rebates much in excess of what the private wharf-owners are prepared to give.

1921. Are you of opinion that Woolloomooloo Bay is as convenient for shipping as Sydney Cove, Miller's Point, and Darling Harbour? It certainly is not.

1922. Why? Because it is further from the principal stores and the railway station.

1923. Is the storage accommodation in proximity to the wharfs sufficient to attract shipping? There is no storage accommodation in Woolloomooloo Bay except the wharf-sheds.

1924. Of course any complete system of wharfage connection with the railway must include Woolloomooloo Bay? I do not think there is any reason for that.

1925. Assuming such a thing as the resumption of all the wharf frontages for the purpose of railway connection, would you omit Woolloomooloo Bay from such a scheme? I do not see any particular advantage in carrying the railway to Woolloomooloo Bay, because I think the Government own sufficient water frontage in Darling Harbour for any railway works they wish to carry out.

1926. You concede that it would be an incomplete system? I cannot see that the Colony would derive any advantage from throwing away more money by connecting Woolloomooloo wharfs with a service from which they could get no business.

1927. *Mr. Black.*] Are you of opinion that as regards population Redfern station is centrally situated? It is more central than any other position you could get about Sydney. E. W. Knox.
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1928. Do you know the Flinders-street station, Melbourne? Yes.
1929. Do you know the low-lying lands away from the city towards Port Melbourne, St. Kilda, and East Melbourne? Yes.
1930. Is there not a radius, on each side, of from 1 to 1½ mile, nothing more nor less than a desert waste, hardly built upon, and in some cases merely a depôt for rubbish? Within, I think, half a mile of the river it is all built upon, and to a great extent with stores, most of which are, however, empty.
1931. I mean on the other side, going towards the sea, as it were; there is a large quantity of land taken up by public parks; there is a Government reserve; there are the banks of the Yarra and a sort of common which lies between the railway station and what used to be known as Emerald Hill; further along there is a great deal of desert waste land behind where Langland's foundry used to be situated? Yes; I was speaking of on or about the Falls Bridge, where the ground is thickly built upon; but above the railway station there is a great expanse of vacant land.
1932. In fact, almost from Spencer-street right up to what is known as Jolimont? Yes.
1933. Would you not say that, so far from the Flinders-street station being in a central position, possibly the Melbourne Public Library would be more nearly the centre of the city? The Post-office, I think.
1934. Do you know Adelaide? Yes.
1935. The Adelaide railway station used to be situated on the North Terrace;—would you consider that the centre of the city? It has the city on one side and the parks on the other.
1936. Then, to say that the Sydney railway station is less central than that of any other city of the Colonies is to make a misleading statement? I do not think it quite squares with the facts of the case.
1937. Is it not a fact that the extension of the city of Sydney to the north is barred by the waters of Port Jackson? Yes.
1938. Is it not likely that in years to come the Redfern station will, so far from being central, be situated much more to the north of the virtual centre than it is now? The trend of the trade of Sydney is towards Redfern, south of the Town Hall.
1939. You might alter the centre of population by building a bridge to the North Shore which would induce a large settlement on the northern shores of the harbour? No; because you would get too far away; then the settlement would have to be on the crest of the ridge to a great extent.
1940. But suppose you did alter the centre of population—that would not necessarily make the removal of the Redfern station compulsory, because it would simply mean that the bridge could be used as a means of carrying a railway, which would lessen the concentration of traffic at Redfern, and thus make that station more equal to the requirements than it is now? I think you can never make Redfern station anything but central.
1941. Do you see any advantage to be gained to the public by bringing the railway to Hyde Park? To the general public, no.
1942. Do you think there is any advantage to be gained for administrative purposes? No.
1943. Do you know of any demand from the country people for conveyance to the water's edge? No.
1944. The demand is from suburban residents? From residents in the southern and western suburbs—not in the eastern, northern, or north-western.
1945. Is it not evident that if it is the demand of the suburban residents which has to be met, no matter where they may be situated, the country cannot be benefited by the removal of the railway station;—would not a loop line—something which would take the traffic out of Redfern station in one direction and return it to Redfern station by another—be more likely to meet the demands of the public? I think, considering the material of the ridge upon which Sydney is built, and the way in which the town is laid out, that the convenience of the public can for the future be more easily met by the extension and improvement of the tramway system than by any extension of the railways into Sydney.
1946. In other words, by a system of light railways running more continuously than they do now, and on the streets? Yes.
1947. *Mr. Clarke.*] Do you think the accommodation for passengers would be increased by bringing the railway to Hyde Park? I do not think any advantage corresponding with the cost would be gained.
1948. You object to any portion of Hyde Park being taken for railway purposes? Entirely.
1949. You know that the traffic at Redfern is very much congested, and that it is necessary to have increased accommodation? I believe that to be the case.
1950. You think the extension of the railway over Devonshire-street, and placing the station on the site of the Benevolent Asylum and the Cemetery, would be sufficient? Yes, for the next few years. There will always be a difficulty at the Redfern tunnel, whether the station is on the Benevolent Asylum site or Hyde Park.
1951. Are you of opinion that it would not be to the public interest to resume the wharfs on the eastern side of Darling Harbour, from Dawes Point to the railway station? I am.
1952. Do you consider that for export business the wharfs now in possession of the Government give sufficient accommodation? I think that if carefully managed they would be sufficient for the entire trade of the port—that is, assuming, of course, extra wharfs are put on Darling Island.
1953. Do you think you could do away with private wharfs altogether? I would much prefer to do away with the Government wharfs.
1954. Do you think the wharfs at present in Darling Harbour, and in fact all over Sydney Cove, give sufficient accommodation? Yes; and I am quite sure that any business is conducted more cheaply and better by a private enterprise than by any Government.
1955. Is Woolloomooloo, for some portion of the trade, not a very convenient place for landing goods? It is as convenient as any other place, only you have to pay a little more for cartage. You cannot get out of Woolloomooloo Bay without going up a fairly steep hill.
1956. *Mr. Fegan.*] You say a necessity exists for greater accommodation at Redfern on account of the congested nature of the traffic? I said I understood that was the case.
1957. You say the traffic is so congested that you would remove the station northward? If I said that, I said what I did not intend. I said that more land might be taken there in order to allow the increase of the station accommodation.
1958. One proposition is to resume the ground upon which the Benevolent Asylum is situated, and
to

E. W. Knox. to erect a station and platforms there at an estimated cost of £400,000;—would it not be better to carry the line to Hyde Park, in order that the Commissioners may obtain a return upon the capital expended? I am quite against the expenditure of £400,000 upon the Benevolent Asylum site, and I am quite confident that such an expenditure is unnecessary. The traffic can be worked with wooden platforms covered with galvanized iron just as well as with big brick buildings. Anyone who has seen the traffic go out of Spencer-street station on a busy day knows what can be done with a station which I should not think cost more than £20,000.

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1959. If the evidence of the Railway Commissioners goes to prove that the extension is necessary, and that the proposed buildings are not out of the way of the requirements of the day, you would, I suppose, give some consideration to that evidence? Yes; but if I had to find the money I would not find it.

1960. But if the Railway Commissioners can show that by their proposed scheme they will be able to recoup themselves for the outlay, is not their proposition a fair one? No; I do not approve of their having Hyde Park at all, and I do not think they say they can recoup themselves unless they get Hyde Park.

1961. Do you think there is any more opportune time than the present for the resumption and buying of land for the construction of the railway? It is quite certain the value of land is being depreciated; but it seems to me quite probable that its value will be further depreciated if, for instance, there is any further addition to the land tax.

1962. You have stated that the Railway Commissioners are asking the general public to pay for the extension of the railway when only a comparative few will benefit by it? I stated that the extension would be built at the cost of the general community, rather than at the cost of the people who profited by it.

1963. If the Commissioners have shown that by charging a fare of 1d. or 1½d. into the city they can pay the interest and redeem the capital, will not the charge be upon the shoulders of those who travel by the railway? I do not think the Commissioners propose to redeem the capital out of the fares.

1964. If our railways pay interest on the money borrowed, are they not doing fairly well? Yes.

1965. If it is shown that the proposed extension will pay the interest on the capital expended, would you not admit that those who will profit by it are those who pay for it? But I hold that the expenditure is not warranted on any ground. If the country has the money to spend, it would be much better to spend it in the extension of railways into the country. A railway down the valley of the Lachlan, for instance, would attract a large amount of trade to Sydney which is now lost to it.

1966. As a whole, you are against the extension of the railway into the city? Yes.

THURSDAY, 1 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

William Greenwood, Assoc. M.I.C.E., sworn, and examined:—

1967. *President.*] Have you been occupied on any works in the Colony? Yes; I built the Pott's Hill reservoir, for the Government, and the Circular Quay. I have been engaged on a good number of works.

1968. Have you a scheme which you desire to lay before the Committee? Yes; I produce a plan and section of it. I take it that this Commission has to deal with the City Railway, consequently I have only shown a line from Redfern to the Circular Quay, but it forms part of a circular railway which will go round the eastern suburbs—to Woolloomooloo, Paddington, Woollahra, Waverley, and Randwick.

1969. Your levels are so situated that they will permit of that? Yes.

1970. Will the same remark apply to an extension to North Shore? Yes. The proposed line, which was designed ten years ago for a double line of railway, traverses the heart of the city; it passes through the busiest portions and accommodates all the western and northern ferries. It is capable of extension to North Shore by a high-level bridge, or train ferry, or subaqueous tunnel, through either Dawes Point or Fort Macquarie, and forms part of the circular railway through the eastern suburbs—Randwick, Kensington, North Botany to Erskineville. The line being circular is easier and cheaper to work. The cost of the land, buildings, &c., is light, owing to the non-interference with valuable buildings. It passes through a considerable amount of vacant land. The cost of construction is very low, as the material from the cuttings will be utilised for the buildings. There will be stations at the Town Hall, Wynyard-square, and Circular Quay. They are all wayside stations for passengers only. Goods depôts will be provided at all the eastern suburbs—Randwick, North Botany, Waterloo, &c. I propose a loop-line from about Petersham to the east of the Warren Brick Company's works at St. Peter's, resuming about 70 acres of land for gravitation sidings to accommodate all the goods traffic, whether suburban, Illawarra, Belmore, southern, western, or northern. Circular railway:—The line about to be described forms a portion of a projected railway from Redfern *via* Circular Quay, Woolloomooloo, Darlinghurst, Paddington, Woollahra, Waverley, Randwick, Kensington, Botany, and Erskineville, joining the Illawarra branch, through Eveleigh to Redfern. Route:—A railway commencing at the northern end of Redfern terminus, passing over Devonshire-street; thence across the Benevolent Asylum grounds and tramway sheds, passing on a viaduct over Garden-street, Belmore Park, Hay-street, Belmore Markets, and Campbell-street; thence in open cutting east of the Natatorium, under Goulburn-street, passing west of the New Masonic Hall, under Liverpool-street, turning in a north-westerly direction under Pitt-street, Union-lane, and Wilmott-lane, and passing west of Water and Sewerage Board Offices; thence under the junction of Bathurst and George streets, passing in front of the Town Hall, and by a tunnel from Druiett-street under York-street to Wynyard-square; thence in an open cutting under Margaret-street and lane, passing east of the Scots' Church, under Jamieson-street and

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and Church Hill, through the reserve; then under Charlotte-place, skirting the east side of Harrington-street, and curving under George-street, at its intersection with Essex-street; then in a north-easterly direction under Pitt-street and Alfred-street, passing under the crown of the road in front of the Custom House; thence under Phillip-street at its intersection with Albert-street. It is called Alfred-street at one end and Albert-street at the other. Future extensions:—If it be decided to connect with North Sydney by a bridge a junction would be effected at the Wynyard-square station; but if a tunnel be decided upon, then by a junction at Circular Quay station. Stations—Redfern station:—A new station to be built in the Benevolent Asylum grounds—terminal as to all long-distance traffic, but through for local or suburban trains. The suburban traffic, which is 90 per cent. of the whole, would go right through. Benevolent Asylum station, being terminal only for long-distance traffic—and all the suburban trains passing through this station will be relieved of all the shunting. Mr. Parry stated before the Commission that it was not the traffic so much as the shunting in the Redfern yard which caused the difficulty. The local traffic being 90 per cent. of all the traffic, it follows that much less siding and shunting accommodation will be required at the Benevolent Asylum station than would be the case at Hyde Park station, because there it would be dead-end station. Shunting at a terminal station blocks the incoming and outgoing trains, whereas by trains passing through all lines are left free. There is no terminal station on my line in the sense of a dead stop, because it forms part of a circular railway. The Town Hall station would be through or wayside station, extending from Bathurst-street south towards Wilmot-lane. It would be a daylight station, and the booking-office would be at the south-eastern corner of Bathurst and George streets—that is to say, that the building now occupied by Hepworth, the tailor, would have to be resumed, remodelled, and made into a station. Wynyard-square would be a through or wayside station, extending from Wynyard-street northerly, with a booking-office at the south end of Wynyard-square. It is possible it might be better to resume the building at the corner of Wynyard-street and York-street, and utilise it as a booking-office, instead of building on the Wynyard-square portion. At Circular Quay there would be a through or a wayside station extending from the west side of Pitt-street to Loftus-street—that is to say, from Crane's store to the Paragon Hotel—with a booking-office opposite the North Shore Ferry. Pending the extension to the eastern suburbs, provision for shunting would have to be provided on the proposed extension east of Circular Quay station. If you made the line to Woolloomooloo or to Paddington at the same time it would not require it.

1971. Let us take it for granted that the only question this Commission deals with is the line for passengers into Sydney. You have got to Circular Quay, and you require some area for shunting purposes? Yes.

1972. You lose the benefit of the loop line by temporarily stopping at the end of the Quay? I do not presume you would stop at the Quay. I presume when you are making the railway you will make the circular railway.

1973. But supposing it was determined to stop at the Quay? I would continue the railway forward beneath Phillip-street towards Woolloomooloo, and would use what would form the main line in the future for the shunting-ground.

1974. Would you put four lines right ahead? No; only two.

1975. And you think they could be used for shunting purposes? Yes.

1976. They would be in a tunnel? Yes.

1977. And anything beyond the two lines which eventually went round the eastern suburbs would be a heavy expense? For the eastern suburbs certainly two lines would be ample.

1978. Could you shunt on those two lines? I do not think for one moment you would stop at the Circular Quay. The line through Woolloomooloo, Paddington, Woollahra, and Waverley would pay from the start.

1979. Then you say you would only require a wayside station at the Quay, because if your scheme is accepted you believe it would be wiser to carry out the eastern suburbs extension at the same time? Assuredly. I may say that my estimate of the cost is with regard to a line from Redfern to the Circular Quay. With regard to the advantages of the line I may state that the line would serve the heart of the city—a district at present unprovided with tramways. Hence it would create its own traffic without abstracting traffic from the existing Elizabeth-street tramway. Redfern Station:—Long-distant travellers encumbered with luggage would invariably take cabs from this station, which is as central for Sydney as any point you could name. The Town Hall station being in close proximity to the new markets would be very convenient for the general public. Wynyard-square station being within 100 yards of the General Post Office would be very central for the general public, and in addition to accommodating the numerous offices, warehouses, and manufactories in York, Clarence, Kent, and Sussex streets, would also give convenient access to the ferries at King, Lime, and Erskine streets. The Circular Quay station, in addition to affording accommodation to the northern portion of the city, would also give direct access to the numerous ferries plying to the northern shores of the harbour, Manly, &c. A projected station at the main entrance to the Botanical Gardens, near Lady Macquarie's Drive and the Art Gallery, would accommodate a large amount of pleasure traffic. The cost of this line would be cheaper than that of any other route, as it does not necessitate the purchase of any valuable buildings, and for a considerable distance passes through vacant land. The most valuable building on the whole route is the one at the corner of George and Bathurst streets—Hepworth's, the tailor. Next to that, the Naval Brigade Hotel, at the corner of Essex-street and George-street is the most valuable. With regard to the George-street electric tramway, I do not think my proposal will make the slightest difference to it. When the first tramway was laid down in Sydney, Mr. Goodchap had to give a distinct promise that when the Exhibition was finished he would take it up. On that promise the tramway to the Exhibition was constructed; we all know the result. The next tramway was for the racing people to Randwick. Following that, the whole of the tramways have been built. At that time everyone said the 'buses and cabs would be ruined. I, myself, laid out the line in Oxford-street, and every cabman who came along did his best to run over me. At first it was single line, and was subsequently made into a double line. The fact is that the growth of Sydney is so great that you may put down an electric tramway in George-street and it will not make any difference to the railway. With regard to electric tramways, I may state that I rode from Falcon-street to the Military-road on the electric tramway nine months ago. If the tramway in George-street is the same as that, there will be a swaying, pitching motion of the cars like the pitching of a ship at sea, and the people will prefer the railway to the tramway.

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1980. *Mr. Fegan.*] Instead of having an electric tram along George-street would it not be possible to give the convenience required by means of a train? I do not think so. Increased facilities cause increased traffic.

1981. *President.*] What will be the length of the line? One mile and 70 chains. The Benevolent Asylum station will be a true surface station. We have heard of stations in Hyde Park, passing beneath Liverpool and Park streets, described as surface stations, but as a matter of fact they are 20 feet below the level of Elizabeth-street. From Belmore-road to Campbell-street, across Belmore Park and the Market there would be a viaduct with 40-foot spans. In preparing an estimate of cost I had no borings, but I assume the foundations to go down 15 feet.

1982. What is the length of your viaduct? Twelve or 13 chains. I do not propose to disturb any of the streets excepting Devonshire-street and Pitt-street North. At Goulburn-street there are 20 feet of depth in cuttings, and from there to Bathurst-street it varies up to 30 feet.

1983. What is the length of the road which will be cut? With the exception of 30 chains of tunnel in York-street, the whole of the line is in an open cutting. York-street and some parts have from 3 to 5 feet of shale and bastard rock. At the Circular Quay the rails will be practically 12 feet below the present road—6 feet below means high-water mark. With regard to sewers I am somewhat at a disadvantage, because I cannot get information as to their locality. The main sewer which falls to Bondi, in Harrington-street, I go beneath. There is one in Liverpool-street which I am above. There is a small one in Devonshire-street, but that is common to every scheme which crosses Devonshire-street.

1984. Now with regard to the cost? I may state that you have had a statement of cost of land put before you which told you nothing but that the land would cost £1,200,000. How that was arrived at I do not know. The Government officials in valuing land for a scheme not suggested by themselves usually value it at ten times more than they would were the scheme suggested by themselves. I have prepared two estimates—one for a double line, and the other for a quadruple line; they are as follows:—

Estimate of Cost—Double Line.

Land, 2½ acres at £103,600.....	£259,000	£259,000
Works	138,182	
Stations, &c.	140,500	
	£278,682	
Contingencies, 10 per cent.....	27,868	
Engineering, 5 per cent.	13,934	
		320,484
		£579,484

Estimate of Cost—Quadruple Line.

Land, 3½ acres	£370,000	£370,000
Works	224,928	
Stations, &c.	156,600	
	£331,428	
Contingencies	30,000	
Engineering	15,000	
		426,428
		£796,428

FRIDAY, 2 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq. M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
The Hon. DANIEL O'CONNOR, M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
FRANK FARNELL, Esq., M.P.

William Greenwood, Assoc. M.I.C.E., further examined:—

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1985. *President.*] When we ceased yesterday you were about to give information with regard to the cost of your scheme? Yes. I should like to correct an impression that has got abroad that I propose a terminal station at Circular Quay. My proposal is that we should have a circular railway. With regard to the cost of the land: The area required will be 2½ acres for a double line and 3½ acres for a quadruple line. On the double line there will be 45 chains 36 feet in width; on the four lines there would be same length, 54 feet in width.

1986. The Departments say that the lowest estimate is 80 feet width? They only require 80 feet for six lines of rails.

1987. *Mr. Hoskins.*] But they require spare land on each side of the line? No; they build vertical walls about 4 feet 6 inches from the rails. There is no need to go beyond the ordinary bridge width.

1988. *President.*] You believe 54 feet is ample for four lines? Yes.

1989. And you propose to have perpendicular walls? That may or may not be. As a matter of fact the ground in many places is of such a nature that you would not require a wall at all.

1990. Is 54 feet sufficient if the walls are perpendicular? Yes, and it is if they are not.

1991. Then the question resolves itself into one of batter? That is a mere nothing.

1992. Are you prepared to give us the details as to the cost of the land? The way in which I got at it was this: I got the city assessments for the wards and I divided it by the number of acres of land in the wards; that gave me the assessment value. To that I added one-ninth, the assessment being nine-tenths of the rental.

1993.

1993. How do you get your result from that? The mean assessment value is £3,325 per acre; to that you add one-ninth, which gives you £3,695 per acre for the average rental—I take it at £3,700. I take it at twenty years purchase, and that gives me £74,000 per acre. I allow 10 per cent. for compulsory purchase; I allow 10 per cent. for lessees' compensation; I allow 20 per cent. for severance; and that gives £103,600 per acre.

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1994. That amount is pretty well the same as we have had placed before us on several occasions, excepting that the area taken by you is much less;—supposing you had to resume 20 acres of land, the cost would virtually be £2,000,000? I hope to show the absurdity of doing that.

1995. You have reduced the width to 54 feet? Yes.

1996. If we had a basis of 100 feet in width, you would reduce it by one-half? Yes.

1997. If we had a basis of 80 feet, you would reduce it to 50 feet, or three-eighths? Yes.

1998. Then that explains a good deal of it? No; only a portion. Mr. Perdriau said it would take 130 chains to get from Redfern to the Circular Quay on the west side of Elizabeth-street. To get from Redfern to Hyde Park you have 50 chains in length, but you only pass through 20 chains of private land. He assumes that, if you go on the west of Elizabeth-street, you pay for the whole of it, but, as a matter of fact, you only pay for 45 chains. The saving in length is in 30 chains from Redfern to Campbell-street, no matter whether you go east or west of Elizabeth-street, for which you do not pay.

1999. Then what is the total length of your proposed line from there to the Quay? From that point to Bathurst-street it is 20 chains, which I pay for. Then I begin to pay again from the northern angle of Wynyard-square to Pitt-street to Cranes, which is 25 chains.

2000. Your contention is that since from Bathurst-street to Wynyard-square the line will be in a tunnel, you do not require to pay for land? Certainly.

2001. What is the length of your tunnel? Thirty chains. It has been suggested that there may be compensation to pay. I point out, however, that the Postmaster-General has built a tunnel along Barrack-street, Clarence-street, and the whole length of Pitt-street, and I am not aware that he has paid one penny compensation for damage to buildings.

2002. What is the size of that tunnel? When completed it will be about 4 ft. 6 in. in width and about 7 feet high.

2003. I suppose you could not get a safer place in Sydney in which to make tunnels? You certainly could not get a better place than York-street.

2004. *Mr. Hoskins.*] I suppose there is a greater probability of injury to property from tunnels along which trains weighing hundreds of tons pass than there is from shallow tunnels used to convey the telephone wire? That is not the case. So far as vibration from a train running through the tunnel of sandstone rock is concerned, you will never know there is one there if it is once built. I have assumed that I have purchased the whole of the land all the way through, but in England I should not do so. I should pay for the easement to go beneath the property.

2005. *President.*] We have now got as far as Pitt-street? The rest is Government ground up to Circular Quay.

2006. Have you taken into consideration the ventilation of the tunnel? Yes.

2007. How will you ventilate it? By ventilating shafts along the street.

2008. Where would the outlet be? In the centre of the street.

2009. *Mr. Hoskins.*] Like the sewers? No; they might resemble the urinals in the street.

2010. What cover would you have in the streets? From 10 to 20 feet.

2011. *Mr. Humphery.*] What is the depth of the sewers in the streets? York-street is on the ridge, and the waters fall to Darling Harbour. There are no sewers in York-street, excepting small pipes.

2012. Do you go below the sewer in Pitt-street? There is only the Tank-stream there. There are pipe sewers, but the fall is so great that you can do anything you like with them.

2013. *Mr. Wright.*] Where do you cross Pitt-street? At Union-lane. There is only the Tank-stream at Pitt-street which could be diverted alongside the railway. There would be no difficulty about that.

2014. *President.*] Can you give us the cost of your construction? You may take it roughly that it is £42 per yard right through.

2015. What is the cost of the portion from Redfern to Bathurst-street? £65,000. That is for a distance of 60 chains. The next 40 chains, including crossing George-street, will cost £81,000. If you deduct that from £225,000 it leaves the balance—say £79,000—for the remainder. That is for works. Yesterday I gave you the stations at £156,500, or a total of £381,428. To that you have to add £30,000 for contingencies and £15,000 for engineering. It runs to about £42 per yard for the whole of the railway for double line, or £68 for quadruple line.

2016. Of which one-fifth is tunnelling? Yes. There are the contingencies and engineering to be added, which will make it about £50 per running yard for double line, or £76 for quadruple line.

2017. Even if this work which you suggest were carried out, it would not be complete or effective until you joined Circular Quay with St. Peters. Therefore you have to continue that work at once, or provide a temporary terminal station at Circular Quay, or build enough of the southern extension to shunt upon? Yes, that is a very small quantity.

2018. Have you any estimate to enable you to judge what the eastern extension would cost? About £50,000 a mile for the whole distance.

2019. How many miles? One route makes it 14 miles—of which there would be only about 10 to construct from Circular Quay.

2020. It would cost, then, about £500,000 right through? Yes.

2021. What is the estimate for the shunting conveniences which would be necessary beyond your railway at Circular Quay? The railway would finish at the Paragon Hotel. From there to Phillip-street there are from 8 to 10 chains spare ground for shunting.

2022. You take it for granted that you could use that for shunting purposes? Yes.

2023. The question is whether you would be permitted to use it? I would point out that all the roads would cross to every point in the same way as they do now.

2024. But you first of all lay down four lines of railway. That means some obstruction. If you shunt and move the engines round it means that a considerable amount of traffic will be brought into existence which is not there now, and which might interfere with the ordinary traffic? No; cabs and other vehicles cross there now in such a way that you do not know where they are going. If they are confined to the roadway you will know where they are going.

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2025. You have stated that you will be 6 feet below high-water-mark at Circular Quay? Yes.

2026. How do you propose to get to the North Shore boats? The station will be somewhere near the revolving advertisement board. Being 12 feet below the roadway you could, if you thought fit, construct a subway for the whole of the passengers.

2027. Do you think that would be satisfactory for the 6,000,000 people who at present land at Circular Quay? Decidedly. I propose to shunt directly in front of the Custom House as far as Phillip-street. I then start upon a rising grade to take all the goods traffic from the Quay.

2028. Do you know how many passenger trains per day would require to come to Circular Quay? Probably 200.

2029. Spread over a period of fifteen hours? About that. I point out, however, that for every train coming in to the Quay there must be ten trams coming into the Bridge-street yard, where they can deal with the traffic without trouble.

2030. What area do you propose to shunt upon? Eight or ten chains in length and four lines of rails in width. Four lines with switches will be sufficient to do all that is required. The idea of shunting in front of the Custom House is only a temporary measure, my contention being that there should be a circular railway.

2031. *Mr. Hoskins.*] If it is a fact, as has been stated in evidence, that the railway station at Redfern is so cramped that it is no longer useful except as a wayside station, where would you put all the rolling-stock which is kept at Redfern Station for the service of trains? Ninety per cent. of the traffic will not stop at Redfern. If the line is made as a circular railway, Paddington will correspond with Ashfield, as regards a terminal station, for about 30 per cent. of the trains; 30 per cent. might go as far as Randwick, and the remaining 30 per cent. would complete the circle. The whole of the long-distance traffic, of course, would stop at Redfern.

2032. Then you do not propose any additional accommodation for the long-distance traffic? Yes; I propose a new station in the Benevolent Asylum grounds.

2033. How much land do you presume would be required at your proposed new station? As far as the rails and platforms are concerned, about 250 feet in width.

2034. Would that make provision for the large amount of rolling-stock which of necessity must be kept at the station where there is the largest number of trains? You still have the old yard at Redfern left. You have the same room plus the room you get across Devonshire-street.

2035. Then, if the station on the Benevolent Asylum site were built, and the Department continued to use the Redfern station for keeping rolling-stock, you would, when you were forming trains to be despatched from the Benevolent Asylum site, require to run carriages between it and the Redfern station? Yes; if you were marshalling a train to go to Bourke, you would do as you do now.

2036. What do you anticipate would be the cost of the Devonshire-street station? I have put down £100,000 for it.

2037. Then, in reality, you would have two shunting stations in addition to Redfern, namely, the Benevolent Asylum and the siding near the Custom House? The siding at the Custom House is merely temporary. I am assuming that the Government will carry the railway right round.

2038. You propose that the railway should be 54 feet wide? Yes.

2039. Is that sufficient for working the traffic between the Redfern station and the Benevolent Asylum? No. Although the railway itself would be only four lines wide, the Benevolent Asylum station platforms would be 250 feet in width.

2040. What would be the width of the road or roads between Redfern and the Benevolent Asylum? Between the buildings themselves there would be a width of 250 feet, occupied either by rails or platforms. There would be ten or twelve platforms to the whole length of that station.

2041. That would take up a large amount of ground, would it not? 800 feet by 200 feet is not a great extent. It would mean about 5 acres of ground being taken up by the rails and the platform.

2042. I gather you do not anticipate that the Government will be subject to actions-at-law for damages to the foundations of premises, caused by the construction of tunnels? I do not say so. They are liable, of course, but I would be glad to undertake to cut down the whole of York-street vertically, from top to bottom, for a very small amount of compensation.

2043. But would the contractors undertake to make good any actions-at-law brought against them for compensation? They would.

2044. If the contractors undertook to meet all claims for compensation would it not tend to increase the cost of the work? No; because there is no danger whatever. For instance, there was not one penny paid in compensation in connection with the excavation of the new markets.

2045. But that excavation does not abut on private property? No; but there was not a piece of stuff which fell.

2046. Will the whole of the tunnel be of solid rock? Yes.

2047. Is not some of the Sydney sandstone rock very jointed? Some of it may be.

2048. *Mr. Humphery.*] What would be the cost of your complete scheme, including compensation? £500,000 more than I have given for the line to Phillip-street.

2049. Have you estimated that that will cover not only the cost of construction but compensation for the resumption of land between Circular Quay and St. Peters? Yes; but the figures I have given with regard to Redfern and Circular Quay I am prepared to swear to. With regard to the others I am only expressing an opinion.

2050. What width of resumption have you between Circular Quay and St. Peters? Where land is dear you would merely buy a vertical strip for a double line, but where it is cheap you would buy more and would not erect retaining-walls.

2051. What portion of the 10 miles from the Circular Quay to St. Peters, *via* Paddington, would be in a tunnel? I could not say without taking a section.

2052. Then your estimates in connection with that line are approximate, and not the result of calculation or survey? Yes.

2053. From the Quay to St. Peters, *via* Paddington, you have adopted the plan and scheme of the Engineer for Railways? Yes.

2054. So that the only portion of the scheme for a circular railway which will be original in your design is from Redfern to Circular Quay? Yes. It is only ordinary engineering work to go round the suburbs. On

pages 48 and 49 of the report of the Royal Commission on the extension of the railway into the city and the North Shore bridge connection, Mr. Deane boils down the whole of the schemes to three, and pins his faith on the scheme marked "L." My scheme betters "L." He says:—

The value of any proposal must be rated according to the extent to which it complies with the following requirements: For convenience of working the traffic, it should have either a large space for a terminal station, or should have a loop for returning trains, so that shunting may be avoided, or it must form a complete loop itself. [I form the complete loop by making the circular line.]

It should be capable of extension to the North Shore, either by bridge or otherwise; it should pass through the present Redfern station, in order that this may form one stopping-place; it should be capable of extension to the eastern suburbs, and should be continuous with such a line, so that passengers may be able to travel without change between those two suburbs and to any part of the city. [That, my scheme does.]

The line should be in cutting or on viaduct all or nearly all the way, and tunnel or covered-way should be avoided as much as possible, on account of the difficulty of properly ventilating the same, a difficulty which, in the climate of Sydney and with a smoky coal, is a very serious one. [They told you the other day there was no difficulty in ventilating a 30-chain tunnel.]

Mr. Deane's scheme, marked "L," is to cost £2,000,000 to get to the Quay, and I propose to do it for one-third of the money, including land resumption. With regard to the "L" scheme, the report states:—

On the condition that suburban traffic only is carried beyond Redfern, he sums up the *pro* and *con* of the proposal thus:—"Advantages of modified route—(1) Takes the western side of George-street, and therefore serves the suburban traffic best; (2) allows of terminal station if required at Harrington-street; (3) allows of loop if required instead of terminal station; (4) allows of connection with North Shore by bridge; (5) allows of connection with North Shore by any other method, as by tunnel, equally with any other scheme; (6) can be extended past Circular Quay; (7) can be extended to eastern suburbs.

The only disadvantage which he sees in regard to the line is the great cost in resumption.

2055. *President.*] It is further north than yours? That is the beauty of it. His line is too low down. Further on he says:—

The position of the loop, as suggested by Mr. Munro for the modified line, is quite practicable, but it misses the best station, Wynyard-square.

That is where I have a station. There is not one thing which Mr. Deane recommends which I do not do. The Chief Commissioner and Mr. Deane say in this report that the long-distance traffic is not to go beyond Redfern station, and that is what I say too. On the whole, there is not one objection raised by Mr. Deane in this report which could be applied to my scheme.

2056. *Mr. Humphery.*] Have you kept in view the strong opinion that the goods and passenger traffic should be kept separate? I do not lose sight of that. I propose that you should have your goods stations on the circular railway. There will be no goods stations at the Town Hall, Wynyard-square, or Circular Quay; but the trucks will go alongside the ships if the ships are at the Quay, and the produce can go straight into the ships. The wool also can go direct into the stores.

TUESDAY, 6 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Oswald McMaster, Civil Engineer and Contractor, sworn and examined:—

2057. *President.*] Are you accustomed to the construction of railway works? Yes.

2058. Do you desire to lay before the Commission a scheme which you regard as the best for bringing the railway to the city? Yes. I will describe the scheme "A," which provides for a station at the position now occupied by the District Court, and also takes up 2 acres of the Domain at the rear of the Colonial Architect's present Department.

2059. I believe the route you suggest is similar to that of the Railway Commissioners and all other routes, until you pass Liverpool-street, and then the line takes a turn to the north-east? Yes. I may explain that although I adopt the same route as the Railway Commissioners, I do not take the same amount of land. I allow the same amount of money in the resumption, although I only provide for four lines instead of six. The features of scheme "A" are as follows:—

This scheme, which is shown in red on plan, has for its principal feature the utilisation for the central station of the Government property at the top of King-street, now occupied by the District Court, &c., with a loop-line running round the Domain and back to the station for the working of the suburban traffic; and an extension to the North Shore, to connect with the North Shore and Hornsby railway at a point near the present terminus at Milson's Point. It also provides an intermediate station at the intersection of Albert and Macquarie streets, with a level approach from the Circular Quay.

Land required.

It is to be noted that the only land required for this scheme will be the 2½ acres of Government property at the top of King-street (together with a small piece of the Domain at the back, now but little used); a narrow strip at the King-street end of Hyde Park; and a belt, less than 1 chain wide, extending from near the Technological Museum round the lower portion of the Domain at the back of the Art Gallery —

2060. Would that be open? Yes; it would be built on piers.

The only resumptions required will be in that portion of the line between Redfern and Liverpool-street, and the extent of these to be used for railway purposes will be less than in the Railway Commissioners' scheme, owing to the reduction in the number of lines of way between Redfern and the central station, as subsequently explained. If it be deemed advisable to construct the railway through Hyde Park by the cut-and-cover method, as shown on plan, then the whole of Hyde Park will be left in its present state, and no portion of the line, on the Sydney side, will pass under any private building or through any private property between Liverpool-street and Fort Macquarie, or even to Lavender Bay.

Description of scheme.

The description of this scheme is as follows:—Starting from Redfern station, four lines of way will be carried over Devonshire-street and through the Benevolent Asylum grounds and Belmore Park to Liverpool-street, along the same route, and in a similar manner to that described by the Engineer-in-Chief for Railway Construction for the Park-street proposal. Passing under Liverpool-street, the lines will be carried under Hyde Park by the cut-and-cover method, where the depth below surface does not allow of tunnelling, and under Park-street to a point near the King-street end of Hyde Park, where they will curve into the central station at the top of King-street. My object in carrying the railway

W. Greenwood,
Assoc.
M.I.C.E.,

2 April, 1897.

O. McMaster.

6 April, 1897.

O. McMaster. railway underground is that there may be no interference with the surface of the Park. As far as cost of construction goes, I estimate that there would be a saving of over £60,000 by keeping the line in open cut throughout, and this would no doubt meet with the approval of the Railway Commissioners, by reason of the increased facility of working. Still, if, in the opinion of the Royal Commission, it is thought undesirable to encroach upon the Park, I would submit that the fact of the line being covered would not occasion any discomfort to the passengers from smoke and fumes, such as might be the case with a deep underground railway. In the present instance the lines would be so close to the surface that very excellent ventilation could be obtained throughout by means of ventilating grids—suitably spaced at frequent intervals—and causing inconvenience to no one.

Central Station.

The central station, as proposed, will occupy the area of Government property bounded by Macquarie-street and St. James'-road—about 2½ acres in extent—and will also extend back a short distance into the Domain. The station-building will be three storeys high, the two upper storeys above the level of the street, to provide the office room required by the Railway Commissioners, and the lower one for station accommodation at platform level. Entrance to the station will be provided from King-street, at the present level of the street, by means of steps leading down to the different platforms, as in the present suburban stations, and also outlet to or from a new road to be constructed between retaining walls from Elizabeth-street, at the junction of St. James'-road, passing under the lines and coming out in front of St. Mary's Cathedral, as shown by neutral tint on plan A. This road will be 100 feet wide, and will give access to the station for cab and other vehicular traffic, as well as providing for the exit of passengers from the various platforms.*

The loop-line to which I refer, after passing out of the central station, goes in an easterly direction, and then north to within a short distance of Woolloomooloo Bay; it then turns round under the Botanical Gardens in a westerly direction, and returns to near the northern entrance of the central railway station, pretty well parallel with Macquarie-street. The tunnel commences about the Curator's house on the edge of the Botanical Gardens, and continues until the line returns to King-street.

2061. That is to say, the first half, as you go east from the proposed central station, is open? Yes; and from there, as it turns and enters the Gardens again near Woolloomooloo Bay, some of it will be open and some underground. The whole of it can be kept underground through the Gardens.

2062. If the Commission determine to adopt your scheme it will be possible to have the whole of your loop in tunnel excepting near to Woolloomooloo Bay, where there can be an open resting-place for your traffic? Yes.

2063. *Mr. Humphrey.*] Would a 12-chain curve lengthen the line? Yes, about one-eighth of a mile.

St. James'-road will be left in its present state, the levels being in no way interfered with. It is to be particularly noted, as a feature of this scheme, that the central station-building will not require to be so large and costly as that proposed in the Government scheme, since, with the loop-line as shown, there will be no necessity to provide more than six, or at the outside ten, platforms under the main roof, and these, being required to accommodate only one train at a time, can be made considerably shorter than those shown in the Government proposal. With the loop-line there will also not be the danger of collision, essential to a scheme in which the central station is a dead-end and where a considerable amount of shunting will be required.

From the back of the central station, as proposed, the line will be taken in open cut through the Domain to a point near the Art Gallery, and thence as an elevated railway round the lower portion of the Domain and adjacent to Cowper Wharf, Woolloomooloo Bay, passing into a tunnel (under the main drive to Mrs. Macquarie's Chair) at a point near the residence of the Curator of the Botanical Gardens. A station can be very easily provided at Woolloomooloo Bay if so desired, though, personally, I see no great necessity for one in such a position at present.

The dotted black lines on plan represent an extension which would be valuable for various purposes, including possibly coaling, shunting, and spare carriages.

If it be deemed expedient to proceed with the North Shore connection at the same time as the city extension—and I very strongly advise that this should be done—then three or four lines will be carried from the central station (as shown on diagram)—two to serve North Shore traffic, and one or two for loop-line purposes only. After entering the Botanical Gardens the three (or four) lines will be carried below the surface to the stone wall which runs between the upper and lower gardens, whence the loop line will curve back again (in tunnel) to the central station; and the two North Shore lines will sweep round under the Garden Palace grounds, in front of Government House stables, to the intermediate Circular Quay station at the intersection of Albert and Macquarie streets. With the 1-in-50 grade for which the line is designed, there will be no disturbance of the surface throughout the Botanical Gardens and Garden Palace grounds.

2064-5. Have you a platform in proximity to the Water Police Court in your scheme? Yes; and it will be 20 feet below the surface, the proper depth for convenience of working, and more convenient than on the surface.

Circular Quay Station.

This will be an underground station, cut out of the solid rock, and open to the air above, to which access will be obtained on the level of overbridge by an airy and well-lighted subway, to be constructed from the Circular Quay beneath Albert-street. It is thought that this station will prove a great convenience to passengers from the western and eastern suburbs who wish to travel by the various ferry steamers from the Circular Quay to Manly, Neutral and Mosman's Bays, &c., and especially so at holiday times.

From the Circular Quay station the two lines to North Shore will continue in tunnel to Fort Macquarie, as shown, and thence under the harbour in a double subway of special design to Beulah-street, Kirribilli Point, whence they will be taken underground on a rising grade to connect with the present North Shore and Hornsby line at a new station midway between Milson's Point and the head of Lavender Bay.

Subway under the Harbour.

No scheme for the city extension can be considered complete which does not provide for connecting with North Shore, and for bringing the rapidly-increasing traffic on the North Shore and Hornsby line, either over or under the water, into the city. In the present scheme provision is made for taking two lines under the harbour in a double subway, about 1,700 feet long, consisting of two cast-iron tubes, each 20 feet in diameter, encased in concrete, and having a concrete lining. By adopting two tubes in preference to a single large section of subway the ventilation will be much improved. Large ventilating shafts will be provided on either side of the water, and each train as it passes through will then draw the air in the tube after it, and there will be no confusion of air currents from trains travelling in opposite directions, as would be the case in a single subway with a double line.

Construction of Subway.

The method in which it is proposed to construct the subway is as follows:—First, a strip of the bottom of the harbour along the line of section will be dredged until the surface mud and silt have been removed and the surface of the underlying clay exposed. Then into the excavation thus formed the sandstone spoil obtained from the excavations for the line on both sides of the water will be tipped, and well rolled in layers, the finer portions of sandstone and sand being carefully filled in between the larger blocks of stone, so as to form a homogeneous mass. A layer of bluestone ballast 2 feet thick will then be spread on the sandstone, and the top surface rolled level and well consolidated by means of a heavy roller.

It may be thought that it is not practicable to roll under the harbour; but it is practicable if you load the roller with lead or other material. If the lead weighs 13 tons it will only weigh 1 ton less under the water. It is practicable to take a large roller underneath and roll the sandstone.

2066. *President.*] Has it ever been tested? Yes; it has been done in rivers. I have done it myself. The depth would be about 55 feet.

2067.

NOTE (on revision).—This subway will carry tramways, if desired. It is required for convenience only, as it admits the traffic to the city descending in place of climbing; so that to enter the station you descend, and to leave the station you also descend.

2067. You have no doubt a 1-in-50 grade would bring you from the described station at Albert-street to the deepest part of your tunnel? Yes.

O. McMaster,
6 April, 1896.

The subway will then be built on shore in lengths of 50 feet—complete all except the internal lining—floated out, sunk, and connected together under water by divers, no difficulty being anticipated in this part of the work. At the ends special arrangements will be made for the connecting up of the subway from bulkheads near the ends of the sections of tunnel on either side of the water. This method of construction is held to be both feasible and economical in a case like the present where shield tunnelling is out of the question, owing to the quantity of overlying silt, and the depth at which a shield-driven tunnel would have to be carried.

The clear waterway over the top of the subway when completed will be 40 feet below high-water mark, a height far in excess of any probable requirements, and at the depth at which the subway will be founded the velocity of the tidal current will be so slight that the tendency to cause scour or silting-up will be practically nil. The maximum pressure, due to dead and live load, which can come upon the foundation of the subway will be less than a quarter of a ton to the square foot, a quantity well within the limits of safety, and it is not at all probable that there will be any subsidence in the foundation; however, to be absolutely on the safe side, provision is made for correcting any such variation that may occur by spraying in cement and sand through tubes spaced at frequent intervals over the bottom surface of the subway. The subway will be on the level throughout, the ruling grade of the line on each side of the water being 1 in 50, as against a gradient of 1 in 30, which it has been stated in the evidence given before the Commission, would be required in approach to any bridge between the City and North Shore, giving the necessary clearance for masted vessels. The cost of the subway would also be considerably less than that of any bridge that could be built over the harbour.

The cost of my subway throughout, including the dredging and putting everything in place, will not run above £170,000—that is, for two lines of railway. I estimate the cost of the line from Redfern station, including the loop-line, the station-buildings, and back again to King-street, at £536,000.

2068. That is the complete scheme to enable you to work a terminal station? Yes; it is a complete city scheme.

North Shore Approach.

The line on the North Shore side has been kept under the streets as much as possible, in order to avoid resumption.

It will rise from the Beulah-street end of the subway on a grade of 1 in 50 to near the front of the North Shore station, which it is proposed to construct at the position shown on plan.

The total cost from the loop to North Shore will be an extra £330,000, so that I should connect Redfern station with Milson's Point at a cost of £366,000.

2069. *Mr. Humphery.*] But the Circular Quay station would not be practicable unless you extended the line to North Shore? It certainly could be used in the city extension, but it would be in tunnel, and would not be very convenient to work; but it would cost so little extra to take it to North Shore, and the Circular Quay station would essentially be a North Shore station.

Scheme B.

If, in the opinion of the Commission, it is deemed expedient to have the central station in Hyde Park, then I would submit for their consideration the scheme shown on plan marked B, which embodies all the points of scheme A, viz., the loop-line, intermediate station at Circular Quay, and connection with North Shore by means of a subway. The resumption required on the Sydney side in this scheme would also be nil (between Liverpool-street and Fort Macquarie), since the route lies everywhere through or under park lands and Government property, with the exception of that portion of the loop-line which passes under the centre of Macquarie-street, and this portion will be kept everywhere well clear of the building-lines of that street, so that there will be no damage to property or disturbance of the foundations of buildings.

As will be seen from the plan, a central station is provided at the King-street end of Hyde Park, with a new roadway for vehicular traffic, similar to that shown on the Government plan. This station, however, can be made of smaller dimensions than in the Government proposal, owing to the reduction in the number and length of the platforms, due to the inclusion of the loop-line in the scheme, as before referred to; and the additional area of the Park, in front of the station, required by the Railway Commissioners for shunting purposes, will not be necessary in this scheme, so that the total encroachment on the Park will be only 6 acres, as against 12 acres stated to be required for the Government proposal.

Route B.

From Redfern to the central station the route followed will be similar to that in the Railway Commissioners' scheme. After leaving the central station the line will curve under the District Court, &c., at the back of which it will come to the surface again, and it then follows practically the same route as in scheme A, with the exception that in this case the loop-line will return to the central station by way of Macquarie-street, as shown on plan.

The cost of this scheme will be, approximately, the same as for scheme A.

Suggestions for Working Traffic.

Should it be deemed advisable to adopt either scheme A or scheme B, including the North Shore connections, then I would suggest that the railway traffic might be worked in the following manner:—

1. Long-distance trains from the west and south, after depositing passengers at the central station, to run round loop and back to Redfern, for cleaning, inspection, &c.; long-distance trains from the north to come by way of North Shore line to the central station, and thence to Redfern for the same purpose.

2. Suburban trains from the western suburbs to Parramatta, from the Northern Line, between Strathfield and Hornsby, and from the Illawarra suburbs, to be so arranged that a certain percentage would run round the loop back to the central station, and start thence again to their respective suburbs, the loop being sufficiently long to allow of a number of trains lying there till their starting-times. The remainder to continue on (stopping at the Circular Quay station) under the harbour and by way of the North Shore line to Hornsby, thus providing a continuous service between the western suburbs, &c., and the North Shore and Hornsby line, and *vice versa*.

In conclusion, my opinion is, firstly, that the city extension is a very urgent matter, and should be proceeded with at the earliest possible date; secondly, that the route followed should lie on the eastern and not on the western side of the city. Upon the question of whether the Royal Commission considers the utilisation of Hyde Park for railway purposes expedient or otherwise will depend the position to be adopted for the central station—and this is really the crucial point of the whole matter; but in any case I would strongly oppose the idea of any extension which stops short of King-street, and from the many persons I have conversed with on the subject I am certain that the majority of the travelling public are also of my opinion. Either of the schemes which I submit will serve the public convenience in this respect, and they also make provision for other requirements, which will certainly have to be dealt with immediately upon the completion of the city extension, and which should consequently be considered therewith.

2070. *Mr. Lee.*] You would come through the Benevolent Asylum and Belmore Gardens, as proposed by the Railway Commissioners? Yes.

2071. You would make no alteration until you got to Liverpool-street? No.

2072. At Liverpool-street you would keep deeper to get under the Park, instead of keeping on the surface, as proposed by the Commissioners? Yes.

2073. What would the cover be composed of? Brick arches or iron troughing.

2074. Will the cover be above the surface? No; 3 ft. or 4 ft. under.

2075. So that practically it will be a tunnel? Yes; but it will be much cheaper to construct.

2076. *Mr. Humphery.*] What will be the length of your longest tunnel? Two-thirds of a mile.

2077. *Mr. Lee.*] You propose to take 3 acres of the old Brigade Office? Two and three-quarters there, and 2 acres in the Domain.

- O. McMaster. 2078. Do you propose to take the present frontage to Albert-street? I would take the site now occupied by the District Court, the Barracks, round by the road to the Domain, and then take 2 acres square in the back of the Domain, never now used.
6 April, 1897.
2079. Would that interfere with the Mint? No.
2080. What would be the effect of having that railway station alongside the Infirmary? They would never know it was there. You could not see it from the Infirmary.
2081. It will practically be a city station? Yes; but there will be no outlet into the Domain. It will be in Macquarie-street and King-street.
2082. And there will always be the noise incidental to working a large station? There will be a noise, certainly; but I do not think it will be any greater than what is made by the tram traffic in Elizabeth-street—not so much.
2083. At all events you would take inside the Domain wall a square 2 acres? Yes; it would interfere only with one little road, which might be shifted a chain.
2084. It would block the road? Yes; but it could be moved out any distance, being on the level surface.
2085. Where is your next resumption? I have no more resumptions then.
2086. Would your trains be running above ground between that point and Woolloomooloo Bay? Yes; on brick arches, or you could fill the ground in.
2087. Would the arches be sufficiently high to admit of traffic underneath? Yes.
2088. Do you cross the head of the bay or keep to the foreshore? We keep inside the Domain the whole way.
2089. Above ground? Yes; until we get round near the Curator's house, and we go almost under his house.
2090. *Mr. Humphery.*] What is the estimated cost of the loop? First, 14 chains would cost £5,000—that is what is above ground; the loop from the Domain would cost between £29,000 and £30,000.
2091. What is the length of the loop? About a mile.
2092. Would there be any platform? It has been proposed to put a platform opposite Cowper Wharf, but I do not think it is necessary.
2093. It would be practicable? Yes; you could come out almost level with the Art Gallery.
2094. With much additional cost? Only the cost of the station and platforms.
2095. *Mr. Lee.*] That could be done at any time? Yes.
2096. *Mr. Wright.*] Would it not interfere with the purpose for which you design the loop? No; but it would mean another station.
2097. *Mr. Humphery.*] How would it be practicable to have the station at the Circular Quay, in connection with your scheme, for a loop from King-street round Woolloomooloo and back to King-street? It will be easy, but you will have to go down near the wall in the Gardens, and the line would have to be out in the open in places.
2098. Do you mean it would be a lengthening of your loop? It would make the loop larger, and you would go nearer to the shores of the Gardens.
2099. Would it be practicable to have the loop larger and provide a station at the Circular Quay? Yes, and come up Macquarie-street.
2100. *Mr. Wright.*] Would it be practicable, without destroying any portion of the Botanical Gardens? There are certain portions of the Gardens where you would have to run on the surface.
2101. *Mr. Humphery.*] What would be the increased length of your loop, and the additional cost? It would increase the loop about three-quarters of a mile.
2102. Would it double the cost? No; it would cost about £15,000 extra.
2103. Would you be able to provide all the necessary conveniences in connection with the terminal station in the same way in which you propose to provide them by the plans submitted? Yes; you could do everything else, but the curves at Circular Quay station would be rather sharper.
2104. What would be the difference in the curves? I think the curves rounding on Circular Quay station, in the loop, would be about 8 chains.

WEDNESDAY, 7 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CHARKE Esq., M.P.
CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
FRANK FARNELL, Esq., M.P.

Frederick Harrison Quaife, M.D., sworn, and examined:—

- F. H. Quaife, 2105. *President.*] Have you any scheme which you desire to place before us? Yes. I hand in a plan—
M.D.
6 April, 1897. portions of sections 33 and 34 of the city of Sydney—upon which I delineate a portion of my idea and also a tracing unincumbered by any buildings.

2106. Will you read your statement? Yes; it is as follows:—
A modification of the 1890 Hyde Park scheme proposed by the Commissioners, saving a considerable area of the Park, and giving an area for the terminus equal to that stated to be required.
Levels of the important points are official, kindly supplied by Mr. Deans, who also supplied a practicable curve (railway).
My remarks refer to the area for the station and yard at Park-street, and some important ones to the levels and conditions of the southern quarter of the Park.
Plan is drawn on a copy of the large city official map—sections 33 and 34—on a scale of 40 feet to the inch.

Boundaries of the Land.

Castlereagh-street, north-west corner, to a point 60 feet along King-street East, beyond the Supreme Court about 400 feet; from that point to Park-street, parallel or nearly so with Castlereagh-street, about 1,440 feet; from Park-street point 145 feet to within 15 feet of south-east post of entrance to Park; thence curved line of 12-chain radius to a point about 30 feet from corner north-east of Synagogue; thence a line proceeding to that corner and along the northern boundary of the building to Castlereagh-street; thence back to starting point at King-street, about 1,205 feet, along east alignment of Castlereagh-street. It

It might be necessary to take about 45 feet more at Park-street, east of above, and thence to join the second line through the Park to a point about 580 feet from Park-street; and, also, a strip along Park-street east of that, sufficient for a roadway. The area of this land is nearly 13 acres, and includes all that is wanted for the station buildings, platforms, lines, and approaches.

To this should be added the rest of the site of St. James' Church, and that part of St. James'-road east of the line from King-street to Park-street, on the eastern boundary of the station ground. Of the above addition there are almost two-thirds of an acre, and it is meant to be added to the Park in lieu of some taken away. It is bounded east by a curved line from the church to the entrance of the avenue. It is shown by red and black lines in the plan.

F. H. Quaife,
M.D.

7 April, 1897.

Contents of Principal Area.

1. Tower and about one-fourth of the church.
2. Supreme Court and Land Titles Office.
3. Western half of St. James'-road.
4. Part of the Park—190 feet wide in the straight, and lessening at each end.
5. Elizabeth-street from King-street to the Synagogue.
6. Market-street, east of Castlereagh-street.
7. All the property from the Synagogue north boundary to King-street.

Appurtenances.

Area taken from Park is 5 acres, and $7\frac{3}{4}$ acres to avenue are left, including two-thirds of an acre more, added as described above.

Of this area the State already owns a large portion, viz. :—1. The Supreme Court and Registrar-General's office.

2. The land on which the High School stands and on to Market-street.

The square block at King-street, between Elizabeth and Castlereagh streets, and also all south of Market-street to Synagogue would have to be resumed. This should be now much lower in value than formerly. There is not much good property on it. The old Court-house would have to be replaced probably where the Mint is, and that could be moved out to spare ground in the Barrack area. Such an institution should not occupy so magnificent a site as it does. A good part of the ground in Castlereagh-street has only rookeries and boardings on it. Of course the church would have to be paid for, and it is unfortunate that a fine new building should have been erected for an additional Court-house close to it; but that is, after all, a small matter if the great public convenience of a railway terminus is considered.

Four hundred feet are taken because I understand that Mr. Eddy considers it necessary, or less of the Park might be interfered with.

The expensive and fine Synagogue is to be carefully preserved, and this limits our facilities of approach, as we must enter the ground from the south to the eastward of the central line of the station. The gentle curve necessary on the western side conveniently causes the widening of Castlereagh-street by about 30 feet, making it about 92 feet wide, which would give fine room for the great vehicular traffic which would be concentrated there. We still then get about 370 feet of width for the station.

I have followed as closely as possible the published plan for the Park-street station, and have provided room for similar platforms and lines; also an interior cab-road to go in at Castlereagh-street and rise over two of the westernmost lines to a road out at the Synagogue, on a grade of about 1 in 13 for 170 feet, then a level or slight rise over the bridge. Beside the Synagogue, a road nearly 30 feet leads out to Castlereagh-street, and has a gateway to Elizabeth-street; also a 5-foot footpath along the Synagogue wall. There, also, on the Castlereagh-street front, is provided a large luggage office, 100 x 85 feet, with a second front to a road-space opposite the Synagogue, but separated by a wall from the roadway mentioned above. Such an office is provided in the Park-street plan, and is to be on the surface of the ground, and have a lift from the long western platform to its floor. This may be done here, but I would have underneath this building a basement which might be used for electric power plant for the lighting of the station, and also for part of the power necessary for working the tramways proposed to be converted from steam ones into electric ones. It would be found probably more economical to run the current from this central point than from the Rushcutter's Bay station as proposed, and, if necessary, the room could be extended nearly up to the Synagogue, giving a very large space indeed.

Room in the yard is provided for seven distinct platforms from 20 to 27 feet wide, with the necessary room for the lines between, as proposed by the Commissioners' plan. The bridge at Park-street is also made wide enough for all the lines required, with two supporting piers, each 3 feet 9 inches thick, with room for three lines between the piers and abutments and four lines between the piers.

The levels shown are official, and give plenty of headway by raising Park-street from 1 to 2 feet over the bridge, and an easy grade on each side to Elizabeth-street and towards College-street. I think a fall of about 1 foot in the 580 from the ends of the platforms will require a 2 feet rise at Park-street; more fall would of course require less. According to Mr. Deane, a rise of 2 feet 6 inches to 3 feet at Park-street would take them out level.

The level for the rails at the platforms is 64 feet, being 3 feet as required below the level of Castlereagh-street at Market-street, or 67 feet. The other levels at various points are shown on the map. The land rises on each side in Castlereagh-street. At King-street it is 74 feet, at Elizabeth-street 85, and near Phillip-street 95. At Park-street, near eastern boundary of the station land, the level is 82 feet; and hence there would have to be a deep cutting with retaining-wall from Park-street to King-street. Hence there would be required the excavation of the whole land from Castlereagh-street to the eastern wall, and this would be advantageous, as tunnels to the Quay and the eastern suburbs could run out from the last pairs of rails under Phillip-street and so on into Macquarie-street with plenty of head over them—20 feet being required for a double tunnel, but 15 feet or upwards for a bridge (10 or 11 feet left over the tunnel). A tunnel can run along Macquarie-street to the Quay without any compensation payment by keeping it on the eastern side of the street. The level of the station would provide for all sanitary arrangements. The platforms are all of the same length as in the proposed plan, and the carriage road is 30 feet wide.

At King-street there is a widening of 10 feet for the extra traffic, and a roadway for cabs to the front of the station at the least part 35 feet wide, and as these cabs would be all taking people to the trains they would merely set down and drive away. The cab-stand would be in Castlereagh-street. I do not presume to go into station arrangements, except in so far as to indicate what seems practicable. The general level is so near that of the land at Castlereagh-street side that there would be everywhere very small descents to the platforms by either steps or inclined planes.

The traffic across the Park at Market-street would be provided for by either an over-head bridge or sub-way, from which, if necessary, communication with the platforms can be made, and ticket offices provided for requirements.

The trams along Elizabeth-street would be diverted across the Park-street bridge, and would curve round to the east side of the railway ground, and be carried on an elevated railway to King-street, where, by a reverse, they would pass across the cable tram, as at present, and pass into Phillip-street, joining the present lines at the north side of Hunter-street, and the awkward and very expensive curve from that street to Elizabeth-street would be abolished. The viaduct would be as light as possible, and its eastern edge would rest on the railway boundary wall, the other on the ground and eastern platform on iron posts; it would have to be about 22 feet or 24 feet wide. The curve at Park-street could be made much easier than the present one at Hunter-street, and there would be a gentle rise from Park-street to King-street. Here note that as the trams are probably to be converted into electric, the works would be much lighter than necessary to carry the present steam trams.

As the great mass of traffic would pass to and fro west of the station, it would be a great advantage to remove the trams as proposed, as the traffic would no longer have to pass over the tram lines, and the entire tram traffic would be virtually only the length of the Supreme Court further away. I consider this point of especial value.

In advocating this plan it is well to point out that there has been a great increase in important offices and buildings within an easy radius of the site. Castlereagh-street, Elizabeth-street beyond King-street, and Phillip-street, are becoming more used, and as the area required becomes greater, Woollloomooloo, near the water, will be taken up more and more; also the eastern part of the city, Darlinghurst, &c., should be considered.

If the station is west of George-street, the eastern part of the city and the eastern suburbs will be left out in the cold, as the people will have to cross the main business parts of the city to get to it, while a railway to the east will be rendered almost impossible by the tremendous cost of ground and destruction of important buildings.

The main features of advantage in this plan are :—

1. Its central position for a station, taking generally the city and suburbs, and the easy distance from it to the most important centres.
- 2.

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2. The case with which lines can be taken to the east and the Quay, when required.
3. The comparatively small amount of valuable property to be resumed.
4. Half of the property required is already in the hands of the State.
5. About 7 acres of the Park are saved, and possibly more may be on revision by the experts.
6. The removal of the old Court-house and St. James' Church will be no loss, but rather a boon, to the architecture of the city.
7. The station is close to the general traffic, especially since the cable tram has been introduced.
8. The cost of construction of the proposed electric tram in Park-street would be saved—some £12,000 or £15,000. I should think this may be put against the removal of the new Court premises built next the church.
9. The proximity of the station to the great hotels and boarding-houses, clubs, public offices, the Library, Domain, Botanic Gardens, Hospital, &c.
10. The widening of Castlereagh-street would be a great advantage, and would probably quite make up for the closing of Elizabeth-street at the part required.
11. The great advantage of ending at King-street, so much nearer the centres than Park-street.
12. The southern part of the Park, where the new station is proposed, is much the better planted and grown than the northern part. Along the middle of it is a high ridge, from Bathurst-street to the avenue, and on this are the finest trees, and there is such a height here that by curving the line east from the Unitarian Church a good head could be got over the line, and tunnelling might get under these very fine trees without injuring their roots. North and south of them the ground might be opened, cut down, and, as much as possible, re-covered in. Near Park-street there is no valuable timber, as an inspection will show. The trees in the northern section are mostly old: Numbers have lately been lopped to make them grow better. If the lake in the southern part is injured a new one might be constructed somewhere else in the Park to make up for it. The drainage will probably rather improve matters than otherwise in such a shaly soil. How little the presence of a high cutting injures trees may be seen near the Cleveland-street bridge, where there are some very fine and old trees in the grounds of St. Paul's Church, Redfern, which abut upon the railway yards.

The objections no doubt are:—

1. Mechanical. This the railway engineer alone can settle; but I have, so far as I know, avoided any.
2. The closure of streets. The gift of a fine railway terminus will quite make up for this.
3. The compensation. On any other route, the Park excepted, this will be simply enormous. It should be taken on the land-tax returns sent in by the proprietors, and with the usual additions for compulsory resumption and for buildings.

The block next King-street no doubt is the most valuable. The High School might be removed to the vacant semi-circle at the Colonial Architect's Office—a much more suitable and quieter place; and, as I said before, the Law Courts to the present site of the Mint.

It would be fully worth the money to bring the station to King-street, and the additional distance would be only so much nearer the Quay for any extension.

I do not see why so much provision for horses and carriages should be made as proposed; there are about 540 feet of line frontage in the Park-street plan. All the racing stables, I think, are out Randwick and Waterloo way, and room for horse-box trains could be most conveniently got at Redfern or on the Benevolent Asylum site; but a little room for casual purposes may be easily supplied, and in my plan would require a little extension of the width of the Park-street end of the enclosure. This is shown in the plan.

Values.

Taking Mr. S. Perriau's values, as published, the area of the land from the Synagogue to Market-street is about £260,000; the King-street block, £102,000; making £362,000. I would remove the Mint to Green's Road at the Barracks; remodel the whole site on which it stands, adding the space out to Albert-street from the Domain to Macquarie-street. On this area there should be room for fine Law Courts of all kinds, a new High School in a much quieter and equally convenient position, and a new St. James' Church, equally convenient with the present. The whole might be named Victoria Crescent, to commemorate the glorious reign soon to be celebrated.

2107. You have made a statement with regard to the cost of the land to be resumed between Castlereagh-street and Elizabeth-street, but you have not given us any statement of the cost of the erection of a new St. James' Church, Supreme Court, and Registrar-General's Office? No. With regard to the law courts, some day—whether the railway goes there or not—the question of new buildings will have to be faced. As far as I can see, the only space suitable for them—to provide buildings worthy of the city—is the space where the Mint is.

2108. Your scheme carries with it the resumption of the block of land between St. James'-road and King-street with buildings thereon, and also the block of land extending northerly from the Synagogue to King-street? Yes.

2109. But the amount of Park resumption is limited to 5 acres instead of 12? Yes.

2110. You propose to widen King-street and Castlereagh-street? Yes.

2111. Your scheme, however, closes Elizabeth-street, and renders necessary a deviation of the tram-line? Certainly.

2112. What area, in addition to the 5 acres of the Park, do you propose to take? The whole area between Castlereagh-street and Elizabeth-street.

2113. Your central station, then, would be bounded on the west by Castlereagh-street, which would be widened, and on the north by King-street, which would be widened; then at Phillip-street you pass into the Park, and take that area until you come to a point pretty well north, or midway between Market-street and the Synagogue; and then you come down easterly to Elizabeth-street—or do you propose to extend your area from Phillip-street to Park-street? Yes. There will be a high retaining-wall right through to Park-street, excepting that there will be a little extension to the east at Park-street to accommodate horse-boxes and so on, if necessary. My area would be practically the same in extent as that proposed by the Railway Commissioners, with this addition: the area would be considerably longer than the Elizabeth-street and Park-street plan, and would, therefore, be in their favour. I understand, from some of the evidence given the other day, that one of the difficulties is to get a long enough position to enable them to have a clear sight and ways. This plan would, I think, be between 150 feet and 200 feet longer than the Liverpool-street to Park-street plan.

2114. As a medical man, how do you view the curtailment of parks in a city like Sydney? If Hyde Park were the only park within a long distance, I would be one of the last to meddle with an inch of it; but when I know there are upwards of 200 acres of park land, including the 40 or 45 acres of Hyde Park, within a stone's throw, which for beauty and sanitary purposes are infinitely superior to Hyde Park, and when I know that the convenience of millions of people is involved in bringing the railway into the city, I cannot for one moment hold the opinion that Hyde Park must be absolutely sacred. I look upon it as just as righteous and proper to take the necessary piece of Hyde Park for a great railway terminus, in order to bring about an improvement in the traffic conditions of the people, as to erect a great building like the Art Gallery in the middle of the Domain. If there was no objection to doing this, there can be no objection to taking this small area of the Park. At the same time I do not put my plan forward as a better scheme than the Hyde Park scheme of the Railway Commissioners, but I think you must come to

some

some sort of compromise. I would sooner not spend a large sum of money to shunt the railway to the west, in order to spare the Park; but I would sooner spend that large sum of money in having the railway than leave the Park alone and not have it. I cannot believe that any enlargement at Redfern will serve the people. I have a map of the city of Glasgow, which has a population of 600,000 to 800,000 people. I spent five years there thirty years ago; at that time there were two railway stations there—or, properly speaking, three, because there was a station on the south side of the Clyde, near the bridge, that belongs to the Caledonian Railway Company. They had another in the north part of the town, in a very awkward and inconvenient position, from which the mail trains to London started. The North British railway station was on a very convenient site, close to George-square. It is a small station, and they had to work the trains up and down a tunnel, on a steep grade, by means of a cable. What has been done since then? The old College—the University of Glasgow—not a stylish or handsome building, but one hallowed to generations of Scotchmen by the work it has done, and also the University grounds in the east end of the city, have been sold to one of the railway companies. There is now a fine station on that site. When I left they were building the Union station at Enoch-square, near the water. It communicates principally with the lines on the south side of the river. The Caledonian Company, finding they were out in the cold on the south side of the river, got power to resume a large block of land in Argyle-street, and they built a magnificent station there, simply because they had to compete with the Union and other stations round about. As a matter of fact, there are now five central stations in the city of Glasgow, all within comparatively easy reach of the business centres of the city.

2115. *Mr. Fegan.*] The companies paid large sums of money for the lands you have described? Yes.

2116. The University, I suppose, profited by the large sum of money paid for the resumption of land for station purposes? Yes.

2117. In the present instance you propose to take from the people a recreation ground without giving them anything in return? Do we not give them a magnificent railway station?

2118. The people who generally make use of the Park would not use the railway station? But there are 200 acres within a stone's throw.

2119. Not as convenient? Yes, as convenient, and better. How many yards is it from the centre of this piece of land to the entrance of the Domain near St. Mary's Church, and how many poor people go into that part of the Park? Many are afraid to go into Hyde Park because of those who are there. Hyde Park itself—at any rate the part in question—is by no means an airy place. If the houses facing Elizabeth-street, opposite the part of the Park proposed to be taken, remain, there may be some objection to depriving them of their frontage—(I do not think so, however); but, as all the property to Castlereagh-street would be taken, that objection fails. Castlereagh-street is wholly and solely a business street, and will become more of a business street if the railway goes there. I believe Hyde Park contains from 40 to 45 acres, and surely to goodness 35 acres is enough to exercise in. Then there are the Botanic Gardens and the Domain within a stone's throw. The people who cannot walk from Hyde Park to the Domain to recreate themselves do not deserve to be considered.

2120. *Mr. Black.*] Some of them are too footsore to walk; you are raising the question as to whether certain people have any right to a foothold on the earth at all? I should like to know why they could not walk 150 yards, and be in a better position and in a part of the Park that is better kept. This part of the Park, which seems to be thought so desirable for these people, is the very worst part. It slopes west. If you go there on a hot summer's afternoon you will find the people lying under the trees, such as they are, and all the wind they get there is the west wind, which is not a healthy one. On the other side of the avenue they get the east and south-east breezes, which are better. The question in my mind is: is it worth while to expend a large sum of money to buy land to escape taking part of the Park?

2121. Then there is another question: is it necessary to have another central station when you have one at Redfern? I do not consider Redfern in the city at all; it is one of the most stupid of places for a station.

2122. Is it not nearer the centre of the city than any other so-called central station in Australia? On the contrary, it is the worst possible place.

2123. Name one which is nearer to the centre of a capital city? I think both the Melbourne stations are nearer.

2124. I think if you struck the centre of the city you would find it very near to Redfern station? No; it is at the corner of Hyde Park. Then you have to look to the extension of the city northwards.

2125. What purpose is to be served by moving the station? Bringing the traffic to the main avenues of communication.

2126. *President.*] Your attitude is this: although you view with apprehension any curtailment of the Park area, you believe that there are national interests which would justify us in taking 5 acres of it, seeing that there is so much other park land available? Certainly.

2127. You would take park land only as a last resource? Yes. I would be prepared to spend a good deal of money to escape it, but I do not think it would be wise to resume such properties as you find from Castlereagh-street to Pitt-street; you would resume property which would cost no end of money. I think it is better to sacrifice a piece of the Park than to do that, especially in view of the fact that there will be so much left. I have seen it advocated that, if the railway went round the western side, the station might be placed in Wynyard-square. That is a beautiful little park, with a great deal of advantage to the people round about; and I cannot for the life of me understand people arguing that a station should be put in it, seeing that they would not get one worthy of the name. That park would be absolutely destroyed, but in Hyde Park we have a piece which, in my opinion, can be spared. If you were going to take the whole of Hyde Park I would be opposed to it.

F. H. Quaife,
M.D.
7 April, 1897.

THURSDAY, 8 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL EGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Oswald McMaster, Civil Engineer and Contractor, further examined:—

- O. McMaster. 2128. *President.*] I want you to describe the advantages of the loop-line over such a dead-end platform as that at Redfern? My loop-line saves two lines running back to Redfern to take the engines to be cleaned. Another advantage is that it entirely avoids shunting arrangements, and does away with a large item of expenditure in the shape of points and crossings. It also affords more room for idle trains.
2129. And reduces to a minimum any likelihood of danger in the station? Yes; that is impossible, because there are no points and crossings.
2130. *Mr. Hoskins.*] You propose that there should be some place in the neighbourhood of Lady Macquarie's Chair for cleaning engines? Yes; not so far down, but opposite the baths.
2131. Do you know how much room the Locomotive Department occupies at Redfern for that purpose? Yes. This would only be for the running trains, and quite different.
2132. Do they not occupy about 30 acres? Not so much. They use it for locomotives and tenders and for storage room. Mine would only be used for the daily traffic, for immediate use only.
2133. *President.*] Would a loop-line and resting-line be sufficient? Yes; it would accommodate all the traffic which can be anticipated for many years.
2134. *Mr. Hoskins.*] I suppose you know there is very little flat land between the baths and Lady Macquarie's Chair? I do not go past the baths; only as far as the baths.
2135. *President.*] With regard to the extension to North Shore, you propose to pass round the loop in order to get a grade which will enable you to have a station at Circular Quay at sufficient depth to enable you to pass through the subaqueous way? Yes.
2136. What is the grade? The steepest grade I have anywhere is 1 in 50, and that is the ruling grade throughout the Milson's Point line.
2137. You also contend that your scheme can be extended, and join the North Shore line, between Milson's Point and the head of Lavender Bay? Yes.
2138. Supposing it is not wise, for financial reasons, to extend the line to North Shore at present, you can so locate it that it can eventually be extended? Yes; that is one of the features of the scheme.
2139. It would provide for a loop round Government House, which would meet present requirements? Yes. The proper thing to do, then, would be to take an 8 or 10 chain loop from below the Albert-street station and proceed in front of the Garden wharf in front of Government House, and return to the same station, at the Water Police Court, which would work the slow suburban traffic. The fast suburban traffic could be worked on the loop shown on the plan. The two loops would work admirably with each other.
2140. The first loop would not be wasted under any circumstances? No.
2141. And the second loop would not be wasted when you extended to North Shore? Certainly not.
2142. In your scheme, going to Woolloomooloo Bay, you take the people coming *via* Redfern, or eventually from North Shore, away from that part of the city lying between Circular Quay or Albert-street, and your central station near the statue; might it not be possible to locate your central station more to the east, by which it would be closer to the city; by this means the people would be more in touch with the city all along? That could be done.
2143. Are there objections to it? Yes. One is that, bringing the line on a higher level than what I advocate at Circular Quay, would necessitate a further expenditure going to North Shore.
2144. Would that be a serious expense? No; but it would be of very little advantage, excepting that it would bring the Circular Quay station a few chains nearer to the Quay itself. The total distance from the floating-jetty on to the Circular Quay station, under my present scheme, is 8 chains, which might be reduced to 5.
2145. Perhaps it might be better to put your extension to North Shore under the Albert-street station? Yes; but in making the loop at Circular Quay, I propose that the train should come out on the surface. It might come out at the Man-of-war Steps.
2146. But that will not do to go to North Shore? No; but it would not increase the expense from this Circular Quay station to the North Shore, because it would be at the proper level.
2147. If the central station were in the Park, abreast of the mouth of Market-street, it would be 30 feet lower than where you propose to put it; saving that 30 feet might permit you to take a more direct road to Circular Quay? It would. The 30 feet you gain by not rising to the top of Albert-street would allow you to come out on the surface at Circular Quay; but that would not permit you to go on to North Shore without further expense.
2148. I presume you claim for your station that it will be in closer touch with the people at Woolloomooloo, Pott's Point, and the eastern suburbs? Yes. I claim that the cable tramway running along there would be an advantage to my central station, and it will not be far from the Elizabeth-street station.
2149. Against that, you will grant this: that people who are walking to the station, or using any means of transit except the tramways, are removed to a worse position—just the distance that Elizabeth-street is from your station; they have to walk that much further? It depends on which position you take as the centre of population of the city.
2150. *Mr. Lee.*] The bulk of the railway traffic would leave the train at your central station at Albert-road? Yes.
2151. That would be further away from the intersection of King and Elizabeth streets than the proposed Hyde Park station? Yes.
2152. It would be still further away for those passengers who get out at Market-street and Park-street by tram? Yes; but, against that, you are nearer Hunter-street and the north-eastern portions of the city, which are equally important with those on the south which now have Redfern. 2153.

2153. Would the people who now get out at Market or Park streets be likely to use a train which would put them down at Albert-road? No; but if you had a station at Park-street many people would want to take a tram on to Hunter-street. O. McMaster.
8 April, 1897.
2154. Your argument really is that it is impossible to devise any system which will serve the whole of the people? It is absolutely impossible. My scheme allows for an extension, and it is in an elevated and picturesque position, and capable of being enlarged to any extent as time will demand.
2155. *President.*] You recognise that the Redfern Station has become so dangerous that something must be done? There is no getting out of that argument; it is quite unsafe.
2156. And you propose to extend four lines into the city and to establish a central station at Albert-street, your reason being because of its accessibility to the eastern suburbs and the present and prospective means of transit by tram through the city; the land there is not valuable and it is an imposing central site? Yes, and it is not occupied at the present time and suits the eastern suburbs connection.
2157. From there for the fast traffic you propose a loop to go to Woolloomooloo Bay, and an extension to the eastern suburbs, which will be of benefit to shunting and working the fast trains into the central station? Yes.
2158. You propose to extend that to such a level towards Circular Quay that you will be able to pass under and to join the North Shore line as described; you also intend to have a loop under the Government House grounds to shunt the slow traffic, which does not require to go over to North Shore; the scheme is complete in itself in giving access to Circular Quay, and it carries an extension to the eastern suburbs and North Shore? Yes.
2159. The question of a station-site at Albert-street, although you regard it as the best position, does not dominate the scheme? Certainly not.
2160. The general idea might be obtained, perhaps, just as well by taking a portion of the Park, or by resumption of some place a little to the west of the Park? Yes.
2161. You think that the loop-line round Government House grounds might be done away with, seeing that you are going to shunt your traffic on the loop near Woolloomooloo Bay? Possibly, by a system of points and crossings, which would not be dangerous, because they would be past or at the rear of the platforms.
2162. *Mr. Lee.*] Where would the proposed subway from the central station to Elizabeth-street come out? About the back of the Lands Titles Office, in the Park.
2163. That would necessitate taking a little of the Park? Yes, about 100 feet.
2164. Would it interfere with the ordinary road traffic? No; it would give more facilities for it. It would be 100 feet wide with a headway of 20 feet.
2165. Would it be an eyesore? Anything but that.
2166. I suppose the subway would carry a tram? Yes; but they are already there, and might just as well run over the top, but may also run through the subway.
2167. I think you will admit that a tramway service in connection with the railway should be part and parcel of it? It might be worked with the present system by putting the tramway through the subway.
2168. Have you worked out your estimate of cost? Yes; it has been carefully gone into and checked. It is estimated on the basis of the work I did on the Milson's Point railway; and I would be prepared to put down a substantial deposit as good faith to carry on the work.

John Upward, Mayor of Ashfield, sworn, and examined:—

2169. *President.*] Can you give us any opinion as to local thought in your municipality with regard to the extension of the railway? The people along the western suburbs line are unanimous that the present terminus is not in the right place, and that their wants are very badly served. J. Upward.
8 April, 1897.
2170. You desire an extension into the city? Yes.
2171. Why? Passengers are at present put down about a mile from the centre of business, which is an inconvenience. For the majority of the people it means taking a bus or a tram. Transhipment from one to the other means a loss of over five minutes; then there is the slower conveyance, which means a further loss of seven or eight minutes. It means the loss of from fifteen to twenty minutes on each journey.
2172. Is it your opinion that those who travel to their business in the city, through the absence of a city railway, lose approximately half an hour of their time? Fully that.
2173. Where do the Ashfield people desire to have the station located? I think the majority would be better served by a station between King and Hunter streets.
2174. Do you regard King-street as a fairly central position? I think the block between King and Hunter streets is the most central in the city. The further away from there the more unsatisfactory it will be.
2175. Do you regard the junction of Castlereagh and King streets or King and Elizabeth streets as fairly central positions? Any part of the city ranging between Kent-street and Castlereagh-street.
2176. How would you view an extension on the western side of George-street? If taken in connection with a circular line I think it would be most satisfactory.
2177. What is your view with regard to a station approaching or somewhere near Circular Quay? It would be of immense use, because of the large traffic from North Sydney, Mosman's, Manly Beach, and Watson's Bay.
2178. You think the railway should be extended, if possible, to the Quay, because of the travelling public there, and those whose business lies with the ships and wharfs? Yes. My idea is that one of the various loop-lines which have been suggested would be the best. It would require a large amount of space for a terminal station. Such a scheme as that which Mr. Norman Selfe has suggested seems to be one which would serve the convenience of the public most.
2179. If the people of Ashfield could be placed by railway in the vicinity of Castlereagh and King streets, and then on to Circular Quay, they would probably be well satisfied? Yes.
2180. And if it were possible to bring the line closer to George-street, and terminate it at the Quay by a western route, they would also be satisfied? Yes.
2181. *Mr. Lee.*] Do you think a central station on the site of the old Brigade Office would be convenient for western suburban passengers? It would be more convenient than the present one; but I still adhere to my opinion that a circular line would be most convenient. 2182.

- J. Upward. 2182. Supposing that, in the event of that not being practicable, it were brought in on the eastern side only, do you think a station in that position would meet the requirements of the bulk of the city and western suburban people? Of course it would be much better than the present terminus.
- 8 April, 1897. 2183. Would it not place them in this position—that the saving in time between Redfern and the station point would be at least half the time it now takes to come down in the tram? Yes; there would be a saving of time.
2184. Do you think the passengers would be likely to leave the train at Redfern, and seek their offices by means of the tram down George-street—that is, if King-street were made the terminus? Only a few. I myself would have to take some other conveyance to the end of Circular Quay.
2185. If the line is brought in on the eastern side, you are of opinion that it should be extended to Circular Quay? Yes.
2186. Thereby giving the large number of business people on the northern end of the city easy access to their places of business, and enabling the traffic by ferry to get direct communication to and from the suburbs? Yes.
2187. You think it would be wiser to extend to Circular Quay than to allow the station to remain in the centre of the city? Certainly.
2188. Do you think the present and prospective traffic would justify the extension? Yes.
2189. *President.*] A scheme has been suggested to land the passengers somewhere near the new markets, and then extend towards Circular Quay;—would that meet with disapproval? No. One great reason why the western suburban people wish for an extension is that, owing to the congested state of the traffic at Redfern, there is a constant fear that the accidents which have happened of late may recur.
2190. Then you are always travelling with apprehension? Yes. With regard to the goods traffic, it appears to me to be absolutely unnecessary to consider a line for goods traffic round the waters of Port Jackson, Sydney being a distributing depôt. Every day I am brought in close contact with the discharging of cargoes around Sydney, and I know that only a fractional part of the quantity which comes into Sydney is ever required to go direct up country.
2191. *Mr. Roberts.*] Are you the proprietor of one of the bonded warehouses? Yes; the Metcalfe Bond.
2192. And you have a thorough knowledge of the shipping trade of the port? Yes.
2193. Do you think the present facilities for the export and import trade will be sufficient for the next twenty-five years;—you know the head of Darling Island, where the Government has built wharfs? Yes. I have no doubt that it will have to be availed of, or a better scheme provided along Darling Harbour than we have at present.
2194. Do you think there is not any necessity for bringing the railway round the wharfs of Darling Harbour or Circular Quay? No; not for goods. Of course, it is hard to say what the shipping will be in twenty years time, but as far as we can see ahead, we have plenty of wharfage accommodation.

FRIDAY, 9 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

John Stinson, Mayor of Burwood, sworn, and examined:—

- J. Stinson. 2195. *President.*] The Commission wish you to give your views with regard to the extension of the city railway, and to refer to the inconvenience from which the Burwood people suffer, and which we may presume would be remedied by the extension? So far as I can gather it is highly desirable indeed that the railway should be extended. Anyone who travels regularly by the suburban trains will see the immense amount of inconvenience occasioned to travellers by being deposited at the outer edge of the city, and having to find their way down as best they can. They suffer not only inconvenience, but a loss of ten minutes each way, so that really out of a day's business hours, of seven hours, a business man loses twenty minutes each day going to and from his office; that is over and above what you would have to expend in travelling if the railway were extended to King-street.
- 9 April, 1897. 2196. What about the question of the apprehension of danger? That is a matter which has prevented many people from settling in the western suburbs, and it is one strong reason why many of them are seeking a home elsewhere. They know from bitter experience that there is a certain element of danger in travelling into the Redfern Station, particularly in the busy hours of the morning. Knowing that a great deal of shunting is being done there, the danger is ever before them. I can speak of several residents who are looking out for a home elsewhere for that very reason.
2197. Are you prepared to express an opinion as to what portion of the city would be most suitable for the suburban residents to reach? With regard to the passenger traffic, I think the general impression is that the route should be by Hyde Park. The terminal station, for the present, at any rate, should be somewhere about King-street—on the site of the Supreme Court buildings. Of course I do not mean to say that that ought to be a permanent terminal station.
2198. Do you attach any weight to an extension to Circular Quay? I think that ought to be the ultimate object, possibly with a view to connecting with the North Shore railway. I think the old Supreme Court buildings might be profitably removed, and that a portion of Hyde Park might also be given up. Although it is spoken of as one of the lungs of the city, I think a portion of it might be lopped off, especially as the harbour constitutes such an immense lung, and one of which the city can never be deprived. I think sentiment ought to give way to commercial advantages in regard to the Park.
2199. *Mr. Lee.*] If the central station were placed on the site of the Benevolent Asylum would it meet the case? It would not; it might just as well be left where it is as go there.
2200. Would the extra fare into the city deter passenger traffic? No; because a large number of people who use the tram now pay more than what extra fare would be. At present the Government lose a very large amount from people travelling on foot, who would otherwise use the train right into the city. In the mornings particularly a large number of people walk from Redfern or take 'buses to their offices.

2201.

2201. I believe that in fine weather many walk as a matter of exercise? I do not think, if the train were running to King-street, many people would alight at Redfern for the purpose of walking as a matter of exercise.

J. Stinson.
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2202. Does not the present tram service offer facilities which the railway would not offer by putting people down at certain streets? Yes; but it is indisputable that during the busy hours of the day most of the passengers get out at the same street. In the busy hours of the day King-street is the centre of all the tram traffic.

2203. *Mr. Wright.*] The Government have submitted a scheme for a permanent station at Hyde Park between Liverpool and Park streets;—in your opinion, would that position be central enough to meet the requirements of the citizens? I do not think it would. If we are going to have a city railway at all, we ought to have it at the most central point, where the traffic is concentrated.

2204. Do you think it is correct to contend that the centre of the city lies between King and Hunter streets? I am not prepared to say that is the most central portion, but I know there is a very great deal of traffic finding its way into the trams at Hunter-street and King-street—larger than is found at any other point on the tram route between King-street and Redfern.

2205. Is there not a larger traffic at Market-street than at Hunter-street? I think not.

2206. If the officials say there is, are they likely to be correct? Of course, I would not set up my opinion against theirs.

2207. At any rate, between Market-street and Hunter-street the great city traffic is conducted? Yes; so far as I have been able to observe.

2208. *Mr. Clarke.*] Do you say the Supreme Court would be the best site for a station? Yes.

2209. I presume you would remove St. James' Church and utilise that block? Yes.

2210. You do not think the proposal of the Commissioners to go to Park-street is suitable? I do not.

2211. You are aware that it is necessary to have more room at Redfern than there is at present? I am.

2212. Would a new station on the site of the Benevolent Asylum be suitable for the general public? I do not think it would be worth the trouble and expense of constructing it.

2213. You are aware that the electric tram is shortly to run down George-street? Yes; it will supply a different service from that which is now supplied from the railway station.

2214. Would not that suit the public equally as well as a railway into the city? I do not think so, because it will necessitate a change at the Redfern Station, loss of time, and so on.

2215. Do you not think the tram is quite as convenient to the public as a railway would be? I do not see why the George-street tram could not be worked in conjunction with the city railway.

2216. Would you then have as many passengers for the railway? I think so. If the passengers using the city railway did not get in at King-street or Market-street they might use the electric tram to Redfern and take the train there.

2217. Would not the tram and the railway be competing with each other? I do not think so, when they are both running in the same interests.

Hon. John Macintosh, M.L.C., sworn, and examined:—

2218. *President.*] I understand you desire to be examined purely from the Sydney aspect of the question before us? That is all.

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2219. Do you wish to make a statement? Yes. Twenty-eight years ago, all to the north of the present railway-bridge at Redfern comprised the railway establishment of New South Wales—that is, from Devonshire-street to the railway-bridge. That was hardly occupied; the result being that the Government gave Albert Park to the Corporation—not requiring it for railway extension. Since that time, Darling Harbour has been established. There are large works at Clyde, with 100 waggons frequently waiting there for produce to be delivered. I think, if the present railway were extended to Belmore-road, it would be the most central part of the city, and would be for the convenience of the people. I will point out that the Railway Commissioners require one quarter of Hyde Park on the north-west side. It is about 400 feet in width, and is a narrow spot for a railway station. 100 feet would require to be taken on the west side for a road to widen Elizabeth-street; a road would also be required on the eastern side. The Belmore-road site will give length and breadth for any permanent establishment. I take it that there must be no break on our railways from Perth to Townsville. It is inevitable that some day or other a bridge must be built across to North Shore. I think the Government should resume land on the eastern side of Darling Harbour parallel with the middle of Barker-street, off Bathurst-street. When we make a through trunk-line to go across the harbour, there should be a platform at the bottom of Market-street. I think, if the Railway Commissioners use Hyde Park at all, they should use the whole of it. In view of the good "get away" there is at Belmore-road, I think that is the most suitable place for a station. The tramways are convenient to it, and the difference in cost between travelling in them and in a railway into the city would be only one-half penny or one penny. The time lost in travelling by tram or 'bus to any portion of the city would not be more than two or three minutes. If it is intended to get to the eastern portion of the city, a tunnel could be made from, say Margaret-street, underneath George-street, along to Circular Quay, and from there we could go to wherever is thought proper. I think a continuous line is desirable. Ten or fifteen minutes would take any passenger by tram or 'bus from the furthest corner of Sydney to the present station, and the railway would not be more than two or three minutes quicker. Personally, I think we require an improved tramway service. I would have no objections to filling up Darling Harbour almost to the bridge, and to making a higher road where the present Pymont Bridge is situated. I do not think Darling Harbour is utilised as much as it ought to be. There is a large amount of empty space, and almost every owner has encroached upon the public land. The extension of population cannot be to the north of Belmore Park, but is going on all round—west, east, and south.

2220. *Mr. Hoskins.*] It has been stated that if a terminal station is constructed at Belmore-road it would cost about £350,000, and no revenue will be received; whereas if the railway is extended to Hyde Park the revenue from passengers will pay the interest on the money spent? I cannot conceive that that is correct. I look upon the matter as altogether beyond a money matter; we must look for the convenience of the general public.

2221. *Mr. Humphrey.*] A suggestion has been made that instead of the terminal station being at St. James'-road, it should be placed on the present site of the Government Architect's office, and that there should

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M.L.C.
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should be a loop-line at the back, so that, instead of having a great number of lines for shunting purposes, the traffic could be worked by means of a loop? That plan was considered by a Royal Commission some years ago, but there were a number of objections to it. I opposed it, because it is not the way to get through to Brisbane.

2222. Assuming it would be possible to connect from there with the North Shore line, would you see any objection to the plan? Yes; it is impracticable to make a bridge from the east of Elizabeth-street.

2223. What is your objection to the site I have mentioned? It would take up too much of the land about there. The Mint would have to go, and also the law offices. I do not think it would be a desirable place, seeing that the Infirmary, which cost about £250,000, might have to be disturbed.

2224. I asked the question on the assumption that that property would not be greatly interfered with;—do you see any objection to the railway being brought from Redfern to that position, other than the fact that it would be impracticable to extend it to Milson's Point? Yes; it would not be central. It would be nearer Potts' Point, but it would be further from Balmain, the Glebe, and Surry Hills.

2225. Do you see any objection to the line passing through the Park, assuming the terminal station to be beyond it? Yes; the Park being for the use of the public ought not to be disturbed if it can be avoided.

2226. Do you wish to convey that you are of opinion that the passenger traffic should be carried to Darling Harbour? I have no objection to seeing a platform there.

2227. But do you propose that the railway should be extended there? It should follow the present line. A siding could be made at Eveleigh, and you would have a straight course onwards.

2228. Then your idea is that the passenger traffic, instead of coming to the Redfern terminus, should be deviated so as to turn off where the goods traffic goes to Darling Harbour? Yes; that is, for through traffic.

2229. Then you think there should be a different line for the through traffic, and that the suburban passenger traffic should be landed at Belmore-road? Practically speaking, the main railway station of Sydney should be a side station for through passengers. As I have already stated, there cannot be more than two or three minutes difference to a passenger going to any part of Sydney by tram, and 1d. difference in fare.

2230. Do you not recognise that instead of there being two or three minutes difference, the actual difference is about half an hour daily? I think it would be impossible for any man to prove it would be ten minutes difference.

TUESDAY, 13 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Frederick William Parsons, Mayor of Strathfield, sworn, and examined:—

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Parsons.
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2231. *President.*] Are you prepared to speak as to public opinion in Strathfield with regard to city railway extension? Yes.

2232. Why do you desire the railway extended, and have you any special part of the city which you desire to reach? It is unanimously thought by the people in the western suburbs generally that there should be some alteration to the present terminus. Some months ago large meetings were called in nearly all the western suburbs, and resolutions were unanimously carried to the effect that the time had arrived when some alteration should be made at Redfern, and when the railway should be extended to the city. All the meetings were agreed that it would not be wise for the residents in any way to hamper the Government by suggesting routes. The agitation was principally aroused through the accident at Redfern two years ago, and also because of the great inconvenience travellers are put to in changing. If you leave Strathfield at twenty minutes to 9 in the morning, you arrive at Redfern at five minutes to 9. If there is no extra delay on the trams, you are landed at King-street about ten minutes past 9. Therefore, it takes you as long to travel from Redfern station to King-street—which is practically the centre of the city for business purposes—as it does to travel 8 miles from Strathfield to Redfern. On the return journey it takes longer, because there is no dependence to be placed on the time you meet the trams. If you want to catch a particular train you must give it five or ten minutes grace. It is very generally considered that the proposed extension to Park-street would not meet the difficulty, but that it should be further and more complete. The committee appointed by the Railway Extension League, under whose auspices the meetings in the suburbs were called, thought that if there was an extension anywhere it would be better than nothing, as it would, perhaps, be the commencement of a further extension. The committee, which consisted of the mayors of the boroughs and some of the aldermen, considered, however, that it was not in their province to suggest any route.

2233. Would we be justified in regarding the intersection of Castlereagh or Elizabeth and King streets as a fairly central position? I think that would meet the convenience of the majority of the travelling public. The largest number of people are landed about King-street.

2234. Approximately, would the present route of the tram-line suit them fairly well? It would.

2235. It has been suggested that the central station should be placed near the old Colonial Architect's Office? I think a station anywhere about there would be convenient. As long as the public could be brought within a reasonable distance of the Post Office they would be satisfied.

2236. If you were given a choice between the corner of Castlereagh and King streets and the old Immigration Barracks, how would you decide? Upon the corner of Castlereagh and King streets, because it is nearer the Post Office. If there were difficulties in the way, however, I do not think the difference in distance would weigh very largely with the public.

2237. *Mr. Black.*] Do not the people of Strathfield seem to be inclined to think that the Government chiefly exists as a public means of lessening their private expenses? No; they are prepared to pay an additional price for being carried from Redfern to King-street, although we think we pay too much at the present time.

, 2238.

2238. If it were discovered that the Government, at the public expense, cannot provide the people with that convenience, except at a loss, would the people of Strathfield still be prepared to demand it? I do not think they want anything unreasonable; but they are given to understand that an extension to the central portion of the city would bear a handsome return.

2239. What do you call the central portion of the city? Say Castlereagh and King streets.

2240. Would not Park-street suit your purpose? It would not suit it as well, because you would be left a considerable distance away.

2241. Then there would still be an agitation to have it carried further on? There would. If the station is at Park-street, and the people have to get into a tram to go to Park-street, they might as well continue on to Redfern.

2242. Is there any necessity to remove the Redfern station in order to gain your end? We have two ends in view. We do not, for instance, care about the frightful risk which is run at Redfern every day. I speak personally, because I was in the accident which occurred two years ago. Again, we think we have every right to ask that we should be carried from Redfern to the end of our journey at a reasonable cost.

2243. The increase of room at Redfern is your first object? No doubt.

2244. Then the removal of the station is not necessary to achieve that object;—is it necessary to achieve the second object? Yes.

2245. Do not you think you could come to the city by train without moving the railway station? The people could only be brought to the terminus. Of course, you could construct a fresh line altogether, and bring the people in another direction.

2246. Could not you run out the train at one side and bring it back by another? Yes; if there is an objection to put a central station in an expensive part of the city, the difficulty could be overcome by constructing a loop-line.

2247. *Mr. Wright.*] Is it not a fact that Strathfield is better served than any other western suburb;—cannot you get from there in under half an hour? Yes; I think we are as well served from Strathfield as anywhere. The people of Ashfield and Petersham have slower trains and take longer to get in.

2248. *Mr. Humphery.*] Is it not a fact that you lose fully twenty minutes a day travelling to and from Redfern? Fully that.

2249. Allowing ten minutes additional for a train to come to King-street, you would save twenty minutes a day? Fully.

2250. What is the population of Strathfield? About 2,500.

Charles O'Neill, C.E., sworn, and examined:—

2251. *President.*] Have you a statement to place before the Commission? Yes.

The scheme, as shown by the plan produced, connects the proposed line with the present railway at a point about 200 yards south of Eveleigh station; thence by tunnel to Prince Alfred Park (28 acres), which is proposed to be added to Redfern station.

From the exit of the tunnel the railway will be carried overhead across Devonshire-street and the Burial-ground, &c., on to Elizabeth-street at the junction of Hay-street (from this point an additional connection could be made with Redfern station); thence along Elizabeth-street, easing the grade by extra height of rail-level at the lower end; thence along Hyde Park, close to Elizabeth-street, to Market-street; thence curving round to the Government offices, head of King-street, which will be made a central station; thence along the outer Domain grounds to a station nearly opposite the Colonial Secretary's Office, at head of Bridge-street. From this station a connection might be made with the North Shore railway by tunnels and lifts.

The line being overhead saves the cost of resumptions and other expenses, and the road along Hyde Park boundary, under the railway, will be more comfortable for pedestrians, as it will be sheltered from the rain and shaded from the sun.

The cost of a double line of railway, as shown, from Eveleigh to the station at Bridge-street will be £300,000. The cost of a railway by tunnel from Bridge-street to the North Shore line at the head of Lavender Bay will be £320,000.

2252. You propose not to enter Redfern yards at all, but by a detour to the east to pass around and pick up the line proposed on the northern side of Belmore Gardens? That is so. It would go over Elizabeth-street to Hyde Park. At Elizabeth-street it is proposed to carry it over the street by putting in pillars at the edge of the footpath. That has been done with great success in New York. There is not much cart traffic in that street, and it would not interfere with existing arrangements.

2253. The first part passes to the eastern side of the present Redfern terminus. Then the line gradually approaches near the same locality as the scheme of the Commissioners, and your terminus is not far from the point suggested by Mr. McMaster, and from there it becomes a scheme somewhat similar to his? Yes.

2254. *Mr. Lee.*] As Devonshire-street will have to be crossed, what advantage will there be in diverting from the main line on the south side of the tunnel? I think you would not have the height to cross the street with the main line without lowering it.

2255. You would have to do that in any case? I would not touch it; I would cross over it.

2256. Have you taken the levels to show that it can be done? I am satisfied it can be done.

2257. But the engineer's evidence is to the contrary? With the present level of the railway, you would have to lower Devonshire-street to cross.

2258. Is that your only reason for suggesting a divergence on the south side of the tunnel? No; to ease the traffic. By connecting the line at Eveleigh, you would bring a great deal of the traffic away from Redfern station.

2259. Your chief reason for going round by Prince Alfred Park would be to get a better crossing over Devonshire-street? No; my scheme gives the whole Park as additional station room, and the railway would be carried overhead to Bridge-street.

Myles McRae, sworn, and examined:—

2260. *President.*] Have you given consideration to the question before the Commission? Yes.

2261. Would you like to make a statement? During the last ten years I have occupied the position of Mayor and alderman in several municipalities of the metropolis, and I have taken an active part in advocating the extension of the railway into the city. Some years ago, in the Kogarah Council, I passed a resolution urging the Government to extend the railway in accordance with the alternate scheme of the Commissioners of passing through the Devonshire-street Cemetery, Belmore Park, and Hyde Park, making provision for a model and a grand central station, worthy of the city, in Hyde Park, fronting King and Elizabeth streets. In the resolution I asked the co-operation of the metropolitan and the country municipalities, and received replies from about ninety-five of them, extending on the Great Northern,

F. W.
Parsons.

13 April, 1897.

C. O'Neill,
C. E.

13 April, 1897.

M. McRae.

13 April, 1897.

M. McBae. Western, Southern, and Illawarra railways. I presented the replies to the late Sir Henry Parkes. Prior to that he was under the impression that the country was against the extension, and he was surprised. I acted as a member of the City Railway League for a number of years, and I may say that the travelling public, including the vast suburban, country, and through passengers, are in favour of this extension. It savours of statesmanship, inasmuch as it exempts resumptions, and is calculated to return a surplus, over and above the interest required for construction and the working expenses, of something like £50,000 or £60,000. The surplus profit will go a long way in making up the deficits in connection with the railways in the interior. It is fortunate for New South Wales that we have such a grand position as Hyde Park. The assumed sentimentalists who, through a side issue, condemn the action of the Commissioners in taking a few acres of the Park, although the Devonshire-street area provides a larger area for recreation purposes than the Commissioner propose to take, consider that to be nothing. I believe that if Mr. Eddy—the greatest authority on railway matters in Australia—propounded a route which would pull down half the city, regardless of expenditure and the mutilation that would take place, we would have to-day the father of white elephants visible to the naked eye in all its hideousness, because no Government could withhold the pressure which would be brought to bear against them in favour of pulling down the city.

2262. *Mr. Black.*] Who is this father of white elephants? This railway. I venture the opinion that if Mr. Eddy had propounded a scheme which would have pulled down half the city, regardless of expenditure, it would have been a positive fact to-day. The pressure which the interested log-rollers and axe-grinders would have brought to bear no Government could have stood, but because Mr. Eddy's scheme exempts resumptions it falls flat, so far as interested persons are concerned. The whole body of the people have been in favour of the extension for the last twenty years. It will pay as well and better than any railway extension which can be proceeded with in Australia, putting New South Wales out of the question altogether. The Commissioners, and those under them, have spoken in the plainest terms of the danger at Redfern. The confusion and the tension upon those who have the overseeing of the work at Redfern is so great that—not taking into consideration the transhipment and loss of time—relieving stations have become an absolute necessity. For directness, economy, convenience, and comfort Mr. Eddy's route has no rival. As money can be borrowed at a low rate, and there are a large number of the working classes out of employment, it is a mystery to me why the work has not been carried out years ago. Even if the tunnel at Redfern were widened, the cost would, in my opinion, exceed the cost of extending the railway into the city, and it would only be a temporary expedient at best. The Chief Commissioner, in giving evidence as to the accident which resulted in the loss of so many valuable lives two years ago, stated that they did all that human ingenuity could do. I consider that Sydney is much worse off than Melbourne or Adelaide. For instance, Spencer-street station abuts on Bourke and Collins streets, the two principal streets of Melbourne, in the heart of the city; the Flinders-street and Princes' Bridge stations front Flinders-street—the main streets of the city, running at right-angles, terminating almost in front of those two stations. Then, if you go to East Melbourne, Richmond, and North Melbourne, those stations are on a par with the Redfern station, as far as the city proper is concerned. Thus, instead of having one station, as we have in Sydney, they have five stations in Melbourne. In Adelaide the station terminates at Rundle Terrace, alongside Parliament House.

2263. Do you call that a central station? Yes; in the heart of the city. Hindley-street is one of the principal streets of Adelaide. King William-street is another, and it is within 150 yards of the station, Parliament House, the principal banks of Adelaide, and Government House are within a few hundred yards of it. Wood, Son, & Co. are building an enormous warehouse opposite it. There are several large hotels, and McLean Bros. and Rigg have the largest ironmongery establishment in Adelaide opposite it. There is another railway line in King William-street. That street is 3 chains wide, and the railway which runs to Glenelg terminates within 100 or 200 yards of the General Post Office in King William-street.

2264. What is the difference between Glenelg railway and our steam tramways? There is a vast difference. Our streets were never adapted for tramways in the first instance. When the tramways were first being resorted to, I condemned the action of the authorities in interfering with the limited thoroughfares the people had to move in, especially so far as the eastern suburbs were concerned. In Melbourne they have a splendid tram service, but their streets are wider, and there is not the cut-throat business there which we have here between the tramways and the omnibuses. The difference between the railway at Port Adelaide and the tramways is, that they ring a bell there to warn people on the streets. Here they do not. There the streets are double and treble the width of ours, and they are adapted to tramways. The reason why the City Railway League did not suggest Mr. Eddy's scheme—although all were in favour of it—was because they did not want to hamper the Government. They did not want to give the Government the loophole of saying that they would not adopt this or any other route. The whole of the population of New South Wales is in favour of extending the railway into the city.

2265. Is it a burning question in the country districts? I received replies from ninety-five municipalities, including Peterfield, Bourke, Albury, and Kiama. There is no doubt the country is in favour of the extension to the city.

2266. For passengers? Yes; but unfortunately some of their representatives are against the extension.

2267. Do representatives of the country constituencies usually run counter to the wish of the people? Their idea is a fallacious one. They were under the impression that if money were voted for the extension of the railway to the city it would prevent them getting an extension into the interior. That is a fallacious idea. The surplus profits derivable from this expenditure would assure them railway extension to the interior.

2268. *President.*] Your attitude is based partly on the danger of the Redfern station, and then upon the profitableness of the enterprise itself? Yes; and with the introduction of the cable tramway the confusion will be worse confounded. I have seen hairbreadth escapes during my residence in the suburbs, and I have seen elderly people receive shocks which they never got over. If they got out of the way of a tramcar, the chances are that they will run into a bus, cab, trap, or pedestrian.

2269. You approve of the Park-street site, rather than resume land? Yes. Twenty-eight years ago, when I came to Sydney, nearly the whole of the residences surrounding the Park were occupied by private families. To-day they are public offices, and the only persons to whom the Park is beneficial are the "Johnny Warders"; decent persons scarcely go there.*

*NOTE (on revision).—A portion of Hyde Park is urgently required in the public interest, in order to protect their lives from accidents, which will take place at Redfern if the railway is not extended into the city, and that quickly. The matter brooks of no delay.

2270. Will you furnish the Commission with a copy of the resolution you speak of, and the names of the municipalities which have replied to you? I will see the council clerk at Kogarah, and will endeavour to have them sent to you. I consider that, with the knowledge we have gained, if an accident takes place at Redfern, the Government will now be liable to impeachment as well as heavy damages.

M. McRae.
13 April, 1897.

2271. Mr. Hoskins.] Why do you think the street of Sydney are not adapted to tramways? They are too narrow. Take Oxford-street. If you are in a 'bus and the tramway is coming along the 'bus has to stop.

2272. You are aware that Parliament has sanctioned the laying down of an electric tramway in George and Harris streets? A greater mistake was never made; it will prove a calamity.

2273. Have you ever been in America? No.

2274. Are you aware that Broadway, New York, is not in the greater portion of it wider than George-street, and that there are two or three tramways besides an overhead railway in it? I know that the electric tramway will intensify the danger at Redfern, and I believe that it will injure business people in George-street.

2275. Mr. Black.] You say it is only the sentimentalists who will object to the taking over of Hyde Park for railway purposes? There is a number of assumed sentimentalists. They have not dared to question the utility of Mr. Eddy's route.

2276. Supposing the sentimentalists prove to be in the majority? But they are not. There are only a few. I know it from practical experience.

2277. You say that the Flinders-street station abuts on Bourke and Collins streets,—does not our station abut on George-street? But there are the Flinders-street and the Princes' Bridge stations at Melbourne.

2278. You also speak of Richmond and East Melbourne as being stations within the metropolis;—why do you not quote Eveleigh, Newtown, and Stanmore as being within the city of Sydney? They are not in Sydney. They have five stations, and we have only one at the west end of Sydney.

2279. If the Richmond and North Melbourne stations are metropolitan stations, so is Eveleigh? No; they are as much metropolitan stations as is Redfern. Again, the rates charged by the Commissioners for the metropolitan passengers are 20 per cent. more than is charged in Melbourne. That portion of the railway system of the Colony within the metropolitan district pays between 15 per cent. and 20 per cent. on the expenditure incurred—this is accounted for by the enormous suburban passenger traffic—and it is unjust that they should be compelled to break the journey at Redfern, and lose valuable time there in transhipment from train to 'bus, tram, or other mode of conveyance. Take the cost of a workman's weekly ticket from Redfern to Auburn and from Redfern to Oatley stations,—price 2s. 6d.; distance to each station 10 miles; the cost per week from Redfern into the city per 'bus or tram, a distance of a little over a mile, is the same, being an increase of from 800 to 1,000 per cent. on the mileage rate, not taking into account the jostling, danger, and confusion at Redfern, which is being intensified and increased every month.

WEDNESDAY, 14 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. JAMES HOSKINS, M.L.C.

HENRY CLARKE, Esq., M.P.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

CHARLES ALFRED LEE, Esq., M.P.

The Hon. DANIEL O'CONNOR, M.L.C.

JOHN LIONEL FEGAN, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

2280. President.] Have you obtained the particulars which the Commission requested you to obtain? Yes; I have two plans, one of which shows the borough of North Sydney and the boundaries, and the approximate position of the junction of the railway over the bridge with the present line, and the junction of the railway by the tunnel at the head of Lavender Bay. The other plan is a plan of Sydney, showing the line proposed by Mr. Wearne. I also have the following information to furnish:—

S. E. Perdriau.
14 April, 1897.

VALUATION (by adopting the Municipal Assessments for 1897-98) of that part of the City of Sydney extending from the Synagogue northerly to Market-street, bounded on the east by Elizabeth-street, and on the west by Castlereagh-street. Area about 2 acres 0 roods 8 perches.

The total of the municipal assessments for the above-mentioned portion of the city for the municipal year 1897-98 is £7,194. Capitalising that amount at twenty years' purchase... £143,880
If twenty-five years' purchase be adopted the amount would be 179,850

NOTE. The above is calculated adopting the recent municipal assessments, which are based upon rentals received during times of commercial depression. No allowance is made for disruption of business, nor for the 10 per cent. increase always allowed by Government for forced sale.

If that portion of the block fronting Castlereagh-street for a length of 191 feet (area about 1 rood 10 perches), extending northerly from the Synagogue, be excluded, as shown on a plan recently prepared by the Engineer-in-Chief for Railways, the assessments would be reduced by £1,042, leaving £6,152 to be capitalised to show the cost of resumption of the block as proposed to be altered.

EXCLUSION OF PART OF THE BLOCK LYING BETWEEN THE HIGH SCHOOL AND KING-STREET.

UPON the plan recently prepared by the Engineer-in-Chief for Railways, and referred to above, a site for a proposed station is shown between Castlereagh and Elizabeth streets, and extending from the Synagogue to King-street. This proposal excludes properties at the corner of King and Castlereagh streets, having a total frontage of about 111 feet to King-street and 107 feet to Castlereagh-street—an area of about 36 perches—of which the assessments amount to £1,979 per annum.

Evidence relative to the value of the block of which this 36 perches forms part was given by me before this Commission on the 16th March, 1897.

It will be necessary to deduct £1,979 from the £4,053, leaving £2,074 to be capitalised, to ascertain the cost of resumption of the part of the block required if this proposal be adopted.

The site at "The Rocks," proposed by Mr. N. Selve to be resumed in connection with his scheme for extension of the railway into the city, comprises an area of about 24 acres in one of the poorest and least attractive portions of the city. The land fronts the following streets, viz.:—Princes, Cumberland, Gloucester, Cambridge, Harrington, Grosvenor, Essex, Little Essex, Globe, and Argyle streets, and Charlton-court. The total length of frontage is about 14,870 feet.

The gross annual value for municipal assessments of this area is £31,117, which at twenty years' purchase would show a value of £622,340; at twenty-five years' purchase it would be £777,925. About £2,000 must be added for the Ragged School in Harrington-street, which is not rated.

The line as designed passes under St. Patrick's Church. This building would, perhaps, be affected. With the adjoining convent it is worth, probably, not less than £15,000.

The estimate above does not include anything for disruption of business, nor for the 10 per cent. additional always given in Government resumption because of its being a forced sale; nor for a claim which might be made by the Municipal Council for the streets closed; nor for detriment to neighbouring properties if depreciated in value by closing such streets.

If the 24 acres were resumed and the buildings demolished, and the streets rearranged as suggested by Mr. Selve, the depths of the new allotments would be much greater than at present; consequently there would be much less street frontage for resale.

Mr.

S. E. Perdriau.
14 April, 1897.

Mr. Self estimates the area he proposes to be resumed at 28 acres—11 acres of streets and 15 acres of allotments. If laid out afresh according to his plan, he says the station would occupy 8 acres, streets 8 acres, and allotments 10 acres. These 10 acres, subdivided into allotments for resale with an average depth of 80 feet, would give about 5,500 feet of selling frontage. A fair average price might, in my opinion, be estimated at about £50 per foot. Thus the amount derived would be about £275,000. The present value of the George-street frontages at this part is from £40 to £60 per foot. It is hardly possible to estimate the increment in value consequent upon the establishment of the railway station as proposed by Mr. Selfe.

Mr. Foxlee, in his evidence given in the year 1891 before the Royal Commission on City Railway Extension, stated that the cost of excavation alone for this station would be about £120,000.

I have a letter from the Council Clerk at North Sydney, supplying the population of the borough at date as 19,483, distributed in the wards as follows:—Belmore, 4,680; Kirribilli, 5,250; Tunks, 1,742; Victoria, 4,933; and Warringah, 2,878. There are three replies from the Railway Commissioners. They are all addressed to the Secretary of the Commission, and are as follows:—

Sir, Office of the Railway Commissioners, Sydney, 27 March, 1897.
Referring to your request to be furnished with certain particulars of the passenger traffic at Milson's Point Station, I am directed to inform you that the number of passengers arriving at Milson's Point Station during the year 1896 was 735,873, and the number departing 746,917, or a total of 1,482,790.

I have, &c.,

H. McLACHLAN,

Secretary,
per W.H.C.

The Secretary, Royal Commission on City Railway Extension.

Sir, Office of the Railway Commissioners, Sydney, 29 March, 1897.
In reply to your letter of the 25th instant, I am directed to inform you that it is ascertained the total number of passengers travelling on the North Shore Cable and Electric lines is as follows—for the year 1896:—

Cable lines	2,083,496
Electric line	388,686

Grand total..... 2,472,182

I have, &c.,

H. McLACHLAN,

Secretary,
per W.H.C.

The Secretary, Royal Commission on City Railway Extension.

Sir, Office of the Railway Commissioners, Sydney, 6 April, 1897.

I am directed by the Railway Commissioners to state in reply to the queries put in your letter of the 2nd instant, as under:—

- Q.—What effect the extension of the railway into the city would have upon the Railway Tram Service Rolling Stock?
A.—Five motors and thirteen cars would be released from their present work, and would be available for other services which require supplementing.
- Q.—What is the value of the portion of the tramway which would be superseded?
A.—No portion of the tramway would be thrown out of use, but a much needed relief would be given to the Elizabeth-street line, which is one of the reasons put forward by the Railway Commissioners as rendering the George-street line necessary.
- Q.—Whether any rolling stock now used for the railway tram would be unsuitable for the other tram-lines?
A.—No. None of the stock released would be unsuitable for the other tram-lines.

I have, &c.,

H. McLACHLAN,

Secretary,
per W.H.C.

The Secretary, Royal Commission on City Railway Extension.

I have been to see Mr. John Wearne, and he made a statement which I took down, and he also gave me a written statement. First of all he wrote the following letter:—

Gentlemen,
I beg to suggest that the Commission view a route from our flour-mills in Goulburn-street. It has been suggested by many practical men that there is a very practical and inexpensive route this way from Redfern to the city.

Yours, &c.,

JOHN WEARNE,

Flour-mills, Goulburn-street, Sydney.

Royal Commission on City Railway Extension.

The statement which he handed to me, written by himself, is as follows:—

COME from the railway, I think Nos. 9 and 10 platforms, under George-street, and under Inglis and Sons' yards, under Valentine-lane, Ultimo-road, Engine-street to Hay-street, somewhere between the brewery and McEwan's stores; along by Dixon-street, taking Jones' wood-yard and others, to the mill; from here tunnel to Kent-street near Druiitt-street, at the back of the Town Hall; from there to Wynyard-square. This would be very central for the Post Office and banks.

A station at Hay-street.

A station at the back of the Town Hall.

A station at Wynyard-square.

This is the statement I took down at Mr. Wearne's dictation:—

Proposed Extension of the Railway into the City of Sydney.

DESCRIPTION of the position of the railway, to be used as a passenger line only, as proposed by John Wearne, miller, of Goulburn-street West, Sydney:—Commencing at the western end of the Redfern railway terminus, and extending northerly, as nearly as practicable in a straight line, to the western end of Goulburn-street, at Dixon-street, at my flour-mill; thence north-easterly to a point on Sussex-street, a little to the south-east of Foley Brothers' new produce store, crossing Sussex-street and Liverpool-street still in a north-easterly direction, and so continuing and crossing Kent-street diagonally to a point a little westward of the Town Hall, where I suggest a station. From this point I suggest proceeding by tunnel in as nearly a straight line as practicable to Wynyard-square, which, in my opinion, should be the terminal station. I also suggest a station at Hay-street. I have carried on business at this site for the last fourteen years as a miller, and suggest the above-described route merely as a layman, unacquainted with railway construction. The advantages of the route are shortness, and the inexpensiveness of the land and buildings affected, and the large number of employees, &c., who would daily use a railway in this position. I have made no investigation, and cannot form an estimate of the probable cost of my scheme, nor of the revenue of the railway if constructed. The position of the railway suggested by me is that shown by a red line on the map of Sydney, by Mr. Surveyor Perdriau, to-day, at my direction, and is initialled by me.

JOHN WEARNE,

April 1st, 1897.

Witness—STEPHEN E. PERDRIAU.

NOTE.—The line proposed by Mr. Wearne would be about 95 chains long, of which he proposes a total length of 60 chains should be in tunnel.—S.E.P.

The following is a description of Glebe Island:—

GLEBE Island comprises an area of about 34½ acres, being about 34½ chains long and about 10 chains wide. It extends into the harbour north-easterly from Balmain at a point near the south-western end of the borough, and was, as the name implies, an island. It is now a promontory, the greatest height being towards the north-east. Many years ago a causeway, about 1 chain wide, was built connecting it with the mainland. Within the last few years an area of about 12 acres, lying to the north-west of the island, and joining it with Balmain for a length of about 12 chains, was reclaimed from the harbour by the Crown. The reclamation was effected to abate the nuisance caused by the stench from the mud flat. This land is not used, except a small piece railed off for a cricket ground. The two areas combined are about 46½ acres. The island is bounded on the north by White Bay, dividing it from Balmain; east by Johnstone's Bay and Blackwattle Cove, dividing it from Pyrmont; and south by Rozelle Bay, dividing it from the Glebe and Annandale. The

The total length of the water frontage of the island, including that of the reclamation, is about a mile. The reclamation is, of course, level; but the whole of the island has a bold rocky foreshore—in fact the solid rock shows freely all over the surface, and at a few yards back from the shore line a height of 15 feet above high-water level is reached, the height rapidly increasing by rugged rocky slopes until the highest point is reached, which is 90 feet above high-water level.

The central portion is a plateau from 70 feet to 90 feet above high-water level. Stone for Government works elsewhere is now being quarried at the northern end near the water.

The island occupies a peculiarly central position. It is within comparatively easy reach of the city and nearly all the populous suburbs.

From the city it is approached *via* Market-street, Pyrmont Bridge, Pyrmont, and Glebe Island Bridge, and is distant about $1\frac{1}{2}$ mile by road from the General Post Office.

The nearest point on the Darling Harbour railway is within seven-eighths of a mile of the island, in a direct line, and Petersham railway station is within $2\frac{1}{2}$ miles by road. The main Sydney road from the Ryde and Hunters Hill districts, *via* the four bridges called Five Dock, Long Cove, Glebe Island, and Pyrmont Bridges, crosses the southern portion of the island, and forms the frontage road of the Abattoirs.

The Abattoirs.

The Abattoirs for the Sydney and Metropolitan District occupy the area of about 7 acres lying southward of the road, and the small space on which the mutton houses are erected, northward of the same.

The desiccating works situated at the southern extremity of the island are now disused, the blood and offal being conveyed to sea in punts.

There are six dwellings of various sizes and material scattered over the more northern section of the island, all occupied by officials connected with the Abattoirs.

The small Post and Telegraph Office located here was closed a few months ago owing to the insufficiency of business.

Upon the high land northward of the road, and immediately opposite the Abattoirs, there is a large tank or reservoir hewn out of the solid rock. It is about 240 feet x 35 feet, and 20 feet deep. Water for flushing the slaughter-houses is pumped from the harbour into this tank. The pumps are said to be capable of lifting 40,000 to 50,000 gallons per hour.

There is no permanent occupation of any part of the island excepting in connection with the Abattoirs. The Abattoirs are said to be thirty-six years old and antiquated, and it is held that nothing short of entirely new and much larger and higher buildings could bring them up to present requirements.

There is no railway to the island, and the cattle and sheep, &c., are driven here from the sale-yards at Homebush, a distance of from 7 to 8 miles; and as the total for the year is between 900,000 and 1,000,000 it is evident that the objections raised in the populous suburbs *en route* against the cattle-driving nuisance are not without foundation. It is considered by those competent to judge that no other site in the metropolitan district presents such advantages for Abattoirs as Glebe Island. Its central position has already been referred to.

It is all high land, and being almost isolated by the surrounding broad stretches of salt water, objectionable odours are dissipated before they reach the surrounding residential districts. (Complaints have, however, been made from time to time with regard to the unpleasant smells, particularly at Glebe Point; but there does not appear to have been any sustained effort by the public for the removal of the Abattoirs.)

Such extensive deep water frontage affords unequalled facilities for the shipment of meat for foreign countries.

An advantage of a very peculiar nature is that the island is entirely free from blow-flies. It is said that none have ever been seen there.

Cattle are sometimes brought by sea to the island, whence they have to be driven to the sale-yards at Homebush to be sold. They are then driven back and slaughtered.

A light line of railway leaving the main line at Stanmore station, *via* White Creek—a distance of little more than 2 miles—has been suggested to overcome the nuisance arising from cattle-driving, and the reclaimed land might be used for sale-yards; but those engaged in the trade state that if the Abattoirs were removed any considerable distance from the city the result would be an increase in the price of meat.

For many years no blood nor offal has been allowed to go into the harbour, but no doubt pollution occurs to some extent from the surface drainage.

Soundings and Borings.

Commencing at the bridge on the east side and thence northerly and round the eastern end of the island, the depth of water at 100 feet out from high-water mark is from 7 to 15 feet at low tide, deepening to 19 feet in the middle of the bay between the island and Pyrmont; but that depth is not reached within 600 feet from the northern portion of the island towards Balmain. Along the north-western foreshore the water is shallow. At 200 feet out from high-water mark it varies from 5 feet to 12 feet in depth at low tide.

Borings to rock were taken in 1881 on the foreshore extending from the bridge north-easterly and round the eastern end of the island. These show that, at 200 feet out from high-water mark, rock is reached at a depth of 20 feet, and less from low-water level.

The officer in charge of such work is, however, doubtful whether the plan affording the information *re* borings stated above is correct.

From about the middle of the sea-wall of the reclamation above referred to, a pile jetty about 240 feet long and 30 feet wide has been thrown out into the harbour.

The locality of the jetty had previously been dredged, as well as a channel to the same from the harbour, so that now vessels drawing up to 20 feet of water can be accommodated.

Apparently no soundings nor borings have been taken on the south side of the island from the bridge.

Robert Smith, Solicitor, sworn, and examined:—

2281. *President.*] How long have you resided in Sydney? Thirty-six years.

2282. Do you desire to make a statement to the Commission of your views? Yes. What I have to say has mostly to do with the proposed extension of the railway to Circular Quay by way of Darling Harbour on the eastern side. It must be evident to anyone who studies the matter that to extend the railway from its present terminus at Darling Harbour round the eastern side of that harbour to Circular Quay or Dawes Point would be a wicked waste of public money. It would be a great interference with the actual traffic going on at those wharfs day by day. It would interfere with the mode in which the wharfs now get rid of their produce, by that produce having to cross the rails, and having to wait for the trains to get out of the way. It would also very much interfere with the lettable values of the properties on that side of Darling Harbour. Looking, however, at the necessity which may exist, either now or in the future, for connecting the railway at Darling Harbour with the Government wharfs at Woolloomooloo Bay and Circular Quay, I would suggest the propriety of connecting Darling Harbour with Cowper Wharf by means of a tunnel. Scarcely any expense would be incurred for land-resumption if a tunnel were carried under Liverpool-street to Elizabeth-street from the head of Darling Harbour, and then by tunnel or open cutting under Hyde Park and round to Cowper Wharf. The railway could thence be carried by a short tunnel to the western side of Farm Cove—that is, the Botanic Gardens—and it would then be within a stone's throw of Fort Macquarie. If Fort Macquarie were to be made a goods terminus the line I speak of is entirely a goods line—the area of land could be increased considerably by the cuttings out of the tunnels. The line of railway, so far as it encroached on Farm Cove, need not interfere with the Botanic Gardens at all, because it would be carried over an extra line of filling with material taken from the tunnels. By this means the railway for goods traffic—and that is, so far as I can see, the only

S. E.
Perdriau.

14 April, 1897.

R. Smith.

14 April, 1897.

- R. Smith.
14 April, 1897.
- only object of carrying a railway at all to Circular Quay—would be carried close to Fort Macquarie, and it would then enable the goods which would arrive at Darling Harbour to be distributed either at Cowper Wharf or at the entrance of Circular Quay. If it were considered necessary to extend the railway round the Quay—although I am certain the public would find it a great inconvenience—it could eventually be carried round to Dawes Point, and could terminate there. By this means, without interfering with private property in any way (excepting a very little resumption at the head of Darling Harbour), the Government could have a line, or a double line, of railway for goods purposes connecting all their wharfs. Then all the outcry there has been about bringing the railway to the Quay would be met.
2283. *Mr. O'Connor.*] Have you located that portion of the Quay upon which you propose to put a station? Fort Macquarie.
2284. Would you continue it round? I would not advocate that; but if it were necessary it could be carried round the Quay to Dawes Point. Personally, I do not think there is any necessity for carrying the goods lines further than Darling Harbour, but, if it is considered necessary, they can be continued in the way I suggest with the expenditure of a mere bagatelle for resumption. The line from the head of Darling Harbour to Cowper Wharf would be a very short and inexpensive one to construct, and it would meet the object the Government had in view, a few years ago in resuming Cowper Wharf. They will have a second main wharf communicating with the railway. Of course, it is always open to the Government to widen the line to Darling Harbour by widening the George-street tunnel—that is, if the traffic renders it necessary.
2285. *President.*] Your first contention is, that if the Government wants to bring the railway system of the Colony into touch with the wharfs, they have wharfs at Woolloomooloo Bay, Darling Harbour, and Circular Quay, where this work can be readily carried out? Yes.
2286. Your second contention is, that to resume Darling Harbour and to put a railway along it would leave it worse than it is at present? That is so. The vessels now have two ways of discharging. They discharge into lighters on the one side and on the wharfs on the other. If they want to get their goods to the railway, it is more economical to take them to the train than to bring the train to the goods, and that can be done by discharging the goods into lighters, and taking them across to the present railway terminus. If the goods would not stand handling, railway trucks could be carried on railed lighters, and the goods could be landed in them.
2287. *Mr. Hoskins.*] Do you propose to have a goods terminus at Fort Macquarie? No; I would leave it where it is at Darling Harbour, but I would have a branch to that point.
2288. Therefore, that terminus would be used not only for goods brought by vessels, but for the loading of produce into the vessels? No; that terminus would only be used for the purpose of receiving cargo, which would go to Darling Harbour and be made up into proper truck-loads, and taken up country. It would only be a terminus for receiving and discharging goods, but not a terminus in the same sense as is the Darling Harbour terminus for making-up trains for the country.
2289. Are you aware that vessels cannot lie within several hundred yards of Fort Macquarie on account of the shallowness of the water? I know that vessels come to within a comparatively few yards, where the P. and O. Co.'s boats lie, of Fort Macquarie—200 yards, or something like that. The cartage from there would be the same as it would be if the goods had to be carted 10 feet. It is not so much the cartage which cost the money as the handling. Goods could be trucked to the ships' sides from Fort Macquarie, or lines of trains could be carried—if the people are unwise enough to allow it—right round Circular Quay from that point.
2290. But, in consequence of the rocks projecting for some distance into the harbour at Fort Macquarie, vessels could not lie close? I would not propose that they should. I would take the goods to the vessels and not the vessels to the goods. It is more economical to carry goods on the water than it is on land.
2291. *Mr. Humphery.*] Your idea is that the present connection with Darling Harbour is sufficient? I think so.
2292. But if it be desirable to connect other wharfs, then the Government wharfs at Woolloomooloo Bay might be connected, and they would be ample for all commercial purposes? Yes; I believe that at the present time Darling Harbour is ample for all commercial purposes, but the Government have, at great expense, resumed Cowper Wharf, and if they have more traffic they can connect their railway with it.
2293. And you would not go beyond Cowper Wharf? No, unless the public called for it.
2294. And then an extension might be made in the direction you have pointed out? Yes.
2295. You say the cost would be inappreciable compared with other schemes;—you refer to the cost of the tunnel merely? Yes.
2296. You have made no provision in your estimate for compensation to property owners who might claim to be affected by reason of the tunnel;—what is the law upon that subject? According to my idea, the Government could not undermine private properties without giving compensation. I think it would be most dangerous to attempt to do so, because many of the houses are so frailly built that quarrying underneath them would be sure to shake their foundations, and the Government would be let in for large compensation claims, and would have to pay more than if they resumed the land. But I do not propose to go under private property. I would carry the line under Liverpool-street. A very slight amount of compensation would have to be given to join the tunnel under Liverpool-street with the present terminus, and that would have to be provided for. Possibly it would amount to £20,000 or £40,000. Chadwick's property on the one side, or Kidman's property on the other, would be all that would be required in connecting the railway with a tunnel under Liverpool-street.
2297. Is it your opinion that there could be no claim for compensation by owners of property with frontages to the streets under which the proposed tunnel would be constructed? There could not, unless the construction was so badly carried out as to cause damage to the foundations. I only suggest a tunnel for a double line, which would not require a width of more than 24 feet. With regard to the passenger-traffic, I think it is a most important thing for the railway system, and for the credit of the city itself, that the railway should be in a more central position than it is at present.
2298. *Mr. Lee.*] Do you admit that there is any necessity for the removal on other grounds from Redfern? I do not know. I know nothing about the traffic or the engineering question.
2299. If good reasons exist for removing the station from Redfern, or giving increased accommodation at Redfern, to admit of the traffic being safely carried on, are you of opinion that it would be desirable to make that removal in the direction of an extension into the city, whereby a charge could be made to cover the cost of expenditure? I am of that opinion. I would point out that if the Government extend the area of the present

present site at Redfern they must deprive people there, who are very crowded together, of some of the ground which they would naturally expect to be in the Park. For instance, supposing it were possible to take a line from the Eveleigh station into Prince Alfred Park, at George and Cleveland streets, we might then utilise a great deal more of Prince Alfred Park; but what would the people of Redfern say about it. We should be taking from them a park which they are in the habit of using, and for whom—practically for a few aristocrats who use the east end of the city. We would be taking air spaces from the people of Redfern because we grudge, out of our multitude of spaces, giving up a little bit of land on the east side of the city, where the resident population is very small indeed, and where the amount of recreation ground is excessive. It appears to me to be a possible but expensive deviation to resume a portion of the municipality of Redfern, and to carry the railway through George-street, Redfern, into the middle of Prince Alfred Park; and then to shut up Devonshire-street and take a portion of the cemetery, where so many of our ancestors are buried, and to make the railway station out of that and the Benevolent Asylum site. If we could extend it in that direction, I for one would not advocate it, out of consideration for the women and children of Redfern who want air space.

R. Smith.
14 April, 1897.

2300. Admitting that it would be possible to resume sufficient area of Prince Alfred Park to give the accommodation, you see at once the enormous expenditure which would be incurred, and no revenue derived? Quite so. I would point out that Sydney is more inconveniently situated, so far as her principal railway station is concerned, than almost any modern city. Having regard to the climate, and the fact that you have to walk such a distance to get to Redfern, our railway station is, to my mind, at a great disadvantage when compared with the railway stations of Brisbane, Melbourne, and Adelaide. The people who really use the railway live too far away from the station.

2301. If the railway can be extended into the heart of the city, and a charge made low enough for the people to pay, and which will be sufficient to return the interest on the money expended, are you of opinion that it should be extended into the heart of the city? I have no doubt about it at all.

2302. Where, then, in your opinion, should the terminus be? The terminus ought to be at Hyde Park, and it should not go further north than Market-street. Park-street, which is only a new street recently opened through the Park, would then become an unnecessary street, and could be closed. Bringing the railway station there would, of course, improve the value of property in Park-street. My idea is that if the railway terminates at Market-street we would save the Supreme Court, and all the objections to the sacred ground at St. James' Church would be taken away. We would also make immediate communication with Woolloomooloo. Market street would be carried on to join Boomerang-street and Woolloomooloo-street. I would advocate the carrying of an electric tram from the terminus in Market-street, across Market-street, past the public markets, over a new bridge which will have to be built at Pyrmont, and out to the Glebe. Thus the people of the Glebe will be brought into the centre of the city and have access to the railway station. If necessary, the electric tram could go down Woolloomooloo-street. I would leave a little boulevard of trees to front the railway station, and would continue Market-street parallel with St. James'-road.

2303. You favour Market-street for a site rather than Park-street? Yes.

2304. How would the site of the old Immigration Barracks suit? My impression is that that site is not large enough. It would require the taking down of the Mint.

2305. No; but it would absorb a small portion of the Domain? One could do it then, but in such case I would not stop at the Barracks, but would take the old cricket ground—that is the ground on the Domain—which is really not wanted now. I would also carry Moore-street straight into the Domain, so that the real railway traffic could go down there. By this means you would give access from the railway station to the Post Office, Commercial Bank, and the Bank of New South Wales. If I could not get Hyde Park, I would take, not the Hyde Park Barracks, but the Domain. I would then have the railway station almost in front of the new Houses of Parliament, and in view of the harbour, Garden Palace grounds, Art Gallery, and other ornamental buildings, but still in a position which is not by any means as central as Market-street.

2306. Do you use the train daily? No; it is too far from the centre of the city.

2307. Are you in possession of any facts which would assist us in deciding whether the present traffic is carried on under great danger? No; I have heard it said that the traffic is carried on under great danger, but I suspect all that could be met by additional resurrections at Cleveland-street.

THURSDAY, 15 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES LOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FROAN, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANK FARNELL, Esq., M.P.

William Cowper, sworn, and examined:—

2308. *President.*] Are you a resident of Sydney? Yes, I have been a resident for nearly twenty years.

W. Cowper.

2309. Have you given the question of the extension of the railway into the city serious consideration? Yes.

15 April, 1897.

2310. Will you explain your scheme? I have had a good deal of experience in the old country in resuming land for the large new Town Hall, Manchester, for the Sheffield-and-Lincolnshire and Lancashire-and-Yorkshire stations; also for improvements for the London and North-Western railway and the Oldham Bridge and Guide railway resurrections, and for the Manchester and Salford Corporation in widening Deansgate, which cost £2,500,000. We did that improvement and made a profit of about £250,000. My scheme is this:—I propose to give to the city one large goods station which will consist of three stories, and one large central station which will be 350 to 400 yards in length, running from Liverpool-street to Hay-street, and lying between Elizabeth-street and Pitt-street. That is what I term the principal passenger station. I then provide you five other small stations which will be something similar to the Gore-street station, London; only one or two will be open ones. I then provide you with a traffic scheme for Woolloomooloo, with a traffic scheme for Circular Quay, and for all the wharfs along Sussex-street to the terminus. I start at the present station at Redfern and extend all the traffic lines into what is now termed

W. Cowper.
15 April, 1897.

termed the Burying Ground, the Benevolent Institution, including Belmore Park, and terminating at Hay-street. After getting all these lines down to a lower level, which I take from Hay-street and the present market, I there provide sidings for a goods station. I return then to Redfern station, and rise over Devonshire-street by one or two bridges—I have only provided one in my scheme there—on to a higher floor over and above the level of Hay-street, by about 15 feet as far as I can judge, which will give a clear headway underneath of 15 feet. I then level that floor which is 15 feet above Hay-street over the whole of Belmore Park, and all the grounds included in those streets—that is to say, between Elizabeth-street, Pitt-street, Devonshire-street, and Hay-street. I use that level entirely for a passenger traffic and continue forward on the same level up to Liverpool-street, where I get my central and principal station. I then take a lower level for two of the suburban lines. I give a fall of about 1 in 50, and so get a sufficient depth to strike with a tunnel underneath Liverpool-street and Elizabeth-street into Hyde Park. I then come underneath Hyde Park to Park-street, and I get there a small underground passenger station with staircases emptying into Park-street. I then go forward, still underneath, to the Domain gates on the left-hand side. Inside the Domain, I propose forming another station—not a very large one—sufficient for all the suburban trains to empty at, because I intend all suburban trains to run on these lines down to wherever they go. Then I go forward with a branch line to Woolloomooloo. I propose putting a small passenger station there, and then to continue goods tram-lines in connection with that station in the tunnel to different parts of the wharfs. Then I start at the Domain gates with another tunnel, and come to the Domain-road and get another small station there similar to Park-street station for the use of people wishing to go to the Gardens and elsewhere. I continue this tunnel to Fort Macquarie and there empty on to that ground which I propose to utilise for a goods tram-line in connection with this line, which would connect all Circular Quay and some of the wool warehouses with it. Then I return to Redfern railway station again and on to the siding which adjoins the siding running down to Darling Harbour, and I continue that with a rising grade up to what I term the third storey. The third storey extends only as far as Hay-street, and includes all the land, as before stated, up to the Redfern station, or nearly so. It might be needful to leave 50 or 100 yards adjoining Devonshire-street for the sake of getting a proper grade down to the lower station. Therefore, the upper storey would not need to come quite so far as Devonshire-street. It would stop short 50 or 100 yards. I propose to use the upper storey for wool, hides, and such goods as have auction sales attached to them. I get an outlet by a bridge across Elizabeth-street to Mary-street, or somewhere about there, so as to give an outlet for all the goods which come into that upper station. I think, as nearly as I can calculate, the bottom ground resumption will consist of 32 acres. Taking the three stories together, we should get 96 acres of station accommodation proper. I reckon the main station consists of about 11 acres, and I think I might put with it the Fort Macquarie fortification land of 10 acres. That will give about 117 acres of traffic accommodation.

2311. Where did you get your areas? I have estimated them. Then I start and branch out of the lowest storey into Hay-street with two traffic tram-lines for the accommodation of goods along Sussex-street and Sussex-street wharfs. I continue that line through Sussex-street, through the Gasworks, down to the Kent-street wharf and two others. There might be some improvement difficulties to deal with, and I think the wharf-owners, as well as the Government, would have to yield very much, so as to bring the matter into working possibility. Most of those wharfs would then be on a level with this goods-traffic tram-line; but there are others, before we get down to the lower part of Sussex-street, which would lie much lower than Sussex-street. I propose that the wharf-owners in these cases should provide a bridge or some means on a level with Sussex-street, so as to admit the trucks to go over and above the wharfs which are on a lower level, so that goods might be by such means wound up by steam power and placed in the trucks and the trucks run forward again into Sussex-street upon the Sussex-street goods-traffic line. This would bring all the goods in connection with my Belmore Park underground goods station, and could be put into communication with all the principal lines at present running into Redfern station.

2312. *Mr. Lee.*] What would be the cost of carrying out your scheme? Including the cost of the Belmore station, resumptions of land from Liverpool-street to Hay-street and from Pitt-street to Elizabeth-street, and the buildings and land connected with the Roman Catholic Schools or Church, and the tunnelling through the Park to Fort Macquarie only—I do not include anything outside the tunnel; and the same with Woolloomooloo,—I do not include anything beyond tapping the main outlet—and including six platform stations (I include the lower platform in the main station as one of the stations), and the large passenger station, the cost will be about £2,000,000.* I have tried to pass with single lines on the same principle by Wexford-street to Redfern station on two different forms—one is marked with a black cross line,—and I think I could get through to Redfern station by that line (that is, including the tunnel and stations) for £250,000.

2313. Additional? No; alone. I take that as a separate scheme. I tried then to pass down Wexford-street, making less or fewer resumptions, and only taking about 1 acre out of the land belonging to the Blind Institution and Police Barracks, and I think I could connect Redfern station by saving those resumptions for £225,000.

2314. Of course, all these are merely estimates of costs? That is all; there might be something saved or something to add.

2315. How do you propose to get goods to the third storey? The two lines adjoining the line which runs to Darling Harbour I propose continuing by a bridge across Devonshire-street into the upper storey. From that point it would be convenient to run the sidings to all parts of the upper station. I may state that I have only seen one scheme, and that is Mr. McMaster's. I think his scheme for passing under the harbour is one of the best I have ever seen, and I think it might be attached to my scheme.

2316. You would accept Mr. McMaster's scheme beyond Fort Macquarie? I would.

TUESDAY,

*NOTE (on revision):—In this sum I have included £10,000 for the extension of Castlereagh-street into Elizabeth-street, with a careful grade, so as to get all the traffic to run through this new street, in place of continuing to run through Devonshire-street. I also intend to run the trams out of Castlereagh-street on to the second level portion of the station, along the Elizabeth-street side, and so to come out at the corner of Liverpool-street into Elizabeth-street. I also purpose diverting the George-street trams, at the corner of Devonshire-street, to the second level station, and to run them along Pitt-street side to Liverpool-street, or nearly so, giving a curve round the front of the station into Elizabeth-street; or to run them up Castlereagh-street to join Elizabeth-street at some other point. Thus I get all the trams and trains to come together at my new central station, Oxford-street trams excepted.

TUESDAY, 20 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

2317. *President.*] You have been asked to furnish some information with regard to Mr. Greenwood's scheme? Yes, as to the value of land. The amount to be resumed would be about 5 acres, allowing a width of 80 feet. That is the portion of land to be resumed which Mr. Greenwood calls the open cutting.

2318. You leave the question of the land which would be under an overhead railway or over a tunnel out of consideration? Yes.

2319. Suppose we take it for granted that the open cutting and the overhead railway would require the resumption of land, leaving the question of the land under which the tunnel is an undecided one at present, how much would the area be then? I have excluded the station in the open cutting; it would be 6 acres 2 roods 20 perches.

2320. Have you made the width greater down to Circular Quay? No; the same width all the way—80 feet.

2321. What would be the value of the 6½ acres? About £500,000.

2322. What does Mr. Greenwood estimate it at? He takes a smaller area—3½ acres—and he puts it at £370,000. I think his estimate of 3½ acres at that amount is fair, but it does not include the 10 per cent., nor compensation for the forced sale or the disruption of business.

2323. In that 3½ acres he does not include the land which would require to be resumed under an overhead railway, nor any extra width necessary for stations? No, and he proposes to go under York-street; and Mr. Foxlee, in criticising Mr. Selfe's proposal to do the same thing, said York-street was not sufficiently wide for four lines without interfering with the foundations of buildings. You would have to shunt at the Quay in a tunnel, and in a part of the city very much used for traffic, especially by omnibuses. I think the land between the Custom House and the water's edge is reclaimed land. Mr. Greenwood also takes 2 acres of Wynyard-square for a station.

S. E.
Perdriau.
20 April, 1897.

John Cash Neild, Esq., M.P., sworn, and examined:—

2324. *President.*] You represent the electorate of Paddington in the Legislative Assembly? Yes.

2325. Do you wish to make a statement? I wish to submit with a great deal of respect, and at the same time very strongly, that, in my opinion, and in the opinion of a great many citizens with whom I have conversed, to bring the railway line to the top of King-street and leave it there would be a highly undesirable plan to adopt in the interests of the public. I also wish to say that I am one of those who are strongly opposed to interfering with what I may describe as the garden of the poor—Hyde Park. Perhaps I am not out of order in recalling the fact that when, a few years ago, a proposal was made to interfere with the Park for railway purposes, a very large public meeting was held in the Park during the lunch-hour, attended by several thousands of persons, at which resolutions were unanimously adopted disapproving of any interference with the surface. That meeting was not organised by any agitators. It was presided over by the Hon. James Norton, M.L.C., and the resolutions were spoken to by a large number of influential citizens. Assuming that it is considered desirable to bring the railway into the city, I submit other things than the mere convenience of a certain section of the population residing on the railway line should be considered. It is impossible to get a line which will absolutely convenience all the community. I have thought out a scheme which I admit at once I cannot give any estimates for—for two reasons. One is that I am not a civil engineer; and another is that as far as the value of the properties is concerned I have not gone into the matter. The first part of my proposal differs very little from those which have been made by a great many persons. My proposal is as follows:—

J. C. Neild,
Esq., M.P.
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LEAVING the Redfern station (which is not in Redfern, but in the city), the line would cross over Devonshire-street and pass into the grounds of the Benevolent Asylum, on the site of which a large passenger station should be constructed. Thence, passing behind the Female Refuge, the line would cross Belmore Gardens and Hay-street on a viaduct, thus avoiding material interference with the gardens, and in no way disturbing the tram-line.

Passing under Goulburn-street, the line would reach a slightly sunken station to occupy the area of land bounded by Goulburn and Liverpool, Castlereagh and Elizabeth streets. From this point the line would pass, in tunnel, under Hyde Park in a north-easterly direction, and enter Cook Park on the north side of William-street, near its junction with Boomerang-street. Neither Liverpool, Elizabeth, College, nor William streets would be interfered with. Boomerang-street would, however, be closed, and the cable tram-line taken *via* William-street.

Cook and Phillip Parks, now absolutely useless and unused, and having, with Boomerang-street, an area of about 12 acres, would be cut down and levelled, providing a splendid site for the central station close to the top of King-street, and having access to the cable tram on two sides.

From the north-east corner of the station the line could be taken to Woolloomooloo Bay to accommodate passenger and goods traffic, and thence run eastward through Paddington, Woollahra, Waverley, Randwick, and westward through Waterloo to the Illawarra line, as has been frequently proposed.

The city line would cross Woolloomooloo-street on a viaduct at the east end of the Cathedral grounds, and shortly after entering the Domain would pass, in tunnel, north-westerly to the south-east corner of the Circular Quay. An underground station, to accommodate passenger traffic to the Domain and Gardens, the new Houses of Parliament, the Public Library, &c., could be established between the Cricket Ground and the Bourke Statue, and another large underground station, with outlets by flights of steps to Phillip-street and very slightly ascending footways to the Circular Quay, could be placed at the site of the Water Police Court, thus amply providing for the waterside passenger traffic.

A short tunnel would take the line under Macquarie-street and the Inner Domain to Macquarie Point, where a goods station could be established.

From the south-east corner of the Circular Quay the line would pass, in cutting, to the western side of the Quay, where another station could be constructed on and about the site of the old Commissariat Stores, from which point a short tunnel and open line, skirting George-street North, would enable the railway to reach Dawes Point, whence it could hereafter be taken, in steel tunnel, under the harbour, to unite with the existing line at Milson's Point. The Dawes Point branch would render valuable the large Government property formerly occupied by the A.S.N. Company.

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Esq., M.P.

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The main line would pass, in tunnel, westerly, under George and other streets, the Observatory Hill, and Kent-street, and a station could be constructed between the line of Kent-street and Darling Harbour, on the vacant land north of the Gas Company's premises, where any necessary reclamation could be readily carried out with the material from the tunnel. The erection of wharfs at this point would prove a most profitable expenditure, both as regards wharfage dues and railway traffic.

A short line, in tunnel, under Kent-street, would tap the goods traffic of the Grafton wharfs, and another, that of Miller's Point.

The cost of removing the rock excavated in the construction of the line might be reduced to a nominal sum by removing it in punts to, say, Rose Bay, and building an island in the useless shallow water there; an island which would, in time, become an added beauty to the harbour. It would cost as much to cart as to excavate, possibly more.

The length of the tunnels would be, approximately:—

1. Under Hyde Park, a little over a quarter of a mile.
2. Under the Domain, a little under three-quarters of a mile.
3. Under the Observatory, a little over a quarter of a mile.

Say one and a half miles in all.

The city block to be resumed contains nothing but squalid and paltry structures.

One of the great costs of a city or suburban railway will be the difficulty of getting rid of the material excavated, and I submit that the cost of removing rock excavated in the construction of the line might be reduced to a nominal sum by running it in tramways to punts and removing it to the shallow waters of Rose Bay, now useless for shipping, and building one or more islands there, which would add to the picturesqueness of the locality, and probably have a use hereafter. The main points in favour of my scheme are these: There would be no buildings of any value destroyed. The cost of resumptions would be reduced to the smallest possible minimum, and no public park, or place of recreation of any value would be interfered with. I take it that it is impossible to obtain an absolutely central site. If you go to Melbourne, the stations are all at the side of the city. If you go to Adelaide and Brisbane, it is so, and if you go to London, the same thing obtains. You will find stations in London only just across the Thames; and the distance between the waterside stations—Charing Cross, Blackfriars and Cannon-street—and the Liverpool-street, Paddington, Euston, or St. Pancras station, or away to the west the Victoria station, is to be measured by miles, and requires from twenty minutes to half an hour of cab-driving to reach them.

2326. You believe that the city railway should be brought in touch with Woolloomooloo Bay, Circular Quay, and Darling Harbour? I do.

2327. And any extension to the city should carry with it the possibility of extension to the eastern suburbs? Yes. As an old business man I certainly think the goods traffic of the Colony has quite as much occasion to be considered as the passenger traffic, because there is steam, and there is to be electric tram communication with Redfern. There are abundance of buses and cabs. The time occupied in getting from any central portion of the city by any of these means is a matter only of a few moments, whilst for the goods traffic the time occupied amounts to an hour or thereabouts. The cost of moving a ton of goods to Redfern station is very much greater than to move a passenger or two.

2328. You, in your scheme, save resumption as much as you can. Then you save the people's park, and then you bring your scheme into touch with the Government wharfs at Woolloomooloo Bay, Circular Quay, and Darling Harbour. Those three things control your scheme, with the possibility of an extension to the North Shore and eastern suburbs? Exactly.

2329. And a scheme which does that—although not exactly on the same lines as yours—meets your approval? Yes.

2330. *Mr. Humphrey.*] You mentioned the terminal stations at Melbourne, Brisbane, and Adelaide, as not being in the heart of the city; are we to understand that you mean they are not nearer the main street of the city than the position you propose for the Sydney terminus at Boomerang-street? Not materially.

2331. You do not desire to convey that the present Redfern station is as near the Sydney Post Office as are the Brisbane, Adelaide, and Melbourne stations near the post-offices there? No; the Melbourne, Adelaide, and Brisbane stations are much nearer the post-offices than ours is.

2332. Do you think the present station is sufficiently near to the main business centre? If nothing more is to be considered than the passenger traffic to and from the city. If the suburban extensions and goods traffic are to be excluded from consideration, a proper site for the railway station would be about the site of the present Benevolent Asylum. If only the passenger traffic from the western suburbs is to be considered, the Colony ought not to be put to the expense of bringing a line further than the site of the Benevolent Asylum. I admit that the present site is considerably inconvenient, as well as somewhat distant. It cannot be approached by foot passengers without considerable risk in connection with passing trams and vehicles. It is too busy and dangerous a point.

2333. The present position with regard to the Benevolent Asylum is this: That almost the same expenditure would be necessary there as to make a terminal station nearer to King-street, and there would be no return upon the expenditure, inasmuch as the travelling public would not be required to pay more than they pay at the present time, whereas by bringing the station nearer to King-street an additional charge could be made, which would cover interest on the cost of construction. Having that in view, as well as the present inconvenient position of the Redfern station, do you not think it would be desirable to extend the railway into the city instead of leaving it as you suggest at the Benevolent Asylum? I say plainly I am not in favour of keeping the station at or near Devonshire-street. I think it ought to be brought further.

2334. You think it should be somewhere near to St. Mary's Cathedral? Yes.

2335. That site would be as convenient to the public as the proposed Park-street or St. James'-road sites, or even the site of the Government Architect's Office? There is practically no difference between the site I suggest and that of the Government Architect's Office, but my great objection to bringing it to the position you describe would be the destruction of valuable buildings and Hyde Park. I do not think the short distance between St. James'-road and Cook and Phillip Parks sites would warrant the destruction of the buildings and Park which I have spoken of.

2336. You regard the 10 acres of Hyde Park at the corner of St. James'-road and Elizabeth-street as much more valuable than Cook or Phillip Parks? I do.

2337. You would rather sacrifice Cook and Phillip Parks than the 10 acres along Elizabeth-street and St. James'-road? I would utilise instead of sacrifice. I do not know that beyond the feeding of a few stray

stray cows, either Cook or Phillip Park are put to any purpose. I think a great deal of care should be exercised in connection with tunnels. There has been any amount of difficulty with the Underground Railway in London, and it is the most filthy mode of travelling I have ever experienced, even though the engines are supposed to be free from smoke. My suggestion involves only about a quarter of a mile of tunnel to reach the central station. The ventilation could be accomplished by openings in the Park which could be made ornamental. I am quite certain that if the George-street electric tram is as successful as we hope it will be, a large number of people will prefer to travel by it than to go through a tunnel.

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2338. Have you any hesitation in saying that if it is possible to avoid a tunnel, in extending the railway, it should be done even at additional cost? I think so.

2339. Is it your view that wherever the temporary station may be built in the city, we should keep in mind the further extension of the railway, so as to touch Circular Quay, and come round by way of the suburbs, to connect with the Illawarra line? Certainly.

2340. *Mr. Black.*] If money is to be spent on giving increased railway accommodation, the returning portion—that is to say, the line itself—will be that which carries the passengers? The passengers and goods.

2341. That is to say, the mere removal of the station to a point which may be considered more central, which will be merely a place of ingress and egress, would not of itself constitute any reason for asking people to pay $\frac{1}{2}$ d. or 1d. additional fare. It is not the station which benefits them, but the line itself? Yes.

2342. Then if the central station is left where it is, and the passengers are carried further on by a line, that of itself will constitute a sufficient excuse for asking them to pay an additional fare? I take it for granted an additional fare will be paid.

2343. But not because of the removal of the station alone? No.

WEDNESDAY 28 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.
The Hon. JAMES HOSKINS, M.L.C.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.
The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.
The Hon. DANIEL O'CONNOR, M.L.C.
HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.
JOHN LIONEL FEGAN, Esq., M.P.
THOMAS HENRY HASSALL, Esq., M.P.
GEORGE BLACK, Esq., M.P.
FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
FRANK FARNELL, Esq., M.P.

John Wright, Civil Engineer, sworn, and examined:—

2344. *President.*] I believe that for a number of years you were employed by the Government as a constructing engineer? Yes.

2345. Are you aware of the various schemes which have been from time to time suggested for the extension into the city of the railway? Yes.

2346. Do you desire to make a general statement? Yes. In the many proposals which have been made, with the exception of one, it has been found necessary to mine tunnels. As far as the railway practice of the old country and America is concerned, tunnels have been found most uncomfortable, and people now realise the fact that they are unhealthy. In addition to that, they involve great initial cost as well as great cost of maintenance. It has struck me for some years past that no proposal would be better than one to connect the north with the south.

2347. That is the present railway system in the south with the North Shore and Hornsby one? Yes. Complaint is made as to the congestion of traffic at Redfern. It does not matter from what part you come—south, west, or north—you meet a dead end. If any loop could be found—for example, a loop which will connect the Northern line with Redfern, so that there will be a clear way right through—the cost of making it would be warranted, because of the facilities which it would give for relieving the Redfern traffic. I do not think it is possible that any tunnel under the harbour would be less costly than an over bridge. So far as shipping is concerned, we are getting lower down with our masts. About six years ago I ascertained the heights of all the vessels. The "Cutty Sark" was the highest—about 171 or 172 feet. Now we get steamers under 100 feet. The largest steamers now afloat have masts of from 100 to 120 feet. The easiest way of getting out of our difficulty is, I think, to connect the north with the south as suggested. The various loops for eastern suburbs could be arranged from Redfern, but in what manner I am not prepared to say. That is a matter for the Railway Commissioners. My principal reason for giving evidence is to bring before you the fact that it would relieve nearly one-third of the traffic of the Colony if we had a loop and an overhead bridge going to North Shore.

2348. You understand that there might be a need to bring a large number of trains into the city to carry the suburban passengers who would not be required to pass to North Shore? Yes.

2349. Therefore, that does not cure the evil? No; but it takes away one-third of it at once.

2350. What is your idea with regard to the position of the bridge? One or two have been suggested, and I think the best will be one from the Observatory to Blue's Point, or from Dawes Point to McMahon's Point.

2351. What height? If the exigencies of the wool traffic demand that wool vessels shall go beyond it, it will have to be of such a height as to enable them to pass clear. It should be about 170 feet. If the vessels strike their topmasts 150 feet would be ample.

2352. What about the cost of the bridge? That was estimated by Sir John Fowler at about £750,000. When Sir Benjamin Baker was out here, however, he told me it could be constructed for about £500,000 or £600,000; that includes the approaches. There were two proposals—one with cylinders and the other with cantilevers—only one pier in the centre.

2353. What would be the cost of the resumption between Redfern and the southern approach to the bridge? About £800,000. That estimate was made in the year 1891 or 1892.

2354. Have you any idea of the cost of the North Shore resumptions? It would be very light now. There is only about a mile of line to construct from between Edwards' road and Blue's Point, and it is not much built upon.

2355.

J. Wright.
28 April, 1897.

- J. Wright. 2355. What would be the cost of the construction of the line from Redfern to the bridge approach? According to the official estimate, made six years ago, it would be £26,000 or £27,000. That was for a double line only.
28 April, 1897.
2356. Was it all open? Yes.
2357. Any of it overhead? Yes; some of it about the Haymarket, and the residue was on the surface, or in slight cuttings in one or two places.
2358. Does the resumption include the area required for station sites? Yes; of course they would be limited, and as narrow as possible.
2359. Does the £30,000 carry with it the construction of the railway stations? Yes; I think only two were proposed.
2360. Therefore the works and the resumption required from Redfern until you reach the northern side of the harbour—say McMahon's Point—would cost £1,430,000? About £1,500,000.
2361. To that requires to be added the cost of the resumption on the northern side of the harbour, and the construction of the line on the northern side of the harbour? Yes.
2362. You believe that in both instances the cost would not be very great? I do not see how it could be on the northern side of the harbour, because it is not built over, except very slightly at one point. When I went over I do not think there were more than 200 houses, and I do not think 1 per cent. has been added since.
2363. How high would the cliffs be at the northern approach to the bridge? There is rather a long approach on the northern side. The cost of that approach is embraced in the £600,000 for the bridge.
2364. How far from the water would the bridge be at the point at which the railway would touch it? On the North Shore side about 30 to 35 chains from the water.
2365. You require that to get a grade to the bridge? Yes.
2366. *Mr. Hoskins.*] Do you think one-third of the people who now use the North Shore ferry would go so far out of their way to the Observatory to get to the bridge? I can only reply from the results of the construction of the Brooklyn Bridge in America. The ferry traffic there was reduced from about forty boats to four.
2367. *President.*] Would the bridge be fit for the carriage of all traffic? Yes; and the railway as well.
2368. *Mr. Humphery.*] Have you considered the proposal to extend the railway from Redfern to Park-street or St. James's-road? Yes; I do not see how that will alter the present congested condition of Redfern; it will simply bring it a little further on.
2369. Then you have not seen the proposal to have a loop? Yes, I have. The one loop runs as far as there.
2370. One proposal is that there should be a loop near the Art Gallery, so as to render unnecessary the dead end to which you take exception? But supposing that for the next six or ten years, which is very likely, the increase of traffic is as great as it has been during the last six or ten years, you will still be in the same fix, unless you have something to take away some of the western, northern, or southern traffic.
2371. Would it be practicable to extend the railway from or near the central position mentioned in the direction of Dawes Point, and by bridge to North Shore? Yes.
2372. Therefore, although, perhaps, for present purposes, the terminal station might be regarded as being fixed in the vicinity of King or Park street, it would not prevent any future extension if it were thought necessary? I think it would.
2373. Why? Because you would not have sufficient elevation in King-street to get across to North Shore.
2374. Could it be extended from the neighbourhood of King-street to Dawes Point? The levels are rather against it, because there is a great dip in George-street, and it would be some trouble to get over.
2375. Your idea is that a railway extended from Redfern must be kept to the west of George-street? Yes.
2376. Therefore, your extension would essentially be to connect with the North Shore railway? Yes; I simply suggest it as a means of relieving the present congestion at Redfern. It would be one means of taking away one-third of the traffic. Of course, the northern traffic will increase more than any other traffic.
2377. *Mr. Hoskins.*] What is the difference in the elevation between Redfern station and the Observatory? I do not know, but it is not very much.

J. Horbury Hunt, Architect, sworn, and examined:—

- J. H. Hunt. 2378. *President.*] Have you considered the question of a city railway? Yes, for many years.
28 April, 1897.
2379. Has the map on the wall been prepared under your supervision? Yes.
2380. Do you desire to make a statement? I should like to read my views, which are as follow:—

As an old colonist—but more especially as an architect following my profession in this city these thirty-five years—and, further, having for the past twenty years devoted much thought to the subject before you, while during the same time advocating through the public Press the practicability and possibility of making Sydney a beautiful commercial city, prompts me, gentlemen, to come before you to-day for the purpose of entering my strongest protest against any attempt to insert the thin end of the wedge of destruction to Hyde Park, which is certain to be its ultimate fate, by placing on any portion of that site a railway station—I care not how magnificent the conception of that building may be.

All of us must admit that there will be a great national and civic advantage to a young and fast-growing city like this by having its metropolitan railway station well placed.

Yet a chief city station with all its advantages is not the only, neither is it a paramount, feature in either our civic or national requirements.

Let it be remembered, however, that the metropolis of any nation is in a way national property.

In all earnestness, I ask, shall one of the main features of a naturally beautiful city as Sydney undoubtedly is, I repeat, shall that feature be now taken from us; yea, lost to posterity for ever. Gentlemen, I submit that this is no trifling question—one not to be brushed to one side simply to satisfy the requirements of a few rabid advocates of this Hyde Park station. I make no hesitation in saying that nine-tenths of these advocates have never carefully considered this important question, while very few have any fitness or disposition of thought for matters of this kind, simply their own selfish wants ruling their determination; and to fully satisfy those wants these men would have no compunction whatever in placing this big station building in the midst of the Botanic Gardens.

With every respect to our brother civil engineers, and especially our deservedly respected Railway Commissioners, I must say that these big railway structures are at best but ugly-looking fabrics, the larger in bulk the more intense in their inherent utilitarian ugliness.

On these grounds alone, a chief railway station should not be thrust into juxtaposition with our city architecture of the type that should adorn the frontages to Hyde Park. Big warehouses and a railway station are fitter companions.

All this will by some be termed sentiment—in fact, several who have already given evidence before you and to a previous Commission have spoken jeeringly of sentiment. Those gentlemen are, I fear, just a bit ignorant of the fact that this particular trait of character was notably very prominent in our ancient city builders, and cannot well be set to one side by our modern city builders.

Every true advocate for making Sydney a beautiful commercial city will require, and they will stoutly contend for, the absolute preservation of the whole existing area of Hyde Park.

The advocates of the Hyde Park scheme can depend on it that any attempt to obtrude on the Park any railway station or open cutting will be resisted in a surprisingly effectual manner. There are hundreds and hundreds of citizens who in other ways than coming here to protest will make their power felt. Why, it is a fact that such a proposal of vandalism would not have forty-eight hours' life in Victoria.

The streets bounding the Park will provide our coming architects with most valuable frontages for important future buildings in addition to several now surrounding the park.

The present or some closely-following Government will do well for the nation by making these sites secure for the purpose here advocated.

The necessity for preserving this our most important city square as such (and not to be turned into a railway yard) will, I am confident, when once brought straight home to your intelligence, be accepted in the manner and for the purpose which I now desire to set out.

If I were an autocrat as well as an architect, I would at once assign to our future Public Library the whole of the sites of the present Law Courts, St. James' Church, and the Registrar-General's Offices. Then, for our future Courts of Justice (to embrace all the Courts, except the Criminal), also the Attorney-General and Registrar-General's Departments, I would give thereto the sites of the District Court, Equity Court, and the Mint.

No better position can be named for those important offices. The architecture of such a group could then to exceptional advantage be seen and enjoyed from the Domain on the one side and from the Park on the other.

We have on the next and adjoining site the Cathedral of St. Mary's, which, when completed, will be one other grand feature in the Park view.

Next comes the Museum, which, when finished, will be a very imposing building.

Following on comes our Sydney Grammar School. The site adjoining this should be taken for the Technical Museum. Then at the corner of Liverpool and College streets I would place the Girls' Public High School (removed from its present position opposite the Registrar-General's Offices), thus completing the north and east side of our city square, while on the east side preserving that beautiful outlook over Cook Park. (Sentiment again).

On the south side, at the corner of Oxford and Liverpool streets, I would place the future new Anglican Cathedral, this site to be in exchange for St. James' Church property, together with the old parsonage property site. Let it be remembered that the present St. Andrew's is but a parish church. Permit me parenthetically to say that when the Church of Rome has completed its fine structure, then the Church of England will be aroused to a spirit of emulation; then this will be unquestionably the site for its cathedral.

On the west and fourth side we have the Synagogue, also the Oddfellows' Hall. This hall some of these days, no doubt, will be made more imposing architecturally, the remaining sites to be taken for various large public buildings, for instance, a grand opera house, while another will go for a grand theatre. Sites on this side of the Park are eminently suitable for the last-named buildings, as they would have the protection of streets on all sides. Others of these sites, with those on the south side, to be in time taken for various important buildings here might properly be found homes for all our learned and scientific bodies.

Hyde Park thus surrounded on its four sides with buildings of the public character here set forth, and of good architecture, then this Park would be a spot in our city which even the ultra-utilitarian man would be justly proud of—yes, as proud as all of us are of the harbour—while few cities could compete with us in two such fine civic features. Will it not, therefore, be a great national mistake—yea, a big blunder—to intrude into this city square such a building as proposed, with its surroundings. Do what you will with a railway station, it will be foreign to the architectural capabilities of this part of our city. On the other hand, to do anything that will prevent the future conception of what I have so imperfectly set before you, will be a positive disgrace to our intelligence, and a disregard to our trustship for our successors, who may, to our shame, ask where exists the proof of the need for destroying this city square.

REDFERN v. HYDE PARK.

On this plan of the city I have ventured to plot down my views of the extension of the railway into the city, with extended wharf accommodation, new sites for warehouses, together with some street improvements, all of which I respectfully submit should be taken up as one study, because they are each important features, and, from a commercial point of view, in any comprehensive plan of railway or other city improvement, they should not, in the interests of the whole city, be considered one aside from the other.

It is contended—and rightly so—that the railway terminus should be near the centre of the city, but what centre—that of 1897 or that of 1997?

In 1863 I was engaged in building a block of buildings near the Exchange, the site for those buildings having been fixed upon, because at that time (thirty-four years ago) that locality was considered to be about the centre of the city, while the old post office (standing on the present site) was spoken of as "up the town." Therefore, those of us who have had many years' practical experience of the growth of this city can best bear testimony to the fact that year by year the active commercial centre of the city is tending Redfernwards, where it will no doubt permanently fetch up ere fifty years have rolled by. On the other hand, it must be remembered that our toilers for daily bread are not now all engaged in Pitt, George, and York streets, as of yore. Do we not see springing up in every direction about Redfern places of business where thousands of employees will be speedily required; quick and easy access to the central station just as much if not more so than those of us in the north-west part of the city, where we are limited in city area, while to the south-east there is no such limit.

It will be admitted on all sides that a metropolitan station wisely placed requires plenty of space all about it, within and without its own boundary lines. This, I think, is well provided for by my scheme, which, in a great measure, is that of one of those set forth by the Railway Commissioners. The area embraced in my plan being about 35 acres taken within the station fences, while on the outside of those lines there will be a road 100 feet wide; also a large square at each of the three angles where the roads meet, the larger of these having an area of about 5 acres. By this plan the city would have for the present and far into the future ample provision for its railway requirements. In these proposed station grounds there will be about three and a half times the area of the proposed Hyde Park scheme.

To seriously compare the many and important advantages of the Asylum site, together with its ample future requirements and great capabilities as against the few and less important capabilities and restricted future requirements that this Hyde Park scheme possesses, might well be termed playing with such comparisons. Now, as against the Asylum site, there cannot be advanced and successfully supported any railway engineering or civil engineering difficulty, or any architectural or civic objections thereto, for it has not any. Whereas, with Hyde Park site, neither railway engineering combined with civil engineering skill can make it a site for a station such as this city will be demanding ere long.

The Chief Commissioner says, in answer to 404 (previous inquiry), "How long do you think the station (Hyde Park) you have proposed ought to last?"—"I should think it ought to last twenty-five years; but, as I have already said, I would rather suggest, if any further accommodation were required, that the scheme to the west of the city should be considered." On page 22 the Chief Commissioner further says, "It is absolutely necessary that the station should be on the street level. . . . It would be most unwise to adopt any underground station or anything of the kind to deal with the main traffic of Sydney." Here we have the most reliable evidence from the highest authority amongst us showing that Hyde Park is not a perfect spot for the terminus, because it will be good for only twenty-five years; while the fatal objection to it is that it is an underground station. Mark the Commissioner's words—"It would be most unwise to adopt any underground station or anything of the kind." Mr. Eddy informed the Commission that the Lancashire and Yorkshire Company had recently spent £975,000 to bring their station to street level by only a few feet.

It will be found that after the novelty of the new station has passed away which generally awaits upon new things, then the business public who are to be brought into the city from beyond Redfern, and shot out at Hyde Park, 25 feet below the street level, there left to climb up innumerable steps, and wend their way to the vicinity of Wynyard Square—mark

you,

J. H. Hunt.
28 April, 1897.

J. H. Hunt. you, the buses, trams, and cabs are supposed to be dispensed with by the adoption of this Hyde Park site—then on the
 28 April, 1897. homeward trip to have to climb up the King-street hill, and of a hot summer afternoon to sit in a carriage sunk down into an excavation 25 feet deep; imagine all this, and the wail to follow, and the indignation that will be expressed for having adopted this what will be called "Dutch oven" terminus, or, on the other hand, "All-to-one-side-of-the-city terminus"; while the eastern residents will be severe in their censure for the unpardonable damage done to the Park grounds.

FLAGSTAFF HILL.

For fully twenty years past I have advocated, through the public press, a scheme for resuming the whole of the Flagstaff Hill and its surroundings to the extent shown on this plan by the neutral tint, and levelling the whole of that area down to the present level of the Circular Quay. This importantly-situated section of our city as now existing is, from a commercial point of view, all but useless to us. On this newly formed area of the city could then be placed with great present and future advantage a truly city station at street level—in the position, for instance, shown on the plan by a red tint—with one or two underground stopping places *en route* to Redfern.

TRAMS.

I am of opinion that our Railway Commissioners are capable of serving in a most efficient manner the wants of the city people as well as the near-at-hand suburban residents, by trams traversing the city streets north and south, east and west; picking up and putting down the travelling public almost at their will, to an extent that never could be attained by a railway service for such short distances. On this plan I have indicated some extension of our tram service.

FLAGSTAFF HILL FOR WHARF AND WAREHOUSE ACCOMMODATION.

Those who are alive to the future commercial importance of this city will commend Mr. Reid for his forethought in commissioning you to take into consideration the desirableness of resuming the whole of the wharf frontages of Darling Harbour, and reconstructing that line of wharfage and improved warehouse facilities. No doubt all this will appear to some men a stupendous order; however, it is not a work to be done in five or twenty-five years. In conjunction with the Premier's project, I submit my scheme as set out on this plan for resuming the whole of the Flagstaff Hill locality, and level it down, as before stated. We could then have one line of wharf frontage for Circular Quay to the head of Darling Harbour, with an immense area for modern warehouses, thus making this important section of the city our chief seat of commercial activity.

As your Commission does not include the street question, it would be out of order in making any reference to what I have shown on this plan. It is, however, a question that cannot well stand out of the two subjects before you.

I may go further into this at a future examination; therefore, it will be well to omit alluding to so small a reform here.

THURSDAY, 29 APRIL, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.	GEORGE BLACK, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Alderman Charles Edward Jeanneret, sworn, and examined:—

Alderman
C. E.
Jeanneret.
29 April, 1897.

2381. *President.*] You are an Alderman of the City of Sydney? Yes.
 2382. Are you aware of the proposal before the Commission? Yes. I know the details of the Hyde Park scheme, and I have seen reports of the other scheme.
 2383. Do you wish to make a statement with regard to your views? Yes. My opinion is that the railway should not at present be extended into the city further than it is now. The existing site is the most central, and the centre will gradually extend towards the south-west, so that ultimately Newtown or Stanmore will become the central point of Sydney instead of Redfern; at any rate, at present, the railway should not be extended this side of Prince Alfred Park, which might well be resumed by the Government, or if necessary Devonshire-street could be closed, and the Benevolent Asylum taken in. My opinion is that Prince Alfred Park is of very little use in its present form to the City of Sydney, and the streets which surround it could also be taken.
 2384. Lying east of the park? Yes.
 2385. *Mr. Hoskins.*] We have had it in evidence that the railway cannot be taken into the park inasmuch as it would require too sharp a curve? I do not know what engineering difficulties there may be. I am only speaking as a citizen, and I think I know the views of most of the citizens on the subject. The majority of the citizens are strongly opposed to any resumption of Hyde Park for the purpose of a railway station. I will quote a resolution passed by the City Council on 21st January, 1891. I may say I am not authorised by the Council to appear here, but I think some one ought to be authorised to appear. The resolution states:—

That this Council protests most emphatically against any portion of Hyde Park being resumed for railway purposes, and urges the Government to reject any such proposal as inimical to the best interests of the people.

2386. *President.*] Was that resolution passed unanimously? Yes. I may say the matter has been brought up a good many times recently in the City Council, and I have never heard any expression of opinion on the part of any Alderman in favour of the extension to Hyde Park. I have heard many expressions of opinion against it. I think the opinion of the City Council is that the scheme is one which must be carried out, and that their objections should be made after the report of the Commission has been submitted. I dissent from that view. I think that now is the time for the Council to object.

2387. In your opinion would there be a protest from the City Council? There would be if they thought the Park was going to be taken. I imagine a protest has been conveyed to the Government, and has not been brought officially before the Commission.

2388. Have you any information to lay before us with regard to an extension into the city, should it be thought desirable, from Redfern? I have no information of an engineering character, but speaking from a commonsense view of the question I think the establishment of the electric system of tramways does away altogether with the necessity of any extension into the city. It will be far more convenient for the majority of the people than any railway.

2389.

2389. That pretty well covers your case? Excepting that there is a possibility, for the purposes of goods traffic, of an extension round the harbour. I believe it would be desirable to extend the line by means of a new street between Sussex-street and Darling Harbour. I have been thirty-five or forty years doing business on the eastern shores of Darling Harbour, and I feel convinced that there is a need for some way of communication with the railway by means of iron rails round the harbour foreshores. I am not of opinion that there is at present a large traffic there which goes to the railway, but there is an immense amount of traffic to different parts of the city, and it is conducted under very difficult conditions indeed. It is raised from the water up to Sussex-street very suddenly. The congestion is increasing in the streets there every day. A large portion of the traffic which used formerly to come to Circular Quay has been moved to the head of Darling Harbour. The ships are crowded round those shores to an unprecedented extent. All the ships of the A.U.S.N. Co., which used to be brought to Circular Quay, and some of them to Grafton Wharf, are now centered close to the bridge. All the steam companies, in fact, are now seeking wharfage accommodation in Darling Harbour, on the eastern side. The consequence is that the traffic is increasing there to a marvellous extent. The question is: how is it to be carried out in the streets. In my opinion it could be met without much expense, and perhaps without any at all, by starting a street from the head of Darling Harbour, near the railway line, and carrying it between Sussex-street and Darling Harbour, as far as the Gas-works. It would become part of Sussex-street at Dalgety's Wharf, before getting to the Gas-works. Then it could be continued by a tunnel under the Flagstaff or to Circular Quay, and thence, if need be, to North Shore; but not by means of a bridge. I do not think a bridge is necessary. I think it could be carried there without a bridge with less expense. I am strongly of opinion that another street is needed between Sussex-street and the Harbour, and it could be an iron or steel rail street. That would enable railway trucks or railway engines to be carried along the street, and there would be no great interference with the vehicular traffic which otherwise would be there. The idea of running railway lines and the railways in the public streets is not a new one. It is done all over the world. There is a number of streets and lanes which could be taken in, so that the resumptions would be very little, and the frontages which could be sold would, in my opinion, recoup the Government or the Municipal Council for any outlay they might make in creating the new streets. A great mistake is being made at Darling Harbour at the present time. There is an unwillingness on the part of the Government to increase what is called the line of reclamation in Darling Harbour. They give away a few inches at a time when, in point of fact, the matter should be dealt with in a bold spirit, and more room given there than there is at present. The vessels lying in Darling Harbour now overlap the line of reclamation by nearly half their length. If all these vessels are moored end on to the shore it might be just as well for the Government to extend the limit of reclamation, and give a great deal more room for the loading and discharging of cargo, and at the same time obtain more revenue for the State.

Alderman
C. E.
Jeanneret.
29 April, 1897.

2390. You are speaking rather of the extension of the wharfs than of the reclamation itself? This is with the view of making more room for the street, because if you take away a part of space which exists there for making the street wider, what are you going to do with the stores. You must make up for that in some way. There is nothing to interfere with vehicular traffic in the putting down of iron or steel rails to carry trucks, whilst they would be an immense convenience to all the shipping companies. I do not mean to say there is no large up-country trade there at present, but what there is is increasing every day. Of course it does not follow that if you put rails of this kind down you will require regular sets of trains there.

2391. You are looking rather to the future? Yes; but there is a great necessity for a change now. It is more apparent now than it has ever been before.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

2392. *President.*] You have had the various matters which have come before the Commission placed before you from time to time? Yes. I propose to explain what has been done towards preparing an alternative scheme.

H. Deane.
29 April, 1897.

2393. The Commission understands that owing to the limited time at your disposal any estimate of cost of the alternative scheme must be regarded as approximate? It is very rough indeed.

2394. I suppose that the alternative extension, as far as the Park, is similar to the proposal which has already been explained? A proposal has been worked out, under instructions, to show what can be done as an alternative scheme to bring the railway into the neighbourhood of Hyde Park without materially interfering with the Park—abolishing the principal station in the Park and substituting one pretty close up between Elizabeth-street and Castlereagh-street, which, as far as position is concerned, will answer equally well.

2395. And also bringing the railway in touch with Circular Quay? Yes. The site is across Market-street, between the Synagogue and King-street. The station will be below the level of Market-street, between Castlereagh-street and Elizabeth-street, and it is proposed to close Market-street for traffic.

2396. You refer to that part of Market-street between Castlereagh-street and Elizabeth-street? Yes.

2397. Will you explain the scheme? The difference between this scheme and what is known as the Hyde Park scheme is very material. In the first place there are only four lines provided instead of six, from Redfern into the city.

2398. May we take it for granted that this scheme will do all that is claimed to be done with the scheme placed before us in the first instance? Not quite, I think. In some respects it does not do as much, and in other respects it does more. The line follows the same route, practically as the other, until it approaches Park-street, where it diverges so as to pass under Elizabeth-street in the neighbourhood of the Synagogue, and to form a station between that point and King-street. The centre of the station will be very near the position which Market-street occupies between Castlereagh-street and Elizabeth-street. The station there will be an underground station with three double platforms, booking offices and waiting-rooms.

2399. Although underground it will be open above, I suppose? Yes; it is proposed to cover it with a large roof, properly ventilated.

2400. *Mr. Lee.*] What depth will the platform be below the surface? The depth below Market-street will probably be about 14 feet. At the end of the station, and just opposite the Registrar-General's Office,

H. Deane. Office, there will be a new and wide street, about 60 feet between the kerbs, so as to give proper access to the station. The station buildings will be on the level of the street there, and will be chiefly facing the new street.

20 April, 1897.

2401. *Mr. Humphery.*] Does that mean that King-street will be there widened 60 feet? No; King-street will not be touched. The station will stand back from King-street towards the High School.

2402. Is that south of the Mont de Piété? Yes; that would be left intact.*

2403. *President.*] The object being to save resumption? Yes.

2404. *Mr. Hoskins.*] How will you manage about tramways? They will not be interfered with. Although it has been suggested that they should be removed, I think the tramways in that position will be an advantage rather than otherwise, because people will be able to change from the railway to the tramways or *vice versa*. Northerly from the station the line will divide into two. Two lines will be carried in a loop under the Domain and come out into the open air, facing Sir John Young's Crescent. Two lines continue down in tunnel, making for Macquarie-street, and they enter the Inner Domain just to the north of the gates, emerge from the tunnel nearly opposite Bridge-street, pass under the entrance to Government House, and a terminal station is made from Bridge-street down, having its centre a little to the north of Albert-street. Here there are provided two double platforms, 500 feet in length, with booking offices near the top of Albert-street, and access to the platforms by overbridge from those booking offices, and also by subway under Macquarie-street from the level of Circular Quay. It will be seen that the Woolloomooloo loop crosses the other lines, and the object of it is this: in bringing the lines from Redfern into the station, near Hyde Park, the quick trains will have to be brought on the western side, and the slow trains on the eastern side, so as to preserve the arrangement which exists at present. The quick trains—that is the country trains—will thus be brought in on the Castlereagh-street side of the station, but it will not be desirable to take them further down. That will be the terminus of that traffic. I may say that the whole of this arrangement has been made after consultation with the Railway Commissioners. It is arranged in this way: that the long-distance traffic—that is to say, the traffic to the Mountains, Moss Vale, and so on, should be brought in and terminate at the new station between Castlereagh and Elizabeth streets. In order to provide for the arrival and starting of those trains a loop is run round under the Domain, as shown on the plan. As that crosses the other lines, those lines have to descend at a more rapid rate, which can be done with a grade of something like 1 in 50, and pass underneath the lines running down to the neighbourhood of Circular Quay. The suburban traffic proper will be brought into the station on the eastern side—that is on the Elizabeth-street side, and will afterwards be run—some of them at any rate—through to the terminal station near Albert-street. The Chief Commissioner considers that an arrangement like this, shown on the plan, with two double platforms, and four lines will sufficiently provide for the traffic without any large station yard for shunting purposes. It will be seen that there are engine roads there, and when trains come in they can be backed upon them and run out again. The object of having a number of platforms is to allow the trains to wait there until it is time for them to start out again. It is quite clear that they could not run in and out immediately. If a train is late there must be an allowance in the time-table, so as to allow of its starting again punctually. That means that room must be given for the trains to stop while waiting for time. It will be seen that the only tunnel through which passengers will be conveyed will be on the line at the Albert-street station. The loop line into the Domain is merely for empty trains, and is a substitute for a large terminal station with sidings. On the Sir John Young's Crescent side of the loop, a number of sidings are shown for standing trains.

2405. *President.*] That is open? Yes.

2406. All the rest is tunnel? Yes.

2407. The open part would be under the fall of the hill, and would not be seen? It would not be seen much. In the Domain proper—that is to say, the part most frequented by the public and the main drive down to Macquarie Point—the line is underground, and only emerges on the water side of the Art Gallery.

2408. *Mr. Humphery.*] How far will the nearest part of the loop be from the Art Gallery? About 150 feet. Of course, that line is not definitely fixed in position. It could be brought either nearer or further away.

2409. Would that be a convenient place for a passenger platform? It is not intended to construct a platform. That part is only intended for shunting purposes.

2410. *President.*] Could a station be put there if required? No doubt; but probably some further expense would have to be undertaken.

2411. Could the line be fitted on to the extension to the eastern suburbs? It could.

2412. It is the first step towards eastern extension eventually? Yes; I think it might be fitted on to that—or, rather, the eastern suburban line might be fitted on to this.

2413. *Mr. Fegan.*] What time would be lost in going round the loop? No time would be lost. The loop is only for standing trains. Passengers would arrive at the station between Castlereagh and Elizabeth streets, and in departing for the longer distances they would start at the same station. Passengers would not be conveyed round the loop unless some further provision were made for doing so.

2414. Then if a train comes in from the Mountains the passengers get out at the station between Castlereagh and Elizabeth streets, and the train runs round the loop, so as to be ready for returning? Yes; it runs round there, and waits in one of the sidings until it is wanted.

2415. Does that mean more rolling-stock than you have at present? No; certainly not.

2416. *Mr. Hoskins.*] How much land do you require for the proposed station? I have not gone into that question, but Mr. Perdriau has done so.

2417. *Mr. Wright.*] Is the proposed line from the Quay to the Domain gates underground all the way? Yes; it is underground until you come to Bridge-street.

2418. What is the length of the tunnel? 743 yards.

2419. Could it be successfully ventilated? Tunnel ventilation is never quite satisfactory, but it is not so serious a matter for the smaller number of passengers who would go down there.

2420. I suppose you cannot possibly get down there excepting by tunnel? You must go down by tunnel. I would point out that as there would be a smaller number of passengers going down there, the trains would be lighter, and the steam from the locomotives would not be so severe.

2421. What is the total length of the tunnels on the loop? I have not measured the length, but I may say passengers will not be conveyed there.

2422.

* NOTE (on revision):—I find that I was mistaken. The Mont de Piété building would be required.

2422. They may be conveyed there some day? Yes, eventually.
2423. What do you imagine will be the length of the tunnel in the loop? About half a mile.
2424. You said the platform in Market-street would be 14 feet below the level? Yes.
2425. That being the case, could not Market-street be covered over? It would be very easy to arrange that it should be done, but it would be an extra expense. I do not think it would be necessary, and the Chief Commissioner thought it would be a pity to do it.
2426. For a long time past there has been an agitation to continue that street through to St. Mary's Cathedral? Of course it could be done if the levels of the rails were kept down 2 or 3 feet more.
2427. Where do you enter the Park? At Liverpool-street.
2428. *President.*] Do you propose to "cut and cover" through the Park? As shown on the plan, it is proposed to cover half, and leave half open.
2429. So that the area of Park land taken will be comparatively small? Yes; it may be said to be practically nothing, because there are lots of portions of the Park, such as flower-beds, where the people do not walk. Practically the use of the Park would not be interfered with, and the objection of running underground would be reduced to a minimum.
2430. Would you interfere with any avenue of trees? No.

H. Deane.
29 April, 1897.

TUESDAY, 4 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P., (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	HENRY CLARKE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	GEORGE BLACK, Esq., M.P.
The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	FRANK FARNELL, Esq., M.P.

John Young, sworn, and examined:—

2431. *President.*] Have you had a long experience of the city of Sydney? Yes.
2432. And a full knowledge of the projects for the extension of the railway into the city? Yes.
2433. I believe you submitted a scheme to a previous Commission? Yes; but I do not press it now. That scheme applied only to the mercantile traffic.
2434. Before the previous Committee you stated:—

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First.—I would like to consider the best position for the central station or terminus of the Southern, Western, Northern, and Illawarra main lines that converge into Sydney for the long-distance traffic, especially so as to be capable of extension hereafter. Second.—The suburban and local traffic taken in connection with the central station, but extended for local traffic only to suit both Sydney and suburbs. Third.—The resumption of the foreshores of the east side of Darling Harbour for the purposes of public jetties, wharfs, &c., as far as the gasworks—of giving a road to relieve the traffic of George and Pitt streets—selling the frontage to road for the purpose of erecting warehouses—and making a goods and passenger line in rear of same—to Circular Quay from Darling Harbour.

—? Yes. I desire to give evidence as to the best means of facilitating passenger traffic into Sydney. I may say I have seen Mr. Deane's plan of what he calls his western line. My idea is that the central station should be on that block of land comprised in the Cemetery and Benevolent Asylum, and bounded by Belmore Road, Elizabeth-street, and Pitt-street. That is a considerable area, and should give accommodation for the next twenty-five or thirty years. I built the present railway station in 1871, and what was thought sufficient in 1871 for the passenger traffic is, after twenty-five years, found to be totally inadequate. That shows that if this block of land is now a little more, perhaps, than is absolutely required, it will not be more than sufficient, at any rate, a quarter of a century hence. It has this advantage, namely, that the Government control the whole of it. They have control of the Cemetery, because they could remove the bodies to some other place and utilise the area. They have the Benevolent Asylum, which wants pulling down, and the police residence close to it, which is not of much value. There is the convent at the corner, and I presume the Government could make arrangements to get it, or they could do without it until it is convenient to remove it. A similar block of land could not be got in any other part of Sydney. I maintain there is not a sufficient area at Park-street for a central station unless the whole of the Park is taken up. In addition, there would be a great expense in getting to it. Compensation would have to be paid for the resumption of houses and land. The construction of bridges and culverts, the interference with water and sewerage, and so on, would be very expensive. In England the Great Northern and Great Eastern and other companies have areas in London, which are covered by the carriage-sheds alone, quite equal to the whole of the area we have at Redfern, and surely Sydney is going to be as large, at any rate, as one small district of London. The present station must cost an enormous amount of money in connection with shunting, because the space is so confined. With regard to accidents,—if you have sufficient room there is less liability to them. Everything is in favour of a large area. You could not get the necessary area at Circular Quay, for the simple reason that it is not there. These are the considerations which induce me to come to the conclusion that the spot I have mentioned is the most eligible for a central station. Now we come to other considerations. If a traveller comes with a portmanteau or two to Redfern, or the particular spot I have indicated, a shilling ride in a cab will take him to any of the hotels, the majority of which are within a mile and a half distance. If the railway station were at Park-street they would pay just as much to get from there to an hotel as from Belmore; therefore it cannot be said that the spot I name is unsuitable, because it is too far distant. It is as central as any other place in Sydney—in fact, more so, because Sydney cannot extend northwards very much. The suburban traffic must concentrate to the same point. It may be objected that the suburban travellers wish to go direct to their places of business. I point out, however, that an unbroken line to Park-street would not enable them to do that, inasmuch as many people have to go as far as Bridge-street, Hunter-street, or the lower parts of Pitt and George streets. The manner in which the suburban passengers get to their places of business must be upon a totally different system from that. I desire to call attention to the elevated railways in America, and the application to them, during recent years, of electric power. I wish to show how similar

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railways can come into the city of Sydney, so that the whole of the city may be supplied. Mr. Deane's plan of the western route is intended for a steam-line from Belmore Markets, Belmore Park, and the block of land which I consider should be the railway station. Mr. Deane, by means of excavations, embankments, and cuttings, to Circular Quay, makes that line a most expensive one. Being built for locomotives, it cannot go beyond certain grades; therefore there is an immense amount of tunnelling and cutting. What I propose is—and it is not a novelty although it is new—that Mr. Deane's western line, instead of being one constructed with embankments and cuttings, should be an elevated line worked by electricity. In New York they have similar lines worked with cables and electricity. The old style is being abandoned daily for electricity. Mr. Deane's western route scheme has been surveyed with an immense amount of judgment. The whole of the frontages both to Sussex-street and Kent-street are preserved. That is the great merit of the plan. Most of you are aware that a warehouse fronting a particular street seldom goes to the full extent of its ground. There is generally a yard behind. In this instance nearly the whole of the properties are like that, and the elevated line could go to the rear of those properties. Another advantage of my plan also is this—that the inequalities of the line can be adjusted by the length of the columns, and not by the cuttings and embankments. That must make an enormous difference in cost. An elevated railway can be adapted to the contour of the land it passes over. With electricity you can also have steeper grades. The only objection which can be urged against that idea is that the suburban passengers have to change at the central terminus. If you make a line through any portion of Sydney they will still have to change. Again, if you have an elevated railway, not only could you have it on the route shown on Mr. Deane's plan, but you could have it anywhere—almost between any of the streets. In America they are put in the streets themselves, but I should not like to see that done in Sydney. I prefer that the line should be put in the position shown on Mr. Deane's plan. It would relieve the streets of a large amount of traffic. I have had a good deal to do with omnibuses. I was the chairman of the Omnibus Company for fifteen years. The company is now defunct. We had 1,000 horses, and ran 130 omnibuses. Members of the Commission may not know exactly how it is that so many omnibuses are running in the streets at present. If we had a cable or electric line, the cars on which ran every three minutes, it would knock all the omnibuses off. If, however, your services are twenty-minute services, there is plenty of time for half a dozen omnibuses to run, because people will not wait.

2435. *Mr. Humphery.*] Has not the difference in fare something to do with it? I do not think so.

2436. *Mr. Trickett.*] What you say is borne out by Melbourne experience? Yes; I may say it does not pay to run omnibuses at 2d. I advocate an elevated railway on the site surveyed by Mr. Deane, and there is no reason why you should not have roadside-stations and stopping-places. I understand the Government is going to generate all the electric power for all the tramways in Sydney at Pyrmont. The same power could be applied to this and all other elevated railways in Sydney. I admit that some might say, "There is a store which goes right through from one street to another." There is no reason why the railway should not go right through it. It could be bricked over. There would be no steam and no noise. The store could go over it or under it, as is best. My scheme does not destroy property on either side; therefore it must be the cheapest. Pillars could be put in the back yards of the houses to support the line, and it would not interfere with the foundations. No doubt there would be some compensation to be paid, but it would be very small compared with what would have to be paid if you made embankments and tunnels. My scheme would be somewhat similar to a tramway scheme. The locomotives and carriages could be made as light as possible. The carriages might be made, as in America, so as not to weigh more than a ton. That would make a vast difference in the wear and tear of the railways, and, of course, that would mean economy. Of course, people would have to change at the central station, but docks could be put in the platforms, and it would mean simply going out of one carriage into another, and they would run every three minutes. There would be a continuous stream of traffic. At the terminus I would cut across the Domain to Woolloomooloo Bay. There would be a way then for the people to get to Cowper Wharf and other places without going halfway round Sydney. If it is not desirable to deface the Park by means of an elevated railway, go under it. When you come to Cowper Wharf you can go across the head of it, tunnel under Potts' Point, and then you are at Rushcutters' Bay. You could get from there to Circular Quay, I suppose, in less than a mile, and have a straight line. Then it would be quite possible to come up the valley by the Museum, thus making a circular railway.

2437. *Mr. Humphery.*] Is it your view that we should have an electric circular railway? Yes.

2438. Independently of our present railway system, but admitting of passenger connection? Yes.

2439. *Mr. Lee.*] How would you approach the overhead railway in the city in order to enter the cars? You would require staircases in order to get up to them. They do not find any difficulty about that in America. The railways there are in the streets themselves, and the staircases come down upon the sidewalks.

2440. *Mr. Hoskins.*] Was not the overhead railway in New York found to be a great nuisance? No; they are building them continually.

2441. Was it not found that the grease was continually dropping upon the people upon the pavements; that the shopkeepers could not show their goods; and that the trains were taken close to people's bedrooms? Yes. That is what I object to; but under my scheme there would be no oil, because there would be no engines. The line would not go close to people's bedrooms, because it would be at the back instead of in the front. In New York they are in the front, and over the footpaths, but they are altering them every day and converting them into electric railways.

2442. *Mr. Roberts.*] Do not the overhead lines spoil the appearance of New York? Yes.

2443. Would they not spoil the appearance of Sydney? Yes, if they were in the streets; but I would put them between the streets.

2444. *Mr. Lee.*] They must cross some of the streets? Yes; and with whatever system you adopt you must do the same.

2445. *Mr. Hoskins.*] How could large loads of wool, such as those you see in the streets of Sydney during the early parts of the year, be taken under the elevated railway? The line could be made sufficiently high to suit any load. It is done in other parts of the world, and why not here.

2446. Is there any place in the world besides New York where the elevated railways are run on the side of the street, level with the first floors of the houses? Yes; in Philadelphia. Of course, a year makes a vast difference in America, and great alterations are being made.*

2447.

* NOTE (on revision):—The physical conformation of New York is very much like that of Sydney, both being built upon narrow peninsulas bounded by their respective harbours, and the central depôt being placed away from the crowded streets of each metropolis.

2447. Would an elevated railway be necessary if we had a comprehensive system of street tramways? I think, if you had a complete service of the kind proposed, you would not want the other. J. Young.
 2448. *President.*] You intend the elevated electric railway to work in combination with the railway system, but not in extension of it. The same carriages, of course, would not run? That is so. 4 May, 1897.
 2449. Do you know anything about the cost of it? I know it is the cheapest scheme you could adopt.
 2450. *Mr. Lee.*] Do you wish us to understand that the cars to be used would be separate from those used on the railway lines? It would not matter if they were the same, but I would not advise it.
 2451. If this is going to be an electric system for the city only, how are you going to pick up the suburban traffic and bring it in without a change of cars? I do not say there would not be a change of cars.
 2452. Do you think the suburban passengers would ever use the line, if they had to make a break from one train to another? Yes. Of course, you could never make a line to suit everybody.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

2453. *President.*] The Members of the Commission made an inspection, last Friday, of the vacant piece of land near Devonshire-street, and we now wish to get your opinion as to the possibility of cutting down the street to a depth of 8 or 9 feet, and letting the railway cross by an overhead bridge, without disturbing the traffic. We would like to know if you consider that that would be a wise way of extending the railway from the present terminus, or, whether you would suggest a solid embankment across the street, some deviation being made to provide for the traffic by a slightly different route. We also wish to know from you where you think it would be wise to place the trams, supposing such an arrangement were made. Another point in regard to which we shall want you to give evidence is this: Suppose the proposed loop-line is left out of the scheme, and part of the shunting is done down towards Circular Quay, how wide would the station in Hyde Park have to be. We want to know how wide it would have to be with a loop-line and without a loop-line. If this area were taken fronting Castlereagh-street, how far should we have to go into the Park to get the necessary width, and would it be possible to bring the tram along the present route of Elizabeth-street, overhead. There will be two lines of rails, one from Hyde Park to the Circular Quay, so that not more than a width of 30 feet would require to be resumed between those two places? If you want to take both classes of traffic down to the Circular Quay—
 2454. No, only one class—the long-distance traffic will stop at Hyde Park, while the suburban traffic would go down to the Quay? You would not gain anything by what you propose. You would want the loop-line for shunting purposes.
 2455. Suppose you determined to go on to the Circular Quay with the suburban traffic? You would want two lines for that, and two lines in addition for shunting the long-distance traffic.
 2456. With no loop and no extension, it was proposed to have a dead-end station 5 chains wide; but it might be well to have a station as narrow, where it is adjacent to the Park, as it can possibly be, consistent with efficient working of the traffic. One way to narrow it is by shunting the suburban traffic elsewhere; but inasmuch as the long-distance traffic is not to go down to the Circular Quay, but is to stop short at Hyde Park, that will render it necessary to have a greater width than you have shown on your plan. I want you to tell us what that width would be—how wide the station would be without a loop, and how wide it would have to be with a loop:—will you look into these matters, and give us an opinion in regard to them later on? I will. H. Deane.
 4 May, 1897.

FRIDAY, 7 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHREY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL FEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. WILLIAM JOSEPH THICKETT, M.L.C.	GEORGE BLACK, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Stephen Edward Perdriau, Surveyor, Department of Lands, further examined:—

2457. *President.*] You have seen the exact area likely to be required for a station if the Hyde Park station were rejected and land were taken alongside of it for that purpose? I know the boundaries of the area, and I have made a valuation, which is as follows:— S. E. Perdriau.
 7 May, 1897.

VALUATION of that portion of the city of Sydney lying between the northern side of the Synagogue and King-street, and bounded on the east by Elizabeth-street, and on the west by Castlereagh-street; excluding that portion now owned by the Crown, which embraces the High School property and the properties between it and Market-street: also excluding the Metropolitan Hotel, in King-street, and the adjacent properties easterly to within 45 feet of Elizabeth-street. Total, £190,000.

Separate valuations follow below for those two portions which Mr. Deane, Engineer-in-Chief, thinks might be excluded:—

No. 1.—We value the Monte de Piète property and the two small properties between it and the Metropolitan Hotel at	£21,500
No. 2.—We value the Castlereagh-street frontage of the property lying between the Synagogue and the northern boundary of M'Carthy's stables at	£20,000
Thus our valuation for the properties which would require to be resumed to provide the station site proposed by Mr. Deane as an alternative to the Hyde Park site is about	£150,000

This estimate is exclusive of the customary allowance of 10 per cent. for forced sale, and of any claims which may be set up for disruption of business; the claims, however, under the latter head cannot be very great. There are only three hotels included in the area proposed to be resumed, two of which are of a very second-rate order.

EDWARD J. SIEVERS.
 STEPHEN E. PERDRIAU.

2458.

S. E.
Perdriau.
7 May, 1897.

2458. You believe your estimate is an ample one? Yes.
2459. It is not proposed to take the Monte de Piète property? No.
2460. Your valuation is £160,000 plus the incidental expenses which you think would not be heavy? Quite so. There is a good deal of vacant land in the block.
2461. You think it is as cheap a resumption as it would be possible to make for the purpose? Yes; I think so as regards locality, there is 200 feet frontage to Elizabeth-street which is not built upon, and 177 feet to Castlereagh-street.
2462. That explains to some extent the comparative cheapness of the resumption? Yes.
2463. Do you care to express any opinion as to the site of the proposed station from the point of view of city traffic? Speaking individually, I regard it as a good substitute for the park site.
2464. Would it suit the travelling public as far as you know? I believe it would do so very well indeed.
2465. Mr. Sievers has collaborated with you in making this valuation? Yes.
2466. And the Commission can regard your estimate as being reliable? Yes; we worked it out by taking the municipal assessment, and then by taking the values of the land; the values we put upon it are higher than are the owners' values. The municipal valuation came to about £180,000, the other valuation came to £200,000; we split the difference and made the value £190,000. I think £160,000 would be the full amount.
2467. *Mr. Hoskins.*] That does not include 10 per cent. for forced sale nor claims for disruption of business? No; there are no important buildings.
2468. *President.*] Would it be difficult to get another site in the neighbourhood suitable for railway traffic which would be as little occupied by buildings as is the site under consideration? I think there are very few blocks in the city in such a good position which contain so much vacant land.
2469. Can you suggest any place in the City of Sydney where a railway station site could be got for a smaller amount, of course, having in view the remainder of the line from that point to Redfern? I do not think there is any other place in the city as economically suitable.
2470. *Mr. Lee.*] You have now had ample opportunity of estimating the cost of the respective resumptions in various parts of the city in connection with this railway? Yes.
2471. You have inquired into the original scheme for Hyde Park? Yes.
2472. You have also inquired into the alternative schemes submitted by Mr. Deane, and one or two of the schemes which have been proposed by citizens? Yes.
2473. Are there any of these schemes in which resumption of land can be carried out as cheaply as it can in connection with the Hyde Park scheme? There is not the slightest doubt that the others are not nearly so cheap.
2474. That particular scheme stands out beyond all the others for cheapness of resumption? Yes.
2475. *President.*] Is there anything else you wish to tell the Commission? No, except that it struck me, when I was preparing the plan which I laid before you, that it was rather a coincidence that there should be such a piece of land in such a position, and so suitable for a railway station where the Crown owned so considerable an area, and where so large an extent of the land not owned by the Crown was not built upon.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

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2476. *President.*] You have had an opportunity of looking into the alternative scheme adjacent to that involving the taking of a portion of Hyde Park? Yes.
2477. Do you think that if Parliament were averse to the taking a portion of the Park, the alternative scheme to which I refer would be the best substitute? It seems to be the best alternative scheme.
2478. The proposal submitted to the Commission was for a line to Hyde Park. Would it be possible, by having a loop line such as is shown on the plan, going towards Woolloomooloo, to work the whole of the traffic on that single loop without going to the Circular Quay? Yes.
2479. Therefore the extension from Hyde Park to Circular Quay would be an extra expense, and would be common to both schemes? Yes.
2480. *Mr. Lee.*] If the loop were abandoned and the line were extended to Circular Quay, would it be possible to work the traffic without the loop? I believe that would be unsatisfactory, and I will explain why. The corresponding substitute or alternative to the Hyde Park scheme is a station between Castlereagh-street and Elizabeth-street with the Woolloomooloo loop. The extension to the Circular Quay is an addition, and would not provide the right facilities for shunting. The Woolloomooloo loop is a substitution for the shunting arrangements in the large station.
2481. *President.*] And is put in to make the station as narrow as possible? Yes. If you suppose for a moment that that loop is not constructed, and that you want to have a loop down near the Circular Quay, it means this—that the loop or terminus will have to serve a double purpose, because, if you construct both the lines as far as that, you will have to take some traffic down there, and if you take traffic and empty trains down there you will want four lines of way, whereas the Woolloomooloo loop is only a single loop; there will thus be no saving of expense by going down to the Circular Quay.
2482. Then the case is this—we can, by a loop towards Woolloomooloo, as you have explained, and by a station between Castlereagh-street and Elizabeth-street, do what was submitted to the Commission in the first instance by the Railway Commissioners, but perhaps not so satisfactorily? Quite so.
2483. The extension to Circular Quay is possible under the alternative scheme? Yes.
2484. Is it possible under the Commissioners' scheme? Yes.
2485. How would you get it under the Commissioners' scheme? It was proposed that two of the lines should be lowered so as to take them underneath the front of the station in tunnels. I think I explained that, and that the foundations of the building were to be made so as to permit of the lines being taken through afterwards without any further expense.
2486. The extension of the alternative scheme to the Quay, if the Commission determined that it could wait a little while, would be the same, whether from the alternative station site or from the Park? Approximately it is the same.
2487. Can you give us the cost of the railway in sections, cutting out the cost of the piece to the Quay, and giving that to us subsequently? Yes; but the figures are no more than a rough approximation. I have estimated for the Devonshire-street deviation, together with all the work involved, £40,000.

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2488. Is that common to any extension into the city? It might be considered so.
2489. *Mr. Lee.*] It would not be common to a scheme under which you had a central railway station at Devonshire-street? No.
2490. *President.*] What is the next section? For the next section up to Liverpool-street, I have allowed £95,000, from Liverpool-street to Elizabeth-street crossing £70,000, and from Elizabeth-street to King-street, including the station, £164,000; the Domain loop is put down at £72,500, and I have taken for signalling and lighting £14,000.
2491. Does that cover the whole of the work in the alternative scheme? Yes; the total is £455,500—that is, without the Circular Quay piece.
2492. The resumption from Belmore Park to Liverpool-street has been given at something like £100,000, and Mr. Perdriau estimates to-day that at least £165,000 will be required for the railway station site, making a total of £750,000 for the work? Yes.
2493. What was your estimate for the Railway Commissioners' scheme as far as Park-street? £600,000.
2494. How much would it take to bring that line from Park-street to St. James'-road? £50,000.
2495. Does that include the resumption? Between Belmore Park and Liverpool-street.
2496. Then the alternative scheme is dearer than the Commissioners' scheme by £55,000? Yes.
2497. Are you aware that the Railway Commissioners suggested that £100,000 should be debited to the railways if the Park site were given to them? I have heard so.
2498. If the railways were debited to that extent, then this scheme becomes cheaper than the Railway Commissioners' scheme by £45,000? Yes.
2499. What is the cost of the work from King-street to the Circular Quay? £94,000.
2500. That is common to and in addition to both schemes? Yes.
2501. Do you think you could get through from King-street to the Quay without any resumption? I think the line could be carried underneath without interfering with property, but there might be some liability for compensation if settlement occurred.
2502. From your knowledge of the formation and the depth, do you think that the line could be extended from King-street to Circular Quay without interfering with any buildings under which the railway would pass? Yes.
2503. You have no doubt about that? I have no doubt but that the thing could be done.
2504. Your knowledge of the formation and depth makes your mind absolutely certain upon that point? Yes.
2505. You desire to put in an estimate of the cost of the alteration of railway yards at Redfern? Yes, I omitted that. The total amount I make it would be £735,500, instead of £715,000. I should like to point out another thing in the other estimate. The estimate for the alternative scheme does not include any office accommodation; the other one does. In answer to Question 1298, I stated that if accommodation was not required the cost of the buildings would be cut down by £65,000, so that that would have to be deducted from the original amount; in order to make a comparison with the £650,000, which was the total to bring it up to St. James'-road, the amount must be reduced by £65,000. That would make £585,000, and now, as suggested by the Railway Commissioners, £100,000 could be debited for the Park. That makes a total of £685,000. I have made inquiries about that £100,000. I have not been able to see Mr. McLachlan, who is away, but I saw the Chief Clerk, and he told me that he was not aware that there had been any correspondence on the matter. He did not think that there had been anything in writing at all about it. It had been referred to by the Chief Commissioner at the annual dinner of the Commercial Travellers' Association, a report of which appeared in the daily papers. There he mentioned that it would be reasonable to debit the Railway Department with, say, £100,000, to provide for open spaces in crowded districts like Redfern. I do not think that that is the first occasion when it was mentioned. But it evidently expressed what was looked upon as a reasonable thing to do.
2506. How would the two schemes come out then? The scheme with the Hyde Park Station at St. James'-road £685,000, and for the alternative scheme £735,500, giving a difference of £50,500.
2507. *Mr. Humphery.*] Are we to understand that the difference in the entire cost and compensation for the disturbance of business, and the resumption of land between the Castlereagh and the Elizabeth streets site, and a similar site at Hyde Park, would be £50,000? No, no. I am comparing the original scheme brought up to St. James' Road with this alternative scheme.
2508. You make this distinction—that in the St. James' Road scheme you would have 10 acres? Yes.
2509. And you would have besides the buildings for offices? Yes.
2510. Which you have not taken into consideration in estimating the difference of £50,000? Yes. I have deducted £65,000 for the buildings.
2511. Have you taken into consideration in the Castlereagh-street scheme the value of land already owned by the Government? No. These figures were given to me this morning as Mr. Perdriau's estimate. That is all that I know about it.
2512. *President.*] Keeping in view what you previously said with regard to the area under consideration on the northern side of Devonshire-street, will you explain what you believe will be the wisest course, and give your reasons? If provision is to be made for extending the station accommodation at Redfern across the site of Devonshire-street, I am of opinion that Devonshire-street should be diverted, because it will be impossible to leave it in its present position, and to lower it sufficiently, and to get under all the roads that would require to be extended. Lowering the whole of Devonshire-street would be impracticable. It would have to be lowered throughout the whole of its length to provide for the extension of the yard. If the station yard is not extended, and only four or six lines, as the case may be, carried towards the city, Devonshire-street need not be diverted. The lowering then would not be a serious matter, as I have already explained; but if it has to be diverted, I consider that it should be done in one of the ways sketched on the map.
2513. *Mr. Humphery.*] You did not tell us why it should be diverted? It would have to be lowered for nearly the whole of its length in front of the station, and that would not be impracticable, but the grades at the end would be unworkable.
2514. *Mr. Lee.*] In other words, if you want to extend the yard across Devonshire-street, and make the same use of the Cemetery site as you are now making of the Redfern yard, then you would have to take entire possession of Devonshire-street? Yes.
2515. *Mr. Humphery.*] Do you say it is necessary to extend the Redfern railway yard across Devonshire-street to the Cemetery? It is not absolutely necessary for the scheme.

- H. Deane. 2516. Therefore, if it is not necessary, it would not be necessary to divert Devonshire-street? Yes.
- 7 May, 1897. 2517. And by taking the four lines from the railway across Devonshire-street, you could lower Devonshire-street, and render unnecessary the deviation? Yes.
2518. If you deviate Devonshire-street, there would be a great gain resulting in increased accommodation to Redfern station yard? In the future.
2519. *Mr. Lee.*] I think you have already shown us that at Hyde Park four lines of railway would be sufficient for the passenger traffic? Yes; under this modified scheme.
2520. That being the case, where would be the necessity for extending the Redfern yard across the whole of Devonshire-street? It would be very desirable to provide for the future.
2521. If four lines of railway are sufficient, with your proposed additions there to carry on the passenger traffic, why would it be necessary to take Devonshire-street? I should say it would not become necessary, but I was asked to look into the matter by the Commission.
2522. *President.*] Is this your attitude: That the platforms at Redfern are not sufficiently long. To extend the platforms it becomes necessary to extend Devonshire-street further north, because then if you do not do so, you have too contracted a space between the end of the platform and the road. That is point one. Point two is, that if you put a cut of 8 feet down in Devonshire-street you leave it worse than it is at present. Point three is, that it is absolutely certain that if you want a compact yard you cannot have a street running through it; therefore, if you can get a better street and lengthen the platforms, and get a compact yard, and make provision for the future by extending the street to the north, that is what should be done;—you, therefore, recommend that it should be extended to the north? Yes; that is about it. I considered at first in connection with the extension of the line by carrying four or six lines into the city, Devonshire-street might be lowered, and I was asked to look into the matter of deviating Devonshire-street. It will be remembered that I pointed out when we were considering the question of making a large terminal station on the site of the Benevolent Asylum, that it was then proposed to deviate the bulk of the traffic of Devonshire-street right round by Garden Road, leaving only a passage for cabs on the line of Devonshire-street. At the request of the Commission I have looked into the matter of the deviation of Devonshire-street, and although I consider it is much more costly than to lower Devonshire-street, it makes a much better job, and provides for the future, which the lowering of Devonshire-street would not do. If Devonshire-street is lowered, and afterwards the Railway Station has to be extended, the whole of that work will be thrown away, because it would have to be deviated sooner or later. If this line comes to be constructed it would be a fitting time to deviate Devonshire-street, and this plan shows how I propose that it should be done. I do not think it is a necessary part to either one or the other of these schemes, and perhaps it is not fair to debit to the one estimate the whole cost, and not to debit the other.
2523. *Mr. Wright.*] It is your opinion that under any circumstances the Redfern railway yard should be extended northwards? Yes.
2524. That the yard is too small altogether for the purposes for which it is designed? Undoubtedly.
2525. Therefore it is necessary that it should be extended to the north over Devonshire-street? Yes, sooner or later.
2526. And whatever extension will take place ultimately that piece of ground will be required for railway accommodation? No doubt about it.
2527. *President.*] How much is the amount of the other item which you put into your estimate? £40,000.
2528. You can say it is not part of the scheme; it belongs really to something else? It does.
2529. So that £40,000 should be taken out? Yes; a good part of it.
2530. *Mr. Lee.*] The closing of Devonshire-street would necessarily involve the use of the whole of Devonshire-street Cemetery for railway purposes? Up to the deviation.
2531. All that portion except the part required to give a roadway? There is a portion between the deviated road and Belmore Road which would not be used.
2532. Therefore the question of utilising any portion of Devonshire-street Cemetery as a park comes to an end? The northern part would be available.
2533. You have no necessity to take that portion, what you would take would be the southern portion, nearly up to the boundary wall between the Church of England portion and the Roman Catholic? Yes.
2534. That would be required for railway purposes if Devonshire-street were closed, would it not? Yes; the southern part would be available for the extension of the station.
2535. If you had to fill in Devonshire-street to the level of your railway yard, or to excavate the Cemetery to the level of the railway, you would have possession of that part as you have of the Redfern yard? Yes.
2536. Therefore we can hardly look upon Devonshire-street as a recreation ground in substitution for any portion of Hyde Park that may be taken? Of course it need not be taken if the Railway Commissioners say that they do not require the extra area.
2537. *Mr. Hoskins.*] If Devonshire-street were lowered 6 or 10 feet to take four lines of railway, would it not cause a great difficulty with regard to the traffic between George-street and Devonshire-street? If Devonshire-street were lowered.
2538. Yes; only to permit of four lines of rails? No; we could make the grades quite satisfactory. I think the deviation makes the best job, although it is much more expensive than lowering the street. Whether we utilise the whole of the Cemetery as a park, or only the northern portion of it, I do not think it will very much matter. Suppose the whole of the Cemetery were converted into a park, it would be accessible from the deviated road just as well as from the present street.
2539. *Mr. Lee.*] The residents of Redfern would be put to very little inconvenience if Devonshire-street were closed, and the proposed new road made? Yes.
2540. And closing Devonshire-street would necessitate the diversion of the tram down past Devonshire-street, to join at the northern corner of Belmore Park? Yes; that forms a considerable portion of the expense.
2541. There are no engineering difficulties in taking that tramway there? No.
2542. *Mr. Wright.*] In your opinion, is there any necessity to deviate Devonshire-street; if it is closed could not the traffic go by Belmore Road just as well? I do not think that would do very well; it would be a long way round.

2543. Would it not be the most direct route into the city? Yes; but for any traffic from Parramatta-street that would go along Devonshire-street to Surry Hills it would be rather a serious inconvenience. If the traffic goes round Garden Road, or Belmore Road, as it is called, it would be dropping down into a hollow and rising up at the corner of Elizabeth-street, which is quite a steep hill.

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2544. There would then be a space of land between Cleveland-street and Belmore Road without access to Parramatta-street? Yes; without any proper access.

2545. If you could get through from Castlereagh-street North into the Cemetery, would you not have the most direct track into the city? You would; but there would be a nasty grade and heavy work where the deviation of the tramway is shown.

2546. Could not the trams now running to Botany be diverted altogether from their present course, and go up Elizabeth-street? That is what is proposed.

2547. Then the connection between Redfern, Botany, and Sydney would be shortened by the proposed route? Yes.

2548. *Mr. Lee.*] Have you shown the difference of cost between the covered way across the portion of Devonshire-street and the entire resumption of it? I have given the particulars as to the lowering of the street.

2549. *President.*] What would be the grade of Devonshire-street after it was lowered? One in twenty-five; that is for four lines.

2550. *Mr. Lee.*] Would the six lines of railway admit of general passenger traffic coming into the city from long distances as well as the suburban traffic? Yes.

2551. *President.*] Four lines would bring in everything, would it not? Yes; in connection with the alternative scheme.

2552. *Mr. Lee.*] Then you have made provision for four lines as your alternative scheme? Yes; there were six lines in connection with the Hyde Park scheme.

2553. With four lines could all the passenger traffic be dealt with at the terminus in the city? I believe it could; but that is one of the points on which I have to consult the Railway Commissioners.

2554. We will come now to Liverpool-street, where you first touch the Park;—will the railway going through the Park there be all cut and cover? I propose that it should be half open and half covered in.

2555. Of course the open portion of it must be looked upon as a resumption of the Park? I do not think that it is exactly the same.

2556. The portion that will be open will not be available to the public? Not to walk over, but it will be open for them to view the Park. I think I am correct in the view that it is not necessary to walk over the entire park.

2557. Would it not be possible to put the line entirely out of sight—entirely under the Park? Certainly, it would be possible; but it was the ventilation that I was thinking about.

2558. I should like to know whether the whole of the line could not be kept under cover going through Hyde Park? Yes, it can be done.

2559. Would it be at a greatly increased cost? It would be more expensive.

2560. Would it be much more? I can give an approximate idea.

2561. *President.*] How far is it? Altogether, 508 yards to the crossing of Liverpool-street. Where the rails are shown in blue lines on the map, I have intended the line to be open, the other parts to be covered over and the surface restored. The whole line can be covered over, of course, from Liverpool-street to the crossing at Elizabeth-street; but I am afraid it would make the atmosphere more choky and disagreeable.

2562. But would it not be possible to provide for extra ventilation to get over a difficulty of that kind? I do not consider that the ventilation of lines of this kind is ever successfully carried out.

2563. Can you not devise a scheme by which we can pass through that park without depriving the public of a foot of the surface? We can do it by covering the whole of it over; but I do not recommend it. I think that leaving small spaces interferes very little with the comfort of people using the park.

2564. What is the length of the openings on each side of Hyde Park? 150 feet.

2565. How many are there? Four openings, making altogether 600 feet.

2566. Then the portion to be covered between those intervals would be about 600 feet, so that while you are taking that portion away from the public you might as well take the whole? I do not agree with that. I do not think that the taking of little patches like that is anything like taking a strip or a large patch.

2567. Does that loop go under Parliament House? Yes, but it is a long way down.

2568. I suppose it is deep enough to prevent any inconvenience? Yes, it is right down in the solid sandstone, far below the foundations.

2569. What would be the cost of lowering and bridging Devonshire-street? The estimate is £21,200.

2570. *President.*] And what is the cost of the other? The other I put down at £40,000. That includes the deviation of the tramway.

TUESDAY, 11 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY MASSAHL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

Edward Miller Gard Eddy, Chief Commissioner for Railways, sworn, and examined:—

2571. *President.*] Would you like to make a statement? Perhaps it will simplify the matter if I do so. It has been recognised for many years that the accommodation at Redfern is quite insufficient for the business which has to be conducted there, and of recent years the traffic has grown very materially indeed. Generally, the public cannot obtain that amount of comfort in travelling that they are entitled to expect; but at holiday

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holiday times everything is in a state of congestion, the public are much inconvenienced, and the traffic is not conducted with that regularity that the Commissioners would like to see. It is not only the dealing with the trains, but the minor facilities, such as cloak-room accommodation, the obtaining of tickets, waiting-rooms, refreshment-rooms, and all that sort of thing—everything is too small for the business which has to be conducted. Again, it is quite clear that Redfern is not the terminal point at which the bulk of the passengers wish to arrive. The outpourings from the trains into the trams, and the large numbers of people carried by the trams and the omnibuses into the city, show clearly that it will be far more convenient to the public for the trains to go into the centre of the city. That has been the experience in all parts of the world. Railway companies have spent very large sums of money in all directions in endeavouring to bring their passengers as near to their destination as they possibly can. That has not only been a great convenience to the public, but it has been a source of very great profit to the railways, as the tendency in all big centres of population is for the people to go away from their places of business, and to reside in the suburbs. It is a complete change from the old system, when the owners of shops and businesses used to make it a point to reside on their premises. That has been going on in Sydney in very much the same sort of way as it has been going on in other parts of the world. That brings us to the point as to which would be the most convenient part to which to extend the railway.

2572. The Commission have been given to understand that the congested state of traffic at Redfern is not only a matter of inconvenience, but is fraught with some danger? Undoubtedly. Where you have to conduct your business under continual stress for want of time, and want of platform accommodation, there must be the element of risk which you wish to see eliminated, in spite of every precaution being taken to carry on the business with perfect safety, which has been fairly successfully accomplished at Redfern.

2573. Working at full pressure, and under great stress? Absolutely great pressure.

2574. *Mr. Hoskins.*] Has there been great danger from the probability of collisions between shunting engines and carriages in the confined space at Redfern yard? There is not much risk in connection with shunting operations, so long as the men obey the signals. Everything at Redfern is interlocked, so that you cannot have the signal "off" for an engine to come into collision with an operation going on in another part of the yard. But, of course, if a driver runs past a danger signal he is liable to come into collision with some other operation that is going forward. It appears from the watching of the tram and omnibus traffic, that a station abutting on King-street would be the most convenient position for a terminal station, and that was the reason for the Commissioners putting forward the scheme which has been inquired into by a previous Royal Commission. Although an alternative scheme was put forward towards the end of the sitting of that Commission, it was simply put forward because it was stated that there was a strong feeling against taking so much of the Park. But we cannot depart from the opinion which was so clearly emphasised at that last inquiry, that Hyde Park is the right and proper position for a general station of the dimensions which you have had placed before you in plans.

2575. *President.*] If there be nothing else to consider, for the traffic and the public that is the place? That is the place. Then, with regard to the point which has been raised as to open spaces, it is not as though the only open space there was Hyde Park. There are open spaces of about 227 acres surrounding this block of 10 or 12 acres which it is proposed to take, and at the end of that open space you have the waters of the harbour. Of course, the Railway Commissioners would not for a moment think that the open space question should be entirely ignored, and therefore we recommended before the last Royal Commission—and we wish to place it before you gentlemen—that there should be open space, to the extent of the open space taken from Hyde Park, given to the public elsewhere; and, if necessary, that open space should be increased. If it were possible to obtain the necessary amount of land from private individuals on the site proposed for this station we would not suggest taking the Park. We would say, "Purchase that amount of property." But we do think, in the interests of the people—because the whole of the people will have to pay for any unnecessary expenditure incurred—it would be unwise to purchase buildings for the purpose of pulling them down to create an open space. Therefore, as private property cannot be obtained for the site, we, with all respect, suggest that the merits of the case be met by taking from a part of the city where there is a surplus of open space the amount required for the convenience of the people, and to provide elsewhere, where it would be of much greater value, open space to the same extent, and, if necessary, to a greater extent, than that which is taken from the people here. I also wish to place before the Commission the necessity, in dealing with railway traffic, especially when it is going long distances, and people take a large amount of luggage with them, of having your platforms on a level with the surrounding streets. In other parts of the world, where stations have been made above the level of the streets, and in some instances below the level, there has been the greatest possible amount of difficulty experienced; and every effort has been made later on to get rid of the different levels. In Liverpool, for instance, the Lancashire and Yorkshire Company spent from £350,000 to £400,000 simply to lower the rails to the level of the adjoining streets, and then they extended the station at the same time by spending another £600,000. I only mention that to call attention to the necessity, in dealing with a terminal station for long-distance traffic, of the passenger platforms being on a level with the streets, up which the cabs will drive, and deliver their luggage to the trains. Again, looking at the fact that it must be generally admitted that Redfern station is totally insufficient for the traffic, I would point out that it would be unwise to spend a very large sum of money in connection with the present site, or any site closely adjoining, because you could not charge any additional fare to recoup the interest on the large expenditure. But if, by bringing the line into the city, you convenience the public, and save them expense in travelling along the streets, you can wisely and justly make them pay a small additional fare; and by charging a fare of 1d. to each passenger taking ordinary tickets for each journey, and adding a small sum per month to the season-ticket holders, and about 3d. a week to workmen, you bring them into the city at a less cost than at present, and you get sufficient revenue to recoup the country absolutely for every penny of expenditure incurred in carrying out this great improvement. Those are the main points I wish to bring under your notice, and I would strongly urge that the scheme for placing a big general station in Hyde Park should be adopted.

2576. With regard to the reason you mention as a sentimental reason, presuming that dominates the whole case, and that Parliament decides that Hyde Park must remain intact; assuming also that Parliament decides that a small portion of Hyde Park shall be given;—can you advise, in those two cases, what would be the wisest thing to do, so far as the traffic is concerned? With regard to the first condition, I think

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think the wisest course would be for the Railway Commissioners to spend a reasonable sum of money in connection with the existing station at Redfern until such time as public opinion will force the railway forward to the centre of the city. I am certain that will come. Under the second condition, I think it would be possible to make a scheme which would be fairly satisfactory, but it would not be so satisfactory as the putting of the large station in Hyde Park. A scheme which would be fairly satisfactory could be worked out by taking about one-half the area in Hyde Park already suggested, and placing in that area a station for long-distance traffic, with about five platforms, and a cab-drive between two of the principal arrival lines. Then, in the space now occupied by the High School, a local station could be created, at which all the suburban trains could be dealt with. You have this advantage under a scheme of that nature: that practically the terminus is at one spot; but if you were to place a suburban-line station in the city, and leave the long-distance traffic at Redfern, from the moment the new arrangement came into operation there would be nothing but dissatisfaction expressed by those people who found themselves left at Redfern, and who wanted to get down to King-street, which they would be able to do in about two minutes if their trains were sent forward in the same way as the local trains would be sent forward. Therefore, I would very strongly urge that there should be no separation of the two classes of traffic by a distance, such as from Redfern to King-street.

2577. Would that be your main objection to the long-distance traffic remaining at Redfern? Yes.

2578. Therefore, the case stands thus: without taking the Park it is possible to deal with the suburban traffic, but it is not possible to deal with the long-distance traffic, or with a combination of the two? No.

2579. There is not width enough, in point of fact, between Castlereagh and Elizabeth streets to take comfortably more than the suburban traffic; therefore, there must be an encroachment on the Park if the whole system finds its terminus approaching King-street? That is so.

2580. Could you shunt your suburban traffic between Castlereagh and Elizabeth streets;—I ask that, because the map shows an extension to Circular Quay? Yes; I think the suburban traffic could be dealt with at that station.

2581. What is your view with regard to an extension, for general purposes, such as is shown on the map, to Circular Quay? I do not think the time has come for that extension. The extra traffic which would be gained would not, in my opinion, pay for the outlay.

2582. But still it would be some convenience, but not sufficiently great? It would be a traffic which would be carried without charge, because whether you took the line to King-street or Circular Quay you would have to charge the same fare.

2583. I presume you are aware that 6,000,000 persons land at Circular Quay yearly, which must mean some traffic for the railway, and the extension of the railway almost in touch of that landing place would be very convenient for the public, but you think it is not sufficient? I do not think you would get sufficient return at the present time to justify the large additional outlay.

2584. I suppose that the two stations would be practically parallel? Yes.

2585. We have had under consideration the question of a loop;—is it possible to get such relief from such loops as have been proposed, to enable a station, such as is shown between Castlereagh and Elizabeth streets, to bring the whole of the traffic in—that is to say, without encroaching on the Park at all? It would be impossible. At present there are thirteen platforms at Redfern. They are insufficient for the business now. Therefore, it would be impossible to deal with all the traffic on six platforms.

2586. The relief a loop gives is not sufficient? That would be a mere nothing as compared with the accommodation of the passengers on the platforms alone.

2587. The loop remains perhaps for relief at some future time? Yes.

2588. How many lines of rails do you propose to bring in? Six; if we bring the long-distance traffic in.

2589. *Mr. O'Connor.*] Does your scheme in any way propose to interfere with St. James' Church and the Courts? No.

2590. *President.*] Would you approve of a long-distance station down towards Government House? No; I do not think it would be as convenient as Redfern. People would have to go out of their way to get to that point.

2591. Would there be any other reason why it would be unsatisfactory? No; nothing beyond the fact that it would not suit the public, and we are trying to make a station to accommodate the public.

2592. The approach to Circular Quay must be by a tunnel? Yes.

2593. Would there be an objection in that? I have the strongest objection to tunnelling work in Sydney. It is found very disadvantageous in other parts of the world where the temperature is not nearly so high as here. I am sure it would be found most unpopular in Sydney.

2594. If electric traction were possible, would your objection to tunnelling be removed to a certain extent? I do not think that we can deal with a state of things which does not exist.

2595. If we had electricity, would a good deal of the objection be removed? Undoubtedly; but we have not arrived at that state of things yet.

2596. We must consider the matter on the basis of the traction we have at present? Yes.

2597. You see no immediate chance or likelihood of the suburban traffic being run by electricity? It is not suburban traffic only which has to be considered; you would have to deal with trains going outside the suburbs. The people, for instance, living at Campbelltown, would expect to come forward to the full extent of the railway. Even if electricity could be adopted for purely suburban work, it would be a long time, I think, before we should be able to work long-distance trains economically by that power. That question has not been solved in any way yet.

2598. Do you think it is reasonable to anticipate that the suburban traffic could, in the future, be worked by electricity? I think we might be able to experiment with the purely suburban traffic before many years are over.

2599. But we must not regard it as a certainty for the purposes of this inquiry? No.

2600. When you speak of long-distance traffic, what do you mean;—can you form any idea as to what trains would not go to the railway station between Castlereagh and Elizabeth streets? For the present, it might be possible to work the Campbelltown trains and trains going to the Mountains at slack times, but I fear it would not be possible to work those at busy times. There would be too much luggage to be dealt with. In dealing with the suburban traffic I think you should deal with the purely suburban service, like that to Homebush, Hornsby, and Hurstville.

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2601. For the present it might be possible in slack times to bring Mount Victoria and Moss Vale to the suburban station site? Yes.
2602. And the South Coast trains? No; I think there is too much milk traffic in those trains.
2603. Could the Newcastle trains come in? No; none of the mail or express trains.
2604. Would it be possible to locate the station at the top of King-street, in the Domain, at the back, as it were, of the Hospital and Mint? I think it would be very disadvantageous to put a railway station alongside the Hospital. When anyone is dangerously sick in a house we go the extent of putting straw and tan down so as to deaden the sound of the ordinary traffic. Here you concentrate all kinds of people who are sick—many of them in a dangerous state—and it would not be wise to locate the station alongside them, so as to annoy them with the whistling, vibration, and movement of trains. In addition to that, I do not think the site is altogether as convenient as we could wish. Again, we should be taking up a site which I have always understood has been decided upon for many years past for the whole of the law courts—a most advantageous position for them.
2605. Would it be possible to stop your long-distance traffic at Liverpool-street? It would be very costly to provide a station there; the levels are so much against the scheme.
2606. There is not sufficient level before you commence to fall towards Belmore Park? No; the fall is very rapid there.
2607. The length is only 400 or 500 feet, and you want more than that for your stations? Yes; the platforms must be 700 feet.
2608. Supposing a railway station was projected on the southern side of Belmore Park, how would you view it? Unless we can come forward to Hyde Park, I would strongly deprecate spending any very large sum of money. I would only advise the judicious expenditure of a moderate sum—say £70,000 or £100,000—to make Redfern station answer its purpose until such time as it is decided to bring the railway forward into the city.
2609. You insist that if suburban traffic comes in, all traffic should come in? Yes.
2610. What proportion of the whole of the traffic is suburban? A very large proportion.
2611. Would it be seven-eighths? A return which I had prepared some time ago showed that there were 203 purely suburban trains, twenty-five trains running to places like Campbelltown, Penrith, and the Mountains, and twenty-eight long-distance trains. Then, of course, at holiday times those long-distance trains are duplicated in nearly every instance.
2612. Therefore about three-fourths of the traffic is suburban? Yes.
2613. Supposing Parliament is disinclined to approve of the Park being taken, would it not be of great benefit to three-fourths of the travelling public? If Parliament takes the responsibility of the complaints of the long-distance public, I am sure the complaints will be very continuous and very strong.
2614. Can you suggest anything but the Park? No; I wish I could.
2615. *Mr. Wright.*] Would the proposed station in the Park for long-distance traffic be a surface or underground station? A surface station. The cabs would drive to the front of the station.
2616. The station would extend from St. James'-road nearly to Park-street? Yes.
2617. *Mr. Trickett.*] That would block up Market-street as a through street? Market-street would end where it is to-day. It does not go through the Park, and the station does not interfere with it.
2618. But for the suburban traffic, you could make it sufficiently low to let Market-street go over it, or you could block the street? The scheme before you provides for a low-level station for the suburban passenger traffic. Market-street need not be interfered with. In coming from Redfern under the Park, you must be sufficiently low to go under Elizabeth-street, which necessarily places you under the level of Market-street.
2619. *Mr. Humphery.*] What is your opinion as to the question of annual cost, by way of comparison between a suburban passenger station in the city and the country station at Redfern, and both stations in the city;—would it be more economical to work the two stations at St. James'-road, or have the suburban station there and the other at Redfern? I think it would be about the same, because having a station for the suburban traffic would require you to keep two independent sets of men.
2620. Assuming you could have a terminal station for long-distance passengers and suburban passengers at the Park, you then would have surface stations, and the cost would be less than having them separated by Elizabeth-street? The cost of working would be decidedly less, and it would be more convenient for the public also.
2621. Have you considered that? I think I have made myself clear—that in my opinion the large station should be built near King-street; that everything should be under one roof.
2622. That was your evidence before a previous Commission; but I speak of your evidence to-day. You are of opinion that the terminal station for long-distance passengers might be at St. James'-road? I say distinctly that in our opinion every line should be in the one station at Hyde Park, and the alternative of putting the local passengers on one side of Elizabeth-street, and the through passengers on the other side, is simply because it is urged sufficient space will not be given in Hyde Park for the whole of the traffic to be dealt with there.
2623. I think, by your former scheme, you proposed to come up to King-street;—do you think you could get sufficient accommodation between St. James'-road and Park-street? Yes; that is the modified plan before you now, as prepared by Mr. Deane.
2624. That is the plan you favour? That is the plan which has been worked out.
2625. That is to say, you will take 10 acres of the Park instead of 5 for the country trains, and I suppose a sufficient area between Elizabeth and Castlereagh streets for the suburban trains? Yes.
2626. In the event of the scheme for the suburban station being placed between Elizabeth and Castlereagh-streets, could provision be made for ultimate extension? To where?
2627. Northward, to join any bridge which may be made to connect Sydney with the North Shore? I should not propose that, because I am decidedly of opinion that there should be no bridge to the North Shore; therefore, I am not proposing that this station should be considered a proper connection for the North Shore.
2628. If you have a surface station at St. James'-road for the long-distance trains, would it be possible to extend the line northward? The foundations could be so arranged for the station that two of the lines, or perhaps four, if necessary, could be lowered so as to go forward to the eastern suburbs or to the Quay at any future time.

2629. Then the Hyde Park scheme, as far as St. James' road, would admit of the extension of the line northward, or to include the eastern suburbs? That is so.
2630. Your opinion is that it should be so carried out? Yes; Mr. Deane has promised to arrange the foundations so that that could be done. E. M. G.
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2631. In the event of an expenditure for the temporary improvement of Redfern station being decided upon, would the carrying out of the improvement involve the interruption of railway operations to any extent? All alterations interfere with the working of the traffic.
2632. Would it seriously interfere with it? We should have to carry it out in such a way as to interfere as little as possible; but you must see that if you are working a station where everything is carried on at high pressure, and there is no leisure time, if you put a lot of workmen in to pull the place about, you must necessarily interfere with the regularity of the service.
2633. And in that way there would be more expense than would be necessary if you made a terminal station at a distance from Redfern? It is always much cheaper to begin with a clean sheet of paper, and let your men go on without interruption, as opposed to a scheme under which you would be interrupted by the trains every few minutes.
2634. *President.*] Have you seen the plan showing an extension of the railway station over Devonshire-street; you are aware that the level of Devonshire-street from the railway level is not sufficient to allow traffic to pass readily under it; therefore, there will require to be a dip in Devonshire-street of about 1 in 25; the amount to be taken out will be from 6 to 9 feet; we have discussed the question whether it would be better to deal with the whole of the area bounded by Devonshire-street on the south, and going into Belmore Park on the north, and whether it would be wise, in view of future contingencies in connection with the railway, to leave Devonshire-street as level as it was in the first instance by projecting the road a little to the north? Anything which can be done to add to the area of railway property at Redfern will be of immense value in years to come.
2635. You want all you can get? Every yard which can be given.
2636. Have you seen the plan? Yes.
2637. Would that meet with your approval? Yes.
2638. Or any modification of it? That gives the maximum amount of ground.
2639. As close to that as possible would meet your views? Yes.
2640. Would it be useful to you to be able to extend the length of the station in a northerly direction? Yes. Redfern has to deal with goods traffic as well as passenger traffic, and it also has to store a large number of carriages for the general working; and additional space is much required for all purposes.
2641. If Devonshire-street were filled up and moved bodily northwards, you would be able to lengthen your platforms without interfering with your yard? Yes.
2642. Would that be of any advantage? Yes. If Parliament definitely decides not to extend the railway into the city, that is the direction in which we shall have to alter the station. The platforms require to be lengthened. The space in front of the station, in which all the passengers land from their cabs or 'buses, requires to be greatly enlarged, and the waiting-room and cloak-room accommodation also requires to be increased. Therefore, the only way to deal with that work is to lengthen the station towards the Benevolent Asylum.
2643. Therefore, you approve of Devonshire-street being moved to the north? I should like to see it done.
2644. Presuming Parliament thought it wise to bring the suburban traffic into the city, would it then be of advantage to you to have Devonshire-street—that is, if Redfern remained the terminus for the long-distance traffic? Under any conditions, the giving of that additional land to the railway property would be of immense advantage.
2645. Do you suggest any reason why the Cemetery should not be laid out as a park? No; I think it would be a very admirable thing to do.
2646. *Mr. Wright.*] Would it not be better to keep the whole of them for future railway requirements? I dare not suggest that myself; but I should be glad, of course, to have every acre we can get at Redfern in addition to what we have already. It will certainly be of service in years to come.
2647. *Mr. Humphery.*] Would it not be fairer to exchange that portion for any land you take from Hyde Park? That is what I suggest.
2648. *Mr. Hoskins.*] You require an extension of room at Redfern? We should very much like to see Redfern enlarged.
2649. *Mr. Wright.*] How long do you suppose the accommodation provided between Castlereagh and Elizabeth streets and at the Park would be sufficient to meet the growing requirements of our traffic? If you have the two stations as suggested, I think you might safely calculate to go on for twenty years.
2650. If the traffic increases as it has done during the last six years, do you think the Redfern yard will be capable of conducting your business? It is not capable of conducting the business of to-day.
2651. But I mean with the proposed extensions? The extensions will not give us any more room for the goods traffic or for standing passenger vehicles than we have to-day.
2652. Therefore you think, under any circumstances, an extension of the Redfern yard is very desirable? Yes.
2653. *Mr. Humphery.*] Mr. Wright has asked you how long the proposed stations in Castlereagh-street and Hyde Park would meet all possible extension of traffic, and you have stated twenty years;—assuming that you had 10 acres of the Park, for which you first asked, and had your complete terminal station there, both for long and short-distance trains, how long do you think the provision you could make there would meet all possible developments? I think it would meet the requirements for about the same period of time.
2654. You could not make better provision on the 10 acres than would be possible on the two sites? Not with the scheme as it stands. We have eleven platforms in the big station. It is proposed to have six platform lines in the local station, and five platform lines on the reduced plan for the long-distance traffic, so that practically the accommodation is equal.
2655. And without taking any more of the Park it would be possible to provide for additional accommodation for the expansion of the traffic? As I have previously said, I would not contemplate taking any more of the Park for railway purposes than is now suggested. When the time came for increasing the accommodation, it would have to be increased by adopting some other scheme. A very considerably increased traffic could be dealt with in the general station by projecting two or four lines, as was originally contemplated, forward to the eastern suburbs or elsewhere. That would make those platforms simply
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platforms for calling at, instead of having to stand for five minutes to get rid of passengers, and to load up again and go back. Another way to relieve the station would be practically to adopt the scheme which is now under your consideration for putting a local station between Elizabeth-street and Castlereagh-street. You could then throw out of the big station, which required more accommodation for its long-distance traffic, a very large proportion of the trains to the side station; but if the traffic of Sydney had grown to such a state that that large station could not deal with it, very likely relief would be afforded in other directions. Sydney will become so large that there will be a necessity to relieve it in other ways. I do not look with any apprehension to the idea that the Railway Commissioners will ask for more of the Park by-and-bye.

2656. You are aware that it is assumed that once you are placed in the Park, and get 10 acres, it will not be very long before you take the whole;—is that fear groundless? I think so. In my opinion it is.

2657. *Mr. Trickett.*] If you got that portion of the Park about St. James'-road for the long-distance traffic, and the site opposite for the suburban traffic, would you require the loop-line to Woolloomooloo Bay, shown on the plan, for the purpose of shunting? For the moment it need not be made; but it should be a part and parcel of the scheme which could be carried out later on, with this modification, that instead of making it a loop, I would terminate in a group of sidings into which the trains could run, and then by keeping one line in each group free as an engine line, the engines could run round the trains and go back in the same direction. I say that, because of the necessity for working the suburban trains always with the carriages in the same relative positions to the platforms. You can see that if some of the trains were to run down to Circular Quay, and returned with their carriages in the opposite relative positions to what they had gone there, and then other trains went into a loop and ran round, the two sets of trains when they got to the first halting place would be changed in their positions. One would have the first class and the other the second class in the front, so that there would be confusion all along the line. The people would never know whether the first or the second class was coming in front. Therefore there would be a continual running up and down to adjust matters. Now the carriages are run on the suburban lines with their classes in their proper positions to correspond with the notice boards on the platforms requesting first-class passengers to wait in one place and second-class passengers in another place.

2658. You have stated that you are averse to any proposal for a bridge to North Shore;—are you in favour of any connection between Sydney and North Shore for railway trains? Not at the present time. I do not see the necessity for it.

2659. *Mr. Fegan.*] You stated in your opening remarks, that, as a rule, business people left their business houses and lived in the suburbs; therefore it is not those people who get the benefit of open-air spaces such as Hyde Park; if the Commission saw its way to recommend the use of Hyde Park, or as much of it as is required for railway purposes, would it not be possible to convey the old Cemetery and the Benevolent Asylum grounds to the people for use in place of the portion of Hyde Park which you require? That is what I would recommend the Commission to do. I have proposed that there should be provided in other districts, where open spaces are more necessary than about Hyde Park, a space equal to or greater than is taken from Hyde Park.

2660. And chargeable, of course, to the cost of the proposed line? Yes; of the railway construction.

2661. *President.*] You made a statement on one occasion with regard to an amount of money which should be set aside for the purchase of parks? The only thing given in evidence by me was a recommendation that the Cemetery should be laid out as a pleasure ground, and that £1,000 a year should be debited against railway expenses for keeping those grounds in order. But I would even go further now, and say that, if necessary, as much as £100,000 might be added to the railway capital to provide open spaces in districts needing them more than this part of Hyde Park is needed for the purpose.

2662. *Mr. Roberts.*] Have you considered whether Cook Park and Phillip Park would be suitable for a terminal station, or do you regard their position as too much out of the centre of the city? I do not think their position is so convenient as the top of King-street; and, again, the formation of the land is not so convenient for making a station.

2663. The fact of Hyde Park being so level would, I imagine, render it favourable for a terminal station? Yes.

2664. *Mr. Lee.*] What is your opinion as to the desirability of railway extension for the conveyance of goods to the deep waters of Port Jackson? That is a very big question. I have not gone into the matter with the view of formulating any scheme, because it is not an urgent one, so far as the railways are concerned. The bulk of the goods traffic to and from the railways breaks bulk in Sydney, and any future development of railway traffic in connection with the sea within a reasonable period of time can be met most amply by the extension of the Darling Harbour lines to Darling Island.

2665. For which you are making special provision? The Department of Public Works is now carrying out the railway extension.

2666. Therefore, the urgent necessity for extension is confined entirely to passenger traffic? Yes.

2667. If, in the far future, the contemplated extension does not meet requirements, they can be met by an extension to the western side of the city, which could also be made available for further goods traffic, if necessary? I would not like to give an opinion with regard to the goods traffic and a line which does not exist, because all railway experience is in favour of absolutely separating the goods and passenger traffic when you get into a densely populated neighbourhood.

2668. But, inasmuch as the City of Sydney is the depôt for the commerce of the country and for the shipping of the port, and also the depôt for the railway system, the question of dealing with the goods traffic will arise. You have already told us that sufficient provision has been made for dealing with the exports of the country, such as frozen meat, at Darling Island and Darling Harbour;—if it were thought necessary to utilise the Government property on the eastern side of Woolloomooloo Bay, could that be reached by an eastern extension from the proposed terminus in Hyde Park? No; it would have to be an absolutely independent line. It would never do to take any of the goods traffic along the proposed city extension.

2669. Are we to understand that this line must be looked upon as a passenger line for all time? Yes.

2670. But if it were found necessary to connect the Government shipping property with the railway system for the carriage of goods, I presume there would be no insuperable difficulty in making the connection from some portion of the railway system? No.

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2671. Therefore, with the facilities which you have on the western side of Darling Island for the exportation of goods, and the large areas held by the Government on the western side, you are of opinion that in the future, if required, all the convenience for the exportation of the produce of this country can be offered from the Government centres which can be connected with the railway system? Yes; it is possible to make an enormous development with the railway system, and export and import at Glebe Island by making a branch line from somewhere about Petersham, and running to Glebe Island. An enormous amount of wharfage could be provided.

2672. But you are of opinion that the traffic at present does not warrant it? There is nothing at all urgent with regard to the matter.

2673. What is your opinion with regard to the contemplated proposal to resume all the wharfs on the eastern side of Darling Harbour, and to extend the railway along those wharfs? I have not considered it, and I would not like to give an opinion.

2674. You think it is not necessary to go outside the accommodation provided at Darling Harbour for railway purposes? No.

2675. And so far as produce arriving from the country for direct shipment is concerned, you are capable of dealing with at the present time? At Darling Harbour and the proposed extensions at Darling Island.

2676. Will you be able to deal with the exportation of meat in large quantities if the rate should increase? Yes; with an enormous quantity at Darling Island.

2677. Therefore, there is no need to anticipate any difficulty in the future from that point of view? No.

2678. As a matter of fact, you have for several years past been organising the railway extension at Darling Harbour, and Darling Island has been acquired for the express purpose of providing for exportations? No; Darling Island was acquired for the export business largely, and up to now we have found that the extensions which were carried out at Pyrmont have met all the requirements: but now there are indications that the export business will increase, and therefore the Department of Public Works is moving on with the preparation of Darling Island for its original purposes.

2679. And your Department will be prepared to deal with them when they are completed? Yes.

2680. In short, then, you are not in favour of the extension of the city railway to the deep waters of Port Jackson;—you are not in favour of the extension of the railway for the conveyance of goods, but you are in favour of the extension of the railway for both long and short distance traffic to a centre at Hyde Park if possible? Yes; as close to King-street as possible.

2681. *Mr. Hoskins.*] Is it intended to extend the proposed George-street electric tramway to the railway platforms from which the steam tramways now leave? Yes.

2682. Seeing that the tramway will take the large majority of people engaged in business in the city nearer their places of business than the Elizabeth-street tramway does, have you considered whether that tramway will not carry a good many passengers whom you probably anticipate will travel by the extended railway to Hyde Park, and, therefore, reduce your estimate of receipts? No. I think the number of people travelling will be in excess of the estimate, because a good many people who now come in—say, from Newtown—by omnibus, will go in the railway train, as they will be taken into King-street so much more quickly than they can now travel by the road. Again, with regard to the tram, the difficulty in dealing with an electric tram system is the enormous number of people who will be turned out of the trains to be carried away by the trams in a few minutes. The electric trams, I am afraid, will not in the busy times be quite equal to the necessities of the case, because they will be required to do what railway trains have been doing up to Redfern station, and a tram service is not capable of doing that. Therefore, I would be very pleased indeed to see the George-street electric tram service relieved of a very large proportion of the present railway traffic, so as to be able to give much more satisfaction to the local traffic in George-street, which will, we think, be very large.

2683. *Mr. Fegan.*] Have you any reports from your officers in reference to the delay which has been caused during holiday times to trains leaving and coming into Redfern station? Yes; we see the working every day.

2684. Can you let us have those reports? They are in the shape of returns. I do not think they would be of the slightest value. The Commission could only learn broadly that at holiday times the trains are so numerous that the insufficient platform accommodation causes them sometimes to be blocked back as far as Hurstville, and it has taken trains an hour or more to come from there to Sydney, the whole key of the position being the insufficient platform accommodation at Redfern.

2685. *Mr. Roberts.*] If there were two distinct stations—one for the long distance, and the other for the purely suburban traffic—would the working expenses of each station be considerably increased? There would be a considerable increase over the expenses of working the whole of the traffic in the one station.

2686. *President.*] Three-fourths of the traffic is suburban; that can be worked between Castlereagh and Elizabeth streets; the proposal to put a station on the other side of the road, taking 180 feet of the Park, you do not view with favour? I would much prefer to see the whole of the traffic under one roof. Failing that, I should like to see the scheme referred to carried out in preference to leaving the question unsettled.

2687. Then, since three-fourths of the traffic is suburban traffic, the commercial basis of the extension is the suburban traffic? Yes.

2688. The suburban traffic passengers, if they could get to King-street, would come there irrespective of what happened to the long-distance traffic? Yes.

2689. Although it would inconvenience one-fourth of the travelling public, it would really be a better paying line by being a suburban line only? I do not think so. You would have to eliminate a very large number of passengers from the calculation as to the revenue. I would also point out that the land for this suburban station is estimated to cost £160,000, and I fancy the works will be very heavy.

2690. *Mr. Humphery.*] Is the land between Elizabeth and Castlereagh streets, and King-street and the Synagogue, of less commercial value than a similar area taken out of the Park? Not the land. If the land were there free from buildings, like the Park, I would say, "Buy it."

2691. *Mr. Wright.*] I suppose you think it is unfair that the railway expenditure should be burdened with a large sum of money, when there is vacant land which would cost you nothing? I do not look at it from the point of view of railway capital, but from the point of view of the people who own the railways. It does not matter what is put upon the railway capital, so far as the Commissioners are concerned. It

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seems to me an unwise thing to burden the users of the railway for all time with an unnecessary amount of capital, which means, of course, paying more rates every year than are necessary.

2692. If the scheme of double stations is adopted, will there be a station at Liverpool-street also? Yes; I think there should be booking-offices facing Liverpool-street, so as to drop all those who want to go to that neighbourhood about the Town Hall.

2693. I suppose there would be a platform? Yes.

2694. You are aware that a portion of the land on the site of the proposed Castlereagh-Elizabeth street station is already Government property, and that the Government are getting next to no revenue from it? Yes.

2695. Therefore, the same remark would apply to that property as applies to the Park? Yes.

2696. *Mr. O'Connor.*] Supposing Parliament decided not to concede your request with regard to the resumption of a portion of Hyde Park, would the portion Mr. Wright alluded to as already belonging to the Government meet all requirements? It would only meet part of the requirements of a local railway station, which local railway station would not meet the requirements of the long-distance traffic.

2697. If, in the future, the city extends towards where the railway station is at the present time, would not that site meet all requirements? Although buildings for residential and other purposes may increase in the direction of Redfern, the business of Sydney will demand that those people shall come into the heart of the city and go out from the heart of the city. Therefore, the argument that the city is extending that way is not an argument against the extension of the railway; because, although the people do not reside in the city, if Sydney business increases, as we expect it will, the number of people coming in to business every day will increase, and those people will have to go home at night.

2698. You state that if you take 10 acres of Hyde Park you have ample accommodation for twenty years;—is it not fair to assume that in twenty years land will increase in value, and would it not be better to take up sufficient land now for 100 years? No; I think it would be more desirable to modify the arrangements, and take the people nearer to the destinations they wish to get to under the altered conditions of the city. It will be necessary to review periodically the requirements of the travelling public, and to meet them as circumstances change.

2699. Is it not clear, from your own statement, that the portion of the Park referred to will only give accommodation for twenty years, and that eventually you must take the whole of the Park? No; I think the arrangements would have to be modified. As I have pointed out, that station could be made to accommodate a large and increased number of trains by projecting a part of the lines out of the station towards the eastern suburbs or towards the harbour, or across the harbour if the business increased very largely; and then when it gets beyond that stage you could create a local station alongside, on the site now discussed, and so relieve the big station of a large number of trains, and thus enable it to accommodate the long-distance traffic for a very much longer period of time than would otherwise be possible.

2700. Have you considered a scheme for the continuation of the railway from the present site in Darling Harbour along the wharf, on the eastern side as far as Market-street; a proposal has been made to carry the railway round;—have you studied that side of the question? No; because there is no necessity in connection with the railway traffic at the present time to have such communication. The amount of direct export and import is comparatively small, as compared with the amount of business which breaks bulk in Sydney, or has to be dealt with in Sydney for some purpose or other.

2701. Do I understand that the goods freight, as distinguished from passengers, is not of sufficient importance, in your estimation, to warrant a departure of that kind? The goods traffic must be kept absolutely separate. As I have pointed out, the accommodation at Darling Harbour and Pyrmont, plus the accommodation now being provided in connection with Darling Island, will meet the necessities of the export and import business direct with the railways for a long period of time.

2702. Would you make the terminus at Darling Island? Yes, for the present.

2703. Supposing there is a consignment to Goldsbrough, Mort, & Co., of Circular Quay, would they not have to go for their goods to Darling Island? To Darling Harbour.

2704. Would it not be better for them to be able to get their goods somewhere nearer home? You could not do it. Because there happened to be one package from the interior consigned to them you could not run a truck to them. The trucks come down loaded with consignments to a number of people.

2705. I only mentioned Goldsbrough, Mort, & Co. as an instance; nearly all the stores of the city are centred at Circular Quay? Yes; they are spread about—they are even at Pyrmont; so that the running of the trucks to Circular Quay would not suit the whole of them. A great deal of the wool is delivered in Macquarie-street.

2706. If you get 10 acres of the Park, you think it sufficient to carry you on? Yes; for many years to come. Then other arrangements could be made. If we found the station was insufficient for business requirements, other arrangements in the direction of relieving it would be made.

2707. If, at the end of twenty years, it was found that the 10 acres were inadequate, what course would you suggest? The extension of some of the lines through the station to the eastern suburbs; and, when that was found insufficient, the construction of a local line, either alongside, or on the western side of the city, or wherever it was found the then largely-increased business required the new accommodation.

2708. *Mr. Clarke.*] In the event of the main station being formed at St. James'-road, might not objection be taken to it by those who attend the Supreme Court, St. James' Church, and St. Mary's Cathedral, as an eyesore and an annoyance, because of the smoke? I do not think the station would be an eyesore. I think it would be an ornament, and there would not be enough smoke to cause annoyance. The Supreme Court is recognised by everyone as being rather too noisy at the present moment, and the sooner it is removed from its present position the better.

2709. You do not want to go further than St. James'-road at present? No; but I look forward to the time when the ground occupied by the Supreme Court and St. James' Church will be thrown open, so as to form a large open space in a very busy part of the city.

2710. Might it not cause those who attend the Supreme Court, St. James' Church, and St. Mary's Cathedral—the latter of which is not likely to be removed—annoyance? I think not. We will take care not to run the trains during service time. We do not do so now.

2711. *Mr. Humphery.*] Would not the initial expense be very much greater if you had two station sites upon which to provide buildings than it would be if you concentrated the whole of your terminal arrangements and buildings on one site? Everything, both in regard to cost of construction, working, and convenience of the public, would be better met by having one station instead of two.

2712. *Mr. Black.*] In making your statement, you said you thought the country could be recouped for its expenditure by a system of penny fares to King-street? What we would do would be to add 1d. to all the fares of the public travelling into Sydney.

E. M. G.
Eddy.

11 May, 1897.

2713. Have you considered that the penny increase on the railway would, in a large number of instances, mean a reduction of nearly 2d. on the tramway? Yes.

2714. If that be so, where does the gain to the country come in? We are anxious to get rid of some of the traffic in Elizabeth-street and George-street, because it cannot be conducted satisfactorily, and when we get rid of the railway trams we shall be able to give better services to the various suburbs, which will bring us in more revenue than we shall lose by the short-distance railway traffic.

2715. Do you mean you will tempt more people to travel? We shall carry by the trams more people than we carry to-day. We cannot efficiently carry on the business with the different suburbs, because of our inability to put more trams on the lines; therefore, the omnibus people are carrying more people than they otherwise would.

2716. You expect that with increased facilities there will be a sufficient number of passengers carried between Redfern and King-street in excess of those who now travel by tram between Redfern and King-street to recoup the country in its expenditure in railway extension? Yes.

2717. In your proposal, are you actuated by a desire to relieve the over-burdened Redfern Railway Station, or by a wish to carry the public further into the city? The overburdened condition of Redfern causes us to make some alteration to carry on the business satisfactorily. That necessarily raises the question: what is the best thing to carry out? The public continually complain of being landed at Redfern when they wish to come into Sydney, and having to pay a tram fare, and occupying twenty minutes to do what a railway train would accomplish in about three minutes. Therefore we felt that we should be acting unwisely in the interests of the country, to propose a large expenditure at Redfern without raising for settlement the broader question of whether there should be an extension into the city.

2718. Could you not accomplish your object of carrying people to King-street more rapidly simply by an extension of the railway line without the removal of the central railway station? Yes, if you have sufficient accommodation at the terminus to deal with all the traffic; but we are not proposing to remove Redfern station; it will remain there for everybody's use as it is to-day.

2719. But you are proposing to make another station somewhere else as a main station? Yes.

2720. I suppose you consider that the chief station of any city should be central? Yes.

2721. Do you not think that Redfern is near the centre of the city of Sydney? It is not where the people wish to get to, and what we require to do is to put the station at the spot to which the people wish to travel, and the bulk would be accommodated by having it at King-street.

2722. Do you not think you could take the people where they wish to get by running a line of rails past the place to which they wished to get? Yes, a certain class of traffic; but not long-distance traffic. Long-distance travellers wish to get to the railway station, and take their seats in comfort, and they always make a point of getting there when they are travelling with their wives and families fifteen or twenty minutes before time. You cannot deal with that traffic at a roadside station.

2723. Supposing you had a connection with North Shore by a bridge or tunnel to convey trains across, and that Redfern could thus be fed from the north as well as from the south,—would not that attain some of the demands of those people? It does not want to be fed, but it wants to be relieved.

2724. If there were an extension to North Shore, and perhaps another in the Paddington, Waverley, and Woollahra direction, possibly Redfern would be better than any other central point you could name? I do not think so. I think King-street is the most convenient point for the eastern suburban line. The people in the eastern suburbs want to come to King-street and not to Redfern for business.

2725. Then the difficulty of route presents itself? No; a route has been worked out for an extension through Paddington, and out ultimately to Double Bay, Rose Bay, and South Head.

2726. Would not that mean very heavy resumption? Necessarily, and the time has not come for it. The tram service meets the requirements of the people at the present time.

2727. *Mr. Hassall.*] The extension of the railway into the city is only to deal with the passenger traffic? That is all.

2728. In view of the facilities afforded at the present time, which are likely to be materially increased by the construction of the electric tramway down George-street, do you think it is absolutely necessary to bring the railway further into the city? Yes.

2729. Which then, in your opinion, is the best site for the railway to be brought to? Hyde Park.

2730. The alternative proposals are merely submitted in case the Hyde Park site may not be agreed to? That is all, and they are submitted with very much regret.

2731. In view of the large areas of land available in the vicinity of King-street, you think you would be justified, taking into consideration the benefits which would be conferred on the whole Colony by the extension of the railway into the heart of the city, in asking the people to give you one portion of Hyde Park, in order to afford them facilities for getting into the city? Yes; to use it for their own purposes. If public feeling is so strong as to require the maintenance of the same open spaces as we have to day, I would recommend that the railway capital should be debited with the cost of providing an equal amount of space or more elsewhere where it would be of more service to the masses of the people than the space taken away for the railway station.

2732. In other words, you are of opinion that the space you ask for in the corner of Hyde Park can be put to better use, and utilised in a far more profitable manner than it can be under existing conditions? Yes.

WEDNESDAY 12 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.	CHARLES ALFRED LEE, Esq., M.P.
The Hon. JAMES HOSKINS, M.L.C.	JOHN LIONEL PEGAN, Esq., M.P.
The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.	THOMAS HENRY HASSALL, Esq., M.P.
The Hon. WILLIAM JOSEPH TRUCKETT, M.L.C.	GEORGE BLACK, Esq., M.P.
The Hon. DANIEL O'CONNOR, M.L.C.	FRANCIS AUGUSTUS WRIGHT, Esq., M.P.
HENRY CLARKE, Esq., M.P.	FRANK FARNELL, Esq., M.P.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, further examined:—

- H. Deane.
12 May, 1897.
2733. *President.*] If we take a small portion from the Park for a station for the long-distance traffic, and the area between Castlereagh and Elizabeth streets for a station for the suburban traffic, will Elizabeth-street be left intact between the two stations? Yes; and there would be subways underneath. The station for the long-distance traffic will be a surface station as near as possible. The other one would be sufficiently below the ground to allow of an extension afterwards under King-street, if required.
2734. *Mr. Hoskins.*] Is it proposed to have very elaborate station buildings? No; not more than is necessary. Of course in those positions they would have to be presentable buildings.
2735. *Mr. Lee.*] Are the proposed stations to face the same street;—is it proposed to make a new street, or to continue St. James'-road through the High School building, and make a street through there, and then let both stations face that street? That would probably be done.
2736. *President.*] That is on your plan? Yes.
2737. *Mr. Lee.*] Therefore, anyone approaching the stations could drive to one or the other? Yes.
2738. Although they would practically be separated, they would for all purposes be together? Yes; and there would be subways to connect them. I understand that you wish to know whether the fronts of the two stations will be in one line. If they were to be actually in one line it would be necessary to pull down a part of the Registrar General's Office.
2739. Without having to go so far as that, and making St. James'-road the northern boundary of your extension, how will the station then stand in relation to the proposed station on the High School ground? If the site between Castlereagh and Elizabeth streets is taken for the suburban trains, and an additional station is made for the main-line traffic without interfering with the Registrar General's Office, I think the main-line station would have to stand a little back from the other.
2740. Then it is proposed to make a new road from Castlereagh-street to Elizabeth-street, which would give access from the western side of the city to the long-distance passenger station? Yes.
2741. Without compelling people to go through King-street? Yes.
2742. That is the intention? Yes.
2743. Under the original proposal—that is, the Hyde Park scheme—how was it proposed to cut off the remainder of the Park from the portion taken—by an iron fence or a wall? That is a detail which could be suitably arranged. One day when I was before the Commission that matter was discussed, and I think the conclusion was that an iron railing would serve perfectly well round the openings.
2744. Would the same remark apply to a lesser portion of the Park being taken for the alternative scheme? Of course that would be entirely blocked by the station walls. I doubt whether anything would be gained there by the construction of iron railings. A complete corner of the Park would be taken—not mere isolated patches such as you would have in carrying the line between Liverpool and Park streets. I think it ought to be fenced or walled off securely.
2745. If it is necessary to erect a wall I suppose it would not be a very costly matter? No.
2746. How far will the Castlereagh-street platform be below the ground? Fifteen feet.
2747. Necessarily an important station like that will require a good access to it by means of steps, and steps which are not of a steep character;—would you be able to get a sufficient pitch there from the station to the surface without intruding upon the kerb in Castlereagh-street? Yes; there would be a staircase down to each platform. The arrangement would probably be as indicated on the plan. The plan shows the new street with a footpath and verandah running in front of the building. Passengers would enter through the booking offices.
2748. At which end is it proposed to have the booking offices? In the middle, facing the new street.
2749. Where would be the entrance to the Castlereagh-street station? There would be two entrances. The main entrance would be from the new street, and it would probably be in the centre of the building.
2750. Will that be the only one? No; it is proposed to have one at the other end of the station.
2751. Will there be no entrance from the street between those two points—either in Castlereagh or Elizabeth street, or both? It is not proposed to have them, and I do not think they will be required; but I am quite sure the Railway Commissioners will endeavour to serve the public interest in that respect.
2752. In sinking there to get your levels, are you likely to interfere with the existing sewerage and gas and water communications;—will you interfere with the sewerage at the top of Bathurst-street, where there is a ventilating shaft? No. I may add that passengers coming from the station through the new street will get on to a bridge or verandah running along the building, and from that bridge there will be staircases to each platform. There will be three platforms and three sets of staircases. The same will be the case at the further end of the station.
2753. You will enter at one end and leave at the other? You could enter or leave at either end, as passengers required.
2754. If that is going to be the dead-end of the extension, how is the shunting to be carried on? There will be engine roads—that is to say, short spurs, where an engine could stand and be run back on to the train after it comes in and when it is time for it to go out again; and when the engine which brought the train in is thus relieved, it can run out and take up its position for the next train.
2755. You have sufficient room to admit of that being done? Yes; that can be arranged.
2756. And more accommodation will be provided at the long-distance passenger station to enable the trains to be properly marshalled? Yes.

2757.

H. Deane.
12 May, 1897.

2757. Why would it be necessary to encroach on St. James' Road, assuming you could take that corner of the Park for a terminal station? It would only be necessary if you wanted to bring the fronts of the two buildings up in a line.

2758. What length have you provided for terminal station platforms for suburban passengers? The platforms are arranged for 500 feet; the length of the station would be 660 feet.

2759. Would you require a greater length than that if, instead of putting your station between Elizabeth and Castlereagh streets, you put it in the Park, for suburban and country passengers? I do not think they could be placed both together.

2760. Did not your original plan propose that the terminal station for all passengers should be in Hyde Park? Yes; but then the accommodation was very much larger.

2761. Assuming that the whole accommodation you originally intended to provide were provided at that corner of Hyde Park, why would you require so much greater length there than you appear to require in the suburban passenger station now under consideration? The arrangement for the original station was much more extensive and more complete, and being an end station a good deal of room was taken up in having the buildings at the end and having an end-crossed platform. The station in Castlereagh-street being sunk below the surface of the ground, the buildings will be on the street level over the lines. I understand it will be necessary in this case, if the line stops here now, to provide for its future extension towards the harbour.

2762. There is a suggestion before the Commission that the long-distance passengers should have accommodation at St. James' Road? Yes.

2763. What length will you require to provide that accommodation? About the same length as was provided before. The platforms were about 700 feet in length. Probably the length will be a few feet more than is shown on the first plan.

2764. What would be the maximum length of the space required for the long-distance passenger station between St. James' Road and Park-street? It will take up the whole of that length.

2765. Why do you require so much greater length there than for the suburban passenger station? A great deal of that will be above the ground. The other will be covered over. In the case of the suburban traffic the length I have given you—660 feet—is really only that part of the station which the public use; but the approach to that station under Elizabeth-street from Park-street is just as necessarily a part of the station, although a good deal of it is covered over.

2766. But is the width of the approaches greater for the suburban passenger station than would be necessary for a long-distance passenger station? No, it is not. The width is rather less, because there are only four lines coming into the suburban station.

2767. According to the evidence you have given, you must encroach upon St. James' Road, and it will be necessary to take a portion of the Registrar-General's Office? I said you would have to take a portion of the Registrar-General's Office if you wanted to bring the two stations in line, but it is not necessary to do so. The long-distance station could be set back.

2768. If the long-distance station could be set back by separating the suburban from the long-distance passenger traffic, would not it be possible to set back the general terminal station, supposing you had both stations adjoining in Hyde Park;—why cannot you put your general station on the 10 acres of land without rendering it necessary to take any portion of the Registrar-General's building? I think I pointed out that if the station was set back there would not be as much room for a parcels office and a horse and carriage dock. With a big station there is a big splay, and you want to go further back for a big splay than you would for a narrower one.

2769. If you had the whole of the passenger traffic concentrated on the one terminal station, would not it be possible to construct your station as to avoid that resumption of the Registrar-General's Office which you first thought was necessary? Looking at that plan which has been worked out for the big station, I do not see how it could be brought further back, because it takes up the whole of the length between Park-street and the Registrar-General's Office.

2770. *Mr. Hoskins.*] Where do you propose to diverge from the main line to go to the proposed station in Castlereagh-street? We should have to diverge on the southern side of Park-street.

2771. Would not you require to resume a good deal of valuable property to do that;—how would you get across the level of the street to the High School? The property which you would have to take to carry out that scheme has been reported upon by Mr. Perdriau.

2772. *Mr. Humphery.*] Will you make it clear why it is necessary to have so much greater length for the general station than you appear to require for two stations? It is rather difficult at the present time for me to give any detailed explanation, seeing that the details have not really been worked out; but I might point out that when you separate the long-distance traffic from the other you virtually make a smaller station—you halve that portion of the station. That portion of the station will require a smaller approach for itself, and a narrower approach than will the big station; that is to say, the splay will not be so great—it will only be one-half. I am assuming that the passenger traffic diverges south of Park-street. Then one can take the other portion as a distinct thing by itself; and for that portion there will be less splay. If you have to move the station buildings a little further back from the Registrar-General's Office there will very likely be room for a parcels office in the corner, between the two sets of lines.

2773. *President.*] How close would your line go to the Synagogue? As close as we could without affecting the construction.

2774. *Mr. Trickett.*] Practically, within a few feet? Yes.

2775. Would that interfere with public worship in that building? I think they will hear the rumble of the trains.

2776. *Mr. Clarke.*] Do you think it would be advisable to resume the whole of the land up to King-street in lieu of the proposed new street? I do not think there is any necessity to go up to King-street. In my opinion, it is better to stop clear of it.

THURSDAY, 13 MAY, 1897.

Present:—

THOMAS THOMSON EWING, Esq., M.P. (PRESIDENT).

The Hon. FREDERICK THOMAS HUMPHERY, M.L.C.

The Hon. JAMES HOSKINS, M.L.C.

The Hon. CHARLES JAMES ROBERTS, C.M.G., M.L.C.

The Hon. WILLIAM JOSEPH TRICKETT, M.L.C.

The Hon. DANIEL O'CONNOR, M.L.C.

HENRY CLARKE, Esq., M.P.

CHARLES ALFRED LEE, Esq., M.P.

JOHN LIONEL FEGAN, Esq., M.P.

THOMAS HENRY HASSALL, Esq., M.P.

GEORGE BLACK, Esq., M.P.

FRANCIS AUGUSTUS WRIGHT, Esq., M.P.

FRANK FARNELL, Esq., M.P.

J. Horbury Hunt, Architect, further examined:—

J. H. Hunt.
13 May, 1897.

2777. *President.*] I understand you desire to place further evidence before the Committee? I desire to add to my previous remarks by bringing to your immediate consideration my proposal for a city railway station, and other matters, as shown on my plan; when I say station I do not mean terminus. The site I suggest will eventually be the very eye of our future city business life, for it is a certainty that this section of the city known as Dawes Point will be levelled down and relaid out as here indicated by this plan. It looks to be a big undertaking. However, it must be carried out before long. Therefore any railway extension to the city—regardless of the future rebuilding of this part of the city, I submit, will not be wise. A station placed as here indicated, with the proposed improvement of this section of the city is, I think, self-evident as being the proper site both from a commercial and general point of view. The station as here placed would be entered direct from the higher ground at back from a tunnel without interfering with any streets—it would also be midway between the harbour portion of Circular Quay and Darling Harbour—which must be admitted a good feature. To lay down any railway scheme by which it will be required to complete such scheme in the future—by bridging the harbour from Dawes Point to Milson's Point—would clash with this proposed improvement, which I repeat must ere long take place at Flagstaff Hill and Dawes Point. I was prompted to ask for this further opportunity of speaking to you, because of the present proposal to tunnel across or bridge the harbour. I maintain that if any attempt is made to bridge the harbour from this point, then this proposed station improvement will clash with it, and, if at some future date it should be undertaken, then it will involve a tremendous expense. Any railway project fixing on Dawes Point as a bridge site, will have to fight this city improvement project on the one hand, while it will have on the other Darling Harbour interests to contend with. The future of Darling Harbour and the Flagstaff Hill section of the city, are two big factors in the future helping onward of Sydney to her great commercial position. Anything that may be done with our new railway station, which will interfere with us as architects in dealing with this important section of the city, will be a very serious matter. I contend that the North Shore railway connection should be as indicated on my plan—by a suspension-bridge from the city to Balmain, Goat Island, and Ball's Head, thus taking the traffic to a broader area of North Shore—namely, to the west of St. Leonards. The platform elevation of a bridge at this position would not interfere with the waterway to the docks. Any form of tunnel communication I would condemn. When the public came to experience the fact of having to travel underground four or five times the distance represented by the initial difficulty—namely, some 30 or 40 chains of harbour surface—depend on it then the fat would be in the fire. The land connection for a bridge at Ball's Head is naturally all that can be required for such a project, while the approach from Sydney *via* Balmain will be easy for railway and all other kinds of traffic. Do what you may, pray look well to the future position of this city.

ROYAL COMMISSION ON CITY RAILWAY EXTENSION.

APPENDIX.

A.

[To Evidence of J. Parry.]

PARTICULARS RESPECTING TRAFFIC AT REDFERN RAILWAY STATION.

(1.)

STATEMENT showing the number of Trains and Engines running between Sydney and Eveleigh, Monday, 25th January, 1897

Between the hours of—	Slow Lines.				Fast Lines.				Goods Lines.				Total on all Lines, Up and Down.				
	Down.		Up.		Down.		Up.		Down.		Up.		Goods.	L. E.	Pass.	Total.	
	Goods.	L. E.	Pass.	Total.	Goods.	L. E.	Pass.	Total.	Goods.	L. E.	Pass.	Total.					
A.M. 12 and 1																	
" 1 " 2	1			1													
" 2 " 3																	
" 3 " 4	1			1													
" 4 " 5			4	4													
" 5 " 6			6	6													
" 6 " 7			10	10													
" 7 " 8			7	7													
" 8 " 9			3	3													
" 9 " 10			3	3													
" 10 " 11			3	3													
" 11 " 12			3	3													
P.M. 12 and 1			4	4													
" 1 " 2			5	5													
" 2 " 3			5	5													
" 3 " 4			3	3													
" 4 " 5			8	8													
" 5 " 6			12	12													
" 6 " 7			9	9													
" 7 " 8			5	5													
" 8 " 9	1		3	3													
" 9 " 10			4	4													
" 10 " 11			4	4													
" 11 " 12			4	4													
Totals	3		104	107													

(1A.)

STATEMENT showing the number of Trains and Engines running between Sydney and Eveleigh, Friday, 29th January, 1897.

Between the hours of—	Slow Lines.				Fast Lines.				Goods Lines.				Total on all Lines, Up and Down.															
	Down.		Up.		Down.		Up.		Down.		Up.		Goods.	L. E.	Pass.	Total.												
	Goods.	L. E.	Pass.	Total.	Goods.	L. E.	Pass.	Total.	Goods.	L. E.	Pass.	Total.																
A.M. 12 and 1	1			1																								
" 1 " 2																												
" 2 " 3	1			1																								
" 3 " 4																												
" 4 " 5			5	5																								
" 5 " 6			6	6																								
" 6 " 7			11	11																								
" 7 " 8			6	6																								
" 8 " 9			3	3																								
" 9 " 10			3	3																								
" 10 " 11			4	4																								
" 11 " 12			3	3																								
P.M. 12 and 1			4	4																								
" 1 " 2			4	4																								
" 2 " 3			5	5																								
" 3 " 4			3	3																								
" 4 " 5			12	12																								
" 5 " 6			9	9																								
" 6 " 7			4	4																								
" 7 " 8			3	3																								
" 8 " 9			3	3																								
" 9 " 10			4	4																								
" 10 " 11			4	4																								
" 11 " 12			4	4																								
Totals	4		102	106	1		104	105	12	2	54	63	11	1	50	62	15	84	7	112	16	34	7	107	50	173	324	561

APPENDIX.

(2.) STATEMENT showing number of Passenger Trains in and out of Sydney on Friday, 29th January, 1897.

Between the hours of—	Through Trains.		Local and Suburban Trains.		Totals.		
	Down.	Up.	Down.	Up.	Down.	Up.	Total.
A.M.							
12 and 1			1	1	1	1	2
1 " 2							
2 " 3			1		1		1
3 " 4				1		1	1
4 " 5				1		1	1
5 " 6		1	5	4	5	5	10
6 " 7		1	6	6	7	6	13
7 " 8			15	12	15	12	27
8 " 9	1		8	22	9	22	31
9 " 10	3	1	6	8	9	9	18
10 " 11	1		7	5	8	5	13
11 " 12		4	5	6	5	10	15
P.M.							
12 " 1			5	4	5	4	9
1 " 2	1		4	9	5	9	14
2 " 3			7	5	7	5	12
3 " 4			4	6	4	6	10
4 " 5	3	2	9	4	12	6	18
5 " 6	5		20	13	25	13	38
6 " 7	1	1	15	13	16	14	30
7 " 8	1	1	4	10	5	7	12
8 " 9	1		6	5	7	5	12
9 " 10			6	5	6	5	11
10 " 11		1	5	5	5	5	11
11 " 12		1	6	4	6	5	11
Totals.....	17	13	146	148	163	161	324

(3.)

STATEMENT showing the approximate number of Passengers arriving at and departing from Redfern Station during the busy hours of the morning and evening, Friday, 5th February, 1897.

Between the hours of —	No. of Passengers arriving at Redfern, 5 February.	No. of Passengers departing from Redfern, 5 February.	Total No. of Passengers arriving at and departing from Redfern, 5 February.
6 a.m. and 7 a.m.	824	238	1,062
7 " 8 "	3,726	195	3,921
8 " 9 "	5,394	207	5,601
9 " 10 "	1,002	459	2,361
4 p.m. and 5 p.m.	825	1,831	2,656
5 " 6 "	1,160	5,067	6,227
6 " 7 "	631	3,998	4,629
7 " 8 "	897	613	1,510
8 " 9 "	364	640	1,004
9 " 10 "	289	826	1,115

The total number of passengers arriving in Sydney on week days is approximately about 20,000, but on holidays the numbers are not available.

(4.)

STATEMENT showing the number of Trains and Engines running between Sydney and Eveleigh on 5th October, 1896 (Eight-hour Day).

Between the hours of—	Slow Lines.				Fast Lines.				Goods Lines.				Total on all Lines, Down and Up.											
	Down.		Up.		Down.		Up.		Down.		Up.													
	Goods.	L.E. Pass. Total.	Goods.	L.E. Pass. Total.	Goods.	L.E. Pass. Total.	Goods.	L.E. Pass. Total.	Goods.	L.E. Pass. Total.														
A.M.																								
12 and 1													1											
1 " 2													1											
2 " 3													1											
3 " 4													1											
4 " 5													1											
5 " 6			1	1									2											
6 " 7			1	1									2											
7 " 8			4	4									8											
8 " 9			5	5									10											
9 " 10			11	11									22											
10 " 11			10	10									20											
11 " 12			6	6									12											
P.M.																								
12 and 1			6	6									12											
1 " 2			4	4									8											
2 " 3			4	4									8											
3 " 4			4	4									8											
4 " 5			4	4									8											
5 " 6			10	10									20											
6 " 7			12	12									24											
7 " 8			9	9									18											
8 " 9			9	9									18											
9 " 10			9	9									18											
10 " 11			8	8									16											
11 " 12			8	8									16											
Totals.....	1	135	136	136	3	1	87	81	6	5	91	102	2	102	13	116	2	103	15	120	14	213	476	704

B.

[To Evidence of Captain J. Jackson.]

COST OF MANAGEMENT AND OF COLLECTION OF REVENUE IN THE PUBLIC WHARFS DEPARTMENT FOR 1895.

	Quay.	Cowper.	Pymont.	Darling Harbour.	Blackwattle.	Byron Bay.	Woolgoolga.	Coff's Harbour.	White Bay
1895.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	143 0 10	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
February	136 17 0	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
March	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
April	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
May	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	.....
June	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
July	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 9
August	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
September	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
October	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
November	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
December	132 4 2	53 10 0	46 10 0	24 0 4	27 8 4	10 8 4	10 8 4	10 8 4	10 16 8
House-rent	100 0 0	.....	.....	.....	.....	.....	.....	.....	.....
Wages, cleansing wharfs, &c.	500 0 0	25 0 0	25 0 0	25 0 0	25 0 0	.....	.....	.....	.....
	2,201 19 6	667 0 0	583 0 0	314 4 0	354 0 0	125 0 0	125 0 0	125 0 0	65 0 0

SUMMARY.

Quay	£2,201 19 6
Cowper	667 0 0
Pymont	583 0 0
Darling Harbour	314 4 0
Blackwattle	354 0 0
Byron Bay	125 0 0
Woolgoolga	125 0 0
Coff's Harbour	125 0 0
White Bay	65 0 0
	£4,560 3 6

B1.

WHARFAGE AND TONNAGE RATES, &c., LEVIED DURING 1895 AT VARIOUS WHARFS UNDER THE PUBLIC WHARFS DEPARTMENT.

Circular Quay	£ 32,200 12 6
Cowper Wharf	6,091 18 3
Pymont Wharf	5,089 9 11
Darling Harbour Wharf	1,414 0 0
Blackwattle Wharf	426 19 7
Byron Bay (now under Trustees)	245 8 1
Woolgoolga	27 10 3
Coff's Harbour	104 12 3
White Bay	48 15 4
Stockton	782 1 9
	£46,431 7 11

C.

[To Evidence of H. McLachlan, Secretary to the Railway Commissioners]

TRAM TRAFFIC BETWEEN REDFERN RAILWAY TERMINUS AND KING-STREET.

Office of the Railway Commissioners, Sydney, 15 March, 1897.

Sir, In compliance with the request of the President of the Royal Commission on City Railway Extension, relative to the tram traffic to and from the railway, I am directed to inform you that the number of passengers travelling to and from the railway by tramway is 3,000,000 per annum.

With reference to the point of entering and leaving the trams, I am to say that the principal stopping-places are King and Market streets, and it is estimated that about one-fourth of the passengers travel beyond King-street.

I have, &c.,

H. McLACHLAN,

Secretary.

The Secretary, Royal Commission on City Railway Extension.

C1.

THE SYDNEY AND BRISBANE TRAFFIC AND THE NORTH SHORE RAILWAY.

Office of the Railway Commissioners, Sydney, 5 May, 1897.

Sir, With regard to your question as to whether the through traffic between Sydney and Brisbane could be carried over the North Shore railway, I am to point out that it would not be practicable to work the traffic in the way indicated. In the first place, the traffic in connection with the Sydney main suburban line is much greater than that on the North Shore railway, while the traffic from the Southern and Western lines has also to be considered. Further, the facilities *via* the main suburban line are much superior to those existing on the Milson's Point line, the latter being a single one only.

I have, &c.,

H. McLACHLAN,

Secretary.

The Secretary, Royal Commission on City Railway Extension.

E.

[To Evidence of S. E. Perdriau.]

STATION SITE FOR LONG-DISTANCE TRAFFIC.

THE total length of the land suggested as a site for a station for long-distance traffic is 665 feet, and the width is about 130 feet, giving an area of 1 acre 3 roods 18 perches.

This includes the block above described bounded by Liverpool, Elizabeth, Goulburn, and Castlereagh streets, and that part of the block lying immediately to the south thereof referred to above as portion No. 1, together with the intervening portion of Goulburn-street.

The municipal assessments for this area amount to £3,913. This at twenty years' purchase would represent a value of £78,260.

If twenty-five years' purchase be adopted the value would be £97,825.
13th May, 1897.

STEPHEN E. PERDRIAU.

E 1.

CITY PROPERTY VALUATION.

VALUATION (adopting the municipal assessments for the year 1896-1897) of that block of the city of Sydney bounded on the north by Liverpool-street, on the east by Elizabeth-street, on the south by Goulburn-street, and on the west by Castlereagh-street—Area, 1 acre 1 rood 36 perches.

THE municipal assessments for the above mentioned block amount to £2,865 per annum, and this at twenty years' purchase would represent a value of £57,300.

If twenty-five years' purchase be adopted the value would be £71,625.

NOTE.—The above valuation is exclusive of the customary allowance of 10 per cent. for forced sale and for compensation for disruption of business.

There is not a first-class building in the whole block—they are mostly small, inferior, and old-fashioned, and the businesses carried on are comparatively unimportant.
13th May, 1897.

VALUATION (adopting the municipal assessments for the year 1896-1897) of that block of the city of Sydney bounded on the north by Goulburn-street, east by Elizabeth-street, south by Campbell-street, and west by Castlereagh-street. Total area, 1 acre 1 rood 14 perches.

As requested, I have subdivided the block into three portions as follow:—

Portion No. 1.—The northern portion—area 1 rood 22 perches—embraces the frontage to Goulburn-street, and extends southerly 130 feet along Elizabeth-street and Castlereagh-street. The municipal assessments for this portion amount to £1,048. This at twenty years' purchase would represent a value of £20,960.

Portion No. 2.—The south-eastern portion—area 1 rood 36 perches—extends from portion No. 1 southerly along Elizabeth-street to Campbell-street, a total length of about 320 feet with an average depth of about 65 feet, backing on to portion No. 3. The municipal assessments for this portion amount to £1,044. This at twenty years' purchase would represent a value of £20,880.

Portion No. 3.—The south-western portion—area 1 rood 36 perches—extends from portion No. 1 southerly along Castlereagh-street to Campbell-street, a total length of about 320 feet with an average depth of about 65 feet, backing on to portion No. 2. The municipal assessments for this portion amount to £1,279. This at twenty years' purchase would amount to £25,580.

The total assessments for the block amount to £3,371, and this at twenty years' purchase would be £67,420.
13th May, 1897.

STEPHEN E. PERDRIAU.

F.

TOTAL COST OF GOVERNMENT WHARFS.

Sir,

The Treasury, New South Wales, Sydney, 18 March, 1897.
In compliance with your request, I am directed to hand you, enclosed, copy of a return which has been furnished by the Department of Public Works, showing the total cost of Government wharfs, &c., in Sydney Harbour up to the present time.

I have, &c.,

F. KIRKPATRICK,

The Secretary, Royal Commission on City Railway Extension.

Under Secretary for Finance and Trade.

Department of Public Works, Account Branch, 9 March, 1897.

RETURN showing Cost of Government Wharfs, &c., in Sydney Harbour to date.

Work.	Amount.			Total.		
	£	s.	d.	£	s.	d.
Erection of wharfs, jetties, cargo-sheds, and renewals of wharfs, Circular Quay, 1859 to date.				270,714	1	10
Construction of wharfs, jetties, cargo-sheds, and renewals of wharfs, Woolloomooloo Bay, 1860 to date.	71,290	9	3			
Land resumptions	224,632	7	1	293,922	16	4
Construction of wharfs and jetties, and extension of wharfs, Darling Harbour, 1864 to date.	254,127	2	4			
Land resumptions	287,817	10	3	541,944	12	7
Construction of jetties, waiting-shed, pontoon, &c., Erskine-street				8,867	6	9
Wharf, &c., Blackwattle Bay				7,150	16	3
Sundry wharfs as per statement attached				22,454	15	5
Total				£ 1,147,054	9	2

Department of Public Works, Account Branch, 9 March, 1897.

COST OF WHARVES, SYDNEY HARBOUR.

£ s. d.			£ s. d.				
Wharf, &c., Watson's Bay	2,602	16	6	Wharf, Hunter's Hill	600	19	0
„ Blue's Point	950	0	0	„ Cabarita, alterations	140	1	9
„ Milson's Point	150	0	0	Repairs, old Manly Wharf	531	4	4
„ Neutral Bay	604	13	8	New Manly Wharf	3,006	15	1
„ Cobbler's Beach	575	0	0	Wharf, Kissing Point, Parramatta	277	0	0
„ Ryde	1,060	18	8	„ Pennant Hills	378	12	10
„ opposite Salt-works, Parramatta River	363	3	0	„ at Dundas	443	6	1
„ Newington	487	0	7	„ Ermington	447	0	0
„ Longbottom	341	0	0	„ Field of Mars	376	0	10
„ Putney	934	0	1	„ Blandville, Parramatta River	125	0	0
„ Hen and Chicken Bay	873	11	3	„ White Bay	1,585	3	4
New Wharf, Fitzroy Dock	3,373	8	6	Waiting-room, Neutral Bay Wharf	97	0	3
Wharf and Extension, Five Dock	532	11	9	Wharf, foot of Augustus-street, Leichhardt	413	2	10
Wharf, &c., Callan Park	952	5	4	Total	£22,454	15	5
Cove Wharf, Balmain	172	19	9				

G.

YEARLY REVENUE FROM GOVERNMENT WHARFS.

Sir, The Treasury, New South Wales, Sydney, 20 March, 1897.
In accordance with the request contained in your letter of 12th instant, I have the honor to hand you, herewith enclosed, copy of a return prepared by the Manager of Public Wharfs, showing the yearly revenue derived from Government wharfs in Sydney Harbour to 31st December, 1896.

I have, &c.,

The Secretary, Royal Commission on City Railway Extension.

F. KIRKPATRICK,
Under Secretary for Finance and Trade.

PUBLIC WHARFS DEPARTMENT.

RETURN showing Yearly Revenue received from Government Wharfs in Sydney Harbour to 31st December, 1896.

Wharf.	Year.	Yearly amount.			Total amount.		
		£	s.	d.	£	s.	d.
Circular Quay	1874	4,888	3	7	442,753	6	4
	1875	5,525	2	2			
	1876	5,359	8	3			
	1877	3,327	13	2			
	1878	2,803	4	0			
	1879	7,022	19	6			
	1880	5,047	13	7			
	1881	7,665	0	0			
	1882	9,201	18	11			
	1883	10,665	6	9			
	1884	12,399	2	1			
	1885	13,512	12	1			
	1886	18,392	4	9			
	1887	20,151	2	8			
	1888	35,122	9	0			
	1889	35,868	3	3			
	1890	30,688	8	10			
	1891	40,195	17	6			
	1892	43,258	1	5			
	1893	36,677	19	3			
1894	30,008	18	4				
1895	32,252	18	3				
1896	32,685	19	0				
Cowper Wharf	1882	1,904	16	2	26,409	13	9
	1883	1,735	10	10			
	1884	2,282	17	6			
	1885	2,888	8	1			
	1886	4,007	18	5			
	1887	2,543	17	7			
	1888	2,073	8	2			
	1889	2,764	0	1			
	1890	2,365	4	8			
	1891	3,243	12	3			
Backwattle Wharf	1892	5,344	1	0	26,003	12	1
	1893	4,510	6	2			
	1894	5,081	1	10			
	1895	5,799	5	10			
	1896	5,268	17	3			
	1888	165	7	11			
	1889	314	14	1			
	1890	313	18	0			
Darling Harbour Wharf	1891	1,723	5	1	9,161	10	1
	1892	1,459	13	1			
	1893	1,064	1	8			
	1894	2,326	8	4			
	1895	1,008	3	10			
	1896	1,579	18	1			
	1889	7	17	2			
	1890	893	0	5			
Pyrmont Wharf	1891	2,485	18	6	25,991	7	1
	1892	5,275	13	7			
	1893	3,806	2	4			
	1894	3,737	10	0			
	1895	4,849	8	6			
	1896	4,935	16	7			
				£	533,939	10	10

Public Wharfs Office, Circular Quay, 17th March, 1897.

JOHN JACKSON,
Manager.

H.

YEARLY EXPENDITURE ON GOVERNMENT WHARFS.

Sir,

The Treasury, New South Wales, Sydney, 8 April, 1897.

With reference to your letter of 24th ultimo, I have the honor to hand you, herewith, a statement showing the yearly expenditure on the Government wharfs in Sydney Harbour up to 31st December, 1896, so far as can be readily ascertained from the books of the Department of Audit.

I also enclose, for the information of the Commission, a copy of the Audit Department memorandum which accompanied such statement.

I have, &c.,

F. KIRKPATRICK,

Under Secretary for Finance and Trade.

The Secretary, Royal Commission on City Railway Extension.

PAYMENTS from the Account Charges on Collections, the Annual Vote "Public Wharfs," and other Votes under the Colonial Treasurer for the service of Public Wharfs generally, from 1874 to 31st December, 1896.

Year of Payment.	Amount.		
	£	s.	d.
1874	1,077	15	1
1875	1,593	17	4
1876	1,788	2	1
1877	1,395	11	1
1878	1,341	6	3
1879	1,801	12	5
1880	1,497	15	8
1881	1,652	14	4
1882	2,019	3	10
1883	2,546	1	1
1884	3,192	14	11
1885	2,846	7	0
1886	4,399	0	11
1887	3,680	17	2
1888	3,379	17	0
1889	5,031	8	5
1890	5,031	4	9
1891	4,518	5	3
1892	7,990	9	7
1893	6,458	19	5
1894	5,656	19	3
1895 (January to June)	2,804	16	7
1895-6	5,220	1	9
1896 (July to December)	2,267	16	1
Total expenditure on salaries, &c., exclusive of payments under Public Works Department and interest on loan expenditure.	79,192	17	3
Total revenue received, as per statement compiled by Captain Jackson	533,939	10	10
Net revenue	£ 454,746	13	7

Memo.—It is not possible to furnish information of expenditure on each wharf without very considerable labour. A return, however, has been prepared which shows approximately the salaries, &c., paid in administration of the Sydney wharfs; the sum, however, is exclusive of payments under the Public Works Department and interest on loan expenditure. I may point out that the bulk of the expenditure incurred for wharfs was out of loan moneys, hence the amount of interest owing by this service must be considerable, and instead of any net revenue, as mentioned in a letter of the Secretary of the Public Works Committee, dated 24th March, 1897, there must be a larger net expenditure.

Sir,

The Treasury, New South Wales, Sydney, 5 May, 1897.

With reference to your letter of date 24th March last, I have now the honor to hand you, enclosed, a statement prepared by the Department of Public Works, showing the yearly expenditure under the Public Works Department upon Government wharfs in Sydney Harbour from 1st January, 1874, to 30th December, 1896, exclusive of purchase of land.

I have, &c.,

F. KIRKPATRICK,

Under Secretary for Finance and Trade.

The Secretary, Royal Commission on City Railway Extension.

Department of Public Works, Account Branch, 27 April, 1897.

RETURN showing the Yearly Expenditure under the Public Works Department, upon Government Wharfs in Sydney Harbour from 1st January, 1874, to 30th December, 1896 (exclusive of purchase of land).

Year.	Amount.	Year.	Amount.
	£ s. d.		£ s. d.
1874	2,146 3 7	1886	3,894 2 0
1875	3,565 14 2	1887	5,749 16 1
1876	1,528 9 2	1888	26,255 8 2
1877	1,242 1 3	1889	37,084 1 6
1878	2,818 14 1	1890	51,871 19 1
1879	7,912 12 2	1891	23,591 5 3
1880	23,822 9 3	1892	29,074 16 4
1881	26,994 1 3	1893	6,949 3 2
1882	23,245 13 6	1894	20,734 19 3
1883	7,488 1 9	1895	45,422 18 1
1884	10,693 5 2	1896	14,837 13 8
1885	15,432 1 6		
		Total	£ 392,355 9 5*

* Reducing the net revenue stated above to £62,391 4s. 2d.

I.

[To Evidence of H. Deane, Engineer-in-Chief for Railway Construction.]

ESTIMATED COST OF LOOP-LINE SCHEME.

THE following are the particulars of the estimate for the alternative scheme for bringing all traffic, except the Melbourne expresses and mail trains, into a station between Elizabeth and Castlereagh streets, at or about the site of the High School :—

Lowering Devonshire-street	£21,200	
To Liverpool-street	95,000	
Elizabeth-street	70,000	
Station	164,000	
Signalling and lighting	14,000	
Shelter-sheds at Redfern	20,000	
Loop, Inner Domain	72,500	
		456,700
Resumption		260,000
		<u>£716,700</u>

I 1.

ESTIMATED COST OF DUAL SCHEME.

THE following is an estimate of bringing the Suburban traffic into a station below Elizabeth-street and Castlereagh-street, and all long-distance traffic, including expresses and mails, into the corner of Hyde Park :—

Lowering Devonshire-street	£21,200	
To Liverpool-street	95,000	
Elizabeth-street	70,000	
Station, High School site	80,000	
Signalling and lighting (say)	12,000	
Shelter-sheds at Redfern	20,000	
		298,200
Resumption		260,000
Widening for two lines	122,000	
Station work, Hyde Park	39,000	
Station, Hyde Park, with two storeys above ground-floor	122,000	
Signalling and lighting (extra)	9,000	
		<u>202,000</u>
		<u>£850,200</u>

I 2.

THE ST. JAMES' ROAD STATION.

THE station at St. James' Road can be constructed so that there will be no interference with St. James' Road, St. James' Church, or the Registrar-General's offices. Park-street may require to be raised slightly, but not more than 2 or 3 feet, if anything.

The level of Park-street, where the line passes under it, is 90.50, and the level of the rails at the same point is 72.50, which is nearly the same as Elizabeth-street where Market-street abuts, so that although the ground rises along St. James' Road, it will be seen that the entrance to the station at that place will be practically at the street level.

H. DEANE,

Engineer-in-Chief for Railway Construction.

28th May, 1897.

J.

Department of Taxation, Sydney, 25 May, 1897.

ESTIMATED COST OF RESUMING CITY PROPERTY FOR RAILWAY PURPOSES.

Sir,

As desired by you, I have devoted as much time as possible, at so short a notice, to reviewing the figures supplied by Mr. Perdriau to your Commission in connection with the City Railway Extension.

Regarding the resumption of a strip of land 100 ft. wide from the present terminus to the Circular Quay, I am of opinion that, provided the surface is to be resumed, the cheapest route will follow that reported upon in 1891, crossing the Benevolent Asylum, Belmore Park, and running between Castlereagh and Elizabeth streets, and having as a terminal point the Custom House. This route would probably be 50 per cent. cheaper than a western scheme.

I hesitate before giving you even a rough estimate without a plan of some sort showing a proposed route and buildings required to be taken.

As to the resumption of a strip of land round the foreshores of Darling Harbour from Dawes Point to the present railway terminus, I have perused the figures of Mr. Perdriau, amounting in all to £5,000,000; and, stupendous as they may seem, I question whether they are at all over-estimated.

The taxing of the unimproved value of this property has naturally given us a large insight into the money sunk in these water-frontage properties, and when the disturbance to business is taken into account the figures are enormous.

Two claimants would have cases aggregating some £700,000, which they could possibly substantiate. In this connection, I would like to point out that the wharfs when resumed would not be of equal value to the State as to the individual; as they are used as an adjunct to other businesses, and, worked conjointly with other branches of mercantile business, they have special values.

Should such a gigantic scheme as the resumption of the foreshores of Darling Harbour be carried into effect, such sums would be claimed, and possibly sustained as damages, as would prevent the wharfage, as a Crown asset, paying interest for many a long year to come.

I do not think a strip of land 100 ft. in width, extending from Redfern to the Quay, comprising an area of 20 acres, could be obtained for an expenditure of £1,800,000 on the western side of the city.

In the case of the North Sydney Railway to Milson's Point, no claim was made for land through which the tunnel was constructed, except where the surface was prejudicially affected.

EDWARD J. SIEVERS,
Government Land Valuer.

The Secretary, Royal Commission on City Railway Extension.

1897.

LEGISLATIVE ASSEMBLY,
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLAN,

RELATING TO THE

PROPOSED RAILWAY

FROM

CONDOBOLIN TO EUABALONG.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 26 Report from Printing Committee, 9 December, 1897.

SYDNEY: WILLIAM APPELATE GULLICK, GOVERNMENT PRINTER.

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 The Honorable JAMES HOSKINS.
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 The Honorable DANIEL O'CONNOR.
 JOHN LIONEL FEGAN, Esquire.
 FRANK FARNELL, Esquire.

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PLAN.

Condobolin to Euabalong Railway.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RAILWAY FROM CONDOBOLIN TO EUABALONG.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing a line of railway from Condobolin to Euabalong," have, after due inquiry, resolved that it is not expedient that the proposed railway be constructed, but they recommend, in connection with any proposal for a railway to Hillston, that a survey be made for a line from Koorawatha, with a view to its consideration in conjunction with existing surveys; and, in accordance with the provision of sub-section (iv), of clause 13, of the Public Works Act, report their recommendation to the Legislative Assembly:—

GENERAL STATEMENT.

1. The first action in connection with this railway extension as a separate proposal, the Committee were informed by the Under Secretary for Public Works, "was taken in April of this year, when the Railway Commissioners, in a letter to the Colonial Treasurer and Minister for Railways, pointed out that as the line to Condobolin was approaching completion, it was most desirable that an extension forward to Euabalong should be proceeded with without delay, as such a line would have a most important bearing upon securing to New South Wales the traffic of the centre of the Colony." They, therefore, urged that a survey of this section should be completed, and an estimate for the construction of the line submitted, in order that the Government might consider the desirableness of carrying out the work.

This letter, forwarded to the Minister for Public Works with a strong endorsement of the Commissioners' recommendation by the Colonial Treasurer, led to an estimate of cost being prepared, a survey having already been completed in connection with the proposed line from Condobolin to Broken Hill; and, in accordance with the provisions of the Public Works Act, the Railway Commissioners were invited to submit their report on the proposal. This they did on 2 July last, and on 5 August, on the motion of the Minister for Public Works, the proposed extension was referred by the Legislative Assembly to this Committee for consideration and report.

In their report, the Railway Commissioners, referring to the route of the railway as one favourable for the purpose of opening up and securing the traffic of the centre of the Colony, point out that, in view of existing lines, it will, when the time arrives for such a further extension, form a direct line to Hillston; and the Under Secretary for Public Works, in his statement to the Committee, speaking for the Minister for Public Works, mentioned the bearing which the question of railway connection with Hillston has upon the subject of the present inquiry, and explained the action taken in the past to give Hillston railway communication. This direct intimation, that, while the proposal referred to the Committee was a railway from Condobolin to Euabalong, the real objective point to which

which it was intended the railway from Condobolin should be carried is Hillston, made railway communication with Hillston a question in the inquiry demanding full consideration before the proposal actually referred to the Committee could be properly decided.

In 1889, it was explained by the Under Secretary, a survey was made from Temora through Barmedman, to the Hillston district, Wyalong being at the time unknown as a gold-field.

In 1894 a route was surveyed from Barmedman *via* Wyalong and Cudgellico; and, during this survey, a line from Temora through Barmedman was permanently staked in anticipation of Parliamentary sanction. That line was referred to this Committee, who recommended that the matter should be postponed; and a second reference, with an amended estimate of cost, in 1895, resulted in the proposal being negatived. The following year the trial survey of a line from Condobolin to Broken Hill, passing 4 miles north of Euabalong, was made, and at the same time a line was explored from Condobolin to Cudgellico. Later a report was obtained on a line from Mossgiel to Hillston; and in 1897 an application was submitted to the Department of Public Works to have the Temora to Hillston line taken by Mandamah, a route which would leave out Barmedman and Wyalong.

In December, 1896, this Committee reported against a proposal to construct a railway from Condobolin to Broken Hill, but suggested, with regard to Hillston, that it might be reached from Cowra, or some point adjacent thereto, *via* Grenfell and Wyalong; and, in accordance with this, a trial survey was ordered from Koorawatha to Wyalong, which, after explanation and report, was begun, and is now well advanced.

The Committee were further informed by the Under Secretary that, when the line from Condobolin to Euabalong was first mooted, the Hillston Farmers and Settlers' Association forwarded to the Department of Public Works copies of resolutions protesting against the construction of the line, and advocating one from Wyalong to Hillston, as best serving the interests of the district.

DESCRIPTION OF THE LINE.

2. The proposed line is 48 miles 8 chains in length, with a ruling grade of 1 in 100, and the sharpest curve 20 chains radius. With the exception of a few slight rises and spurs, which have been avoided as much as possible, the line may be regarded as a surface one. Commencing at 329 miles 62·50 chains from Sydney, it skirts to the north the maximum flood area of the Lachlan River, bearing slightly northwards for that purpose as far as 355 miles. The Cugong Range is crossed at 359 miles, and the line then takes a course slightly to the south towards Euabalong, terminating at the Mount Hope Road, 377 miles 70·50 chains from Sydney.

ESTIMATED COST.

3. It is estimated that the line will cost £108,225, or £2,250 per mile.

Among the items of the estimate are earthworks, £7,994; timber bridge and small timber openings, £2,591; level-crossings, cattle-stops, fencing, &c., £2,842; permanent-way material (60 lb. steel rails), £30,006; freight, £7,323; plate-laying, ballasting, and sleepers, £33,121; station works and buildings, £7,129; water supplies, £3,000; and mileage and gradient posts, telegraph, and miscellaneous, £2,193. Engineering and contingencies, estimated at 12½ per cent., amount to £12,024.

RAILWAY COMMISSIONERS' REPORT.

4. The report of the Railway Commissioners estimates the annual expenses at £7,006, and the traffic at £3,726, which represents a yearly loss of £3,280.

The annual cost comprises interest on capital expenditure, at 3 per cent., £3,246, and cost of permanent way and traffic and locomotive expenses, £3,760. The traffic estimate is made up of live stock and goods, £2,550; passengers, £600; and mails, £576.

Remarking

Remarking upon the fact that the estimated traffic revenue barely covers the estimated working expenses, and that the balance, together with the interest on the capital cost of the line, will therefore form a charge against the general railway revenue, the Commissioners observe that ordinarily such a financial outlook would demand a report adverse to the construction of the line, but in this case there are, in their opinion, special features which recommend the extension as one that should be carried out. "While the construction of the line," they say, "cannot be urged, as an extension which will be in itself remunerative, it will contribute new traffic to the main line, and is worthy of careful inquiry and consideration, as being a line which will tap a portion of the Colony where the traffic is not at present directly rail-borne, and to an extent is commercially lost to the Colony."

THE EVIDENCE.

5. In addition to the Departmental evidence taken by the Committee in the inquiry, a large amount of information was obtained by a Sectional Committee, who visited the district through which the line would go. They examined witnesses along the route, and then, bearing in mind that Hillston is the objective point in relation to the proposed extension, proceeded to Hillston *via* Cudgellico. From Hillston they returned to Sydney by way of Rankin's Springs, Yalgogrin, Ungarie, Wyalong, Barmedman, Bimbi, Morangarell, and Grenfell, at each of which places witnesses were heard in regard to railway communication with Hillston and the route likely to prove most beneficial to the districts concerned and to the railway system generally.

Neither the evidence given before the Committee nor the result of the investigation made by the Sectional Committee is favourable to an extension of the railway from Condobolin to Euabalong. Even the Railway Commissioners, as ascertained from their Secretary, do not support the line as strongly as the terms of their report would imply. Though, according to a rule they have laid down that where a line pays working expenses, and is at the same time a feeder to the main railway system, its construction is worth considering, they think the proposal one that may with advantage be carried out; yet they say that the route of the line is not the only one to Hillston deserving consideration, and that it may not prove so beneficial as some other. The Railway Goods Superintendent, now Chief Traffic Manager, who for the information of the Commissioners examined the country and estimated the traffic likely to come to the line, does not consider that any extension from Condobolin westward and along the Lachlan will be profitable. The traffic, he states, will not pay interest on the capital cost and working expenses, and it may not even meet the latter. He is also doubtful of the extension being of any material advantage to the main lines, and, therefore, he is of opinion that its construction on that ground could not be justified. Other witnesses competent to express an opinion upon the prospects of the line are equally unfavourable to its construction.

COUNTRY TRAVERSED BY THE RAILWAY.

6. From Condobolin to Cugong, a distance of 29 miles, the route of the proposed line traverses alienated and reserved land; and from that point to Euabalong, a distance of 19 miles, the land is in the Western Division and partially reserved. Much of that under pastoral lease will not be available for small settlement until the year 1900 or 1918. Of holdings under leasehold, the leases of which will expire between now and the year 1900, there are, in the Central Division, 122,030 acres and, of those in the Western Division, the leases of which will not expire until 1918, there are 236,470 acres. There are also in this division, within the limit of the proposed railway's influence, 142,180 acres held under occupation license, and 240,780 acres untenanted, probably in consequence of scrub, rabbits, and low rainfall. In addition to these areas there are, within 20 miles on either side of the railway route, 450,030 acres of alienated land, 190,500 acres held under settlement and improvement leases, and 173,270 acres of reserves.

Generally, the country within the area which would be influenced by the proposed railway is not suitable for agriculture. Much of it is inferior, and covered with great belts of mallee. This mallee country is not only waterless, but, from the loose nature of the soil, ground tanks cannot be relied upon to furnish a permanent water supply.

supply. In the vicinity of Cugong there is a limited extent of good agricultural land, a portion of which is about to be cultivated in association with dairy farming; but, apart from this, the land along the railway route is devoted to pastoral occupation, and that is not in a flourishing condition. "Droughts," the Sectional Committee say in their report, "have been attended by such disastrous results, and the depredations of vermin have been so serious, that many holdings, which were at one time regarded as fair fattening country in average seasons, are now either abandoned or poorly stocked." Between Euabalong and Hillston, *via* Lake Cudgellico, the land improves, and offers opportunities for settlement and cultivation; but it does not appear that extending the railway to Euabalong would bring about results of that kind in any material degree. Wheat, no doubt, would be grown within reach of the line, to the south and south-west of Euabalong, and as far as Cudgellico, but not in any appreciable quantity.

TRAFFIC.

7. Agriculture is plainly not the source from which the proposed line may be made profitable; and, with this important factor absent from its prospects, the railway cannot be regarded as one that would lead to any material increase of settlement and, consequently, to the development of the country through which it would pass. Most of the traffic expected by the Railway Goods Superintendent consists of wool, hides, and produce from, and return merchandise to, the pastoral holdings in the district. About 1,000 tons of wool are represented in the traffic estimate; but 200 or 300 tons of this quantity, it is explained, would go to Condobolin whether the railway were extended to Euabalong or not. Fat stock is an important item, set down in the estimate at £1,400; but half of the stock so taken into account will reach Condobolin, it is said, irrespective of the extension to Euabalong. Goods, copper, &c., are estimated at £450, the copper being looked for from the mines around Mount Hope. The Sectional Committee ascertained that the copper mines in operation at Mount Hope are the New Mount Hope and the Great Central mines, and were assured that the reduction of haulage charges would admit of the treatment of a vast quantity of ore which, under existing circumstances, is unpayable. The present output of the mines is despatched to Sydney, *via* Cobar, but would be taken to a railway at a reasonable distance on either side of the Lachlan, if such a line were constructed. Passenger traffic is estimated at £600, which represents 2,000 passengers per annum, but the estimate is described by the Goods Superintendent as mere conjecture, and a most favourable one. As to the extent to which the main lines may be benefited by an extension of the railway to Euabalong it is impossible to speak definitely or even approximately.

In the opinion of the Sectional Committee the carriage of fat stock, and passenger and mail receipts, must mainly be depended upon to meet the annual expense connected with the line, and they point out that the fluctuations of season are so great that no reliance could be placed upon traffic derived from the chief of these sources of revenue. Further, a portion of the earnings of the railway would probably be represented by leakage from the main lines and the Cobar branch.

RAILWAY EXTENSION TO HILLSTON.

8. These unsatisfactory traffic prospects, which, it may be stated, were known to the Committee during their inquiry in 1896 respecting the proposal then before them for an extension of the railway from Condobolin to Broken Hill, of which the length from Condobolin to Euabalong was a section, make it necessary to look in some direction other than from Condobolin for a route to connect Hillston with the railway system of the Colony.

Hillston may be reached by various routes, of which the following have received some consideration:—

- (1) From Condobolin, *via* Euabalong and Cudgellico.
- (2) From Temora, *via* Barmedman and Wyalong.
- (3) From Koorawatha, *via* Grenfell and Wyalong.
- (4) From Young, *via* Grenfell and Wyalong.

The importance of Wyalong seems to justify its inclusion in any extension to Hillston. From Temora to Wyalong a railway route has been surveyed; and from Koorawatha, *via* Grenfell, to Wyalong a survey is in progress. For the purposes of railway construction the country between the main Southern Railway and Wyalong

is fairly well known, but the information available is not so complete in respect to that between Wyalong and Hillston. A survey from Temora through Barmedman to the Hillston district, in 1889, and another in 1894, from Barmedman to the same objective by way of Wyalong and Cudgellico, have made it known that a railway can be constructed to Hillston without much difficulty. The efforts of the Railway Construction Department have been directed to the finding of a practicable route. A surveyor of that Department, at the instance of the Committee, made an exploration between Wyalong and Hillston, *via* Yalgogrin and Rankin's Springs, and his report will be found published with the evidence given before the Sectional Committee. Leaving Hillston, the route, as located, takes a course almost due east, passing to the south of the Lachlan Range, and along the stock route to Rankin's Springs, and thence in a north-easterly direction to Malongla homestead, from which it proceeds to a point a mile to the north of the township of Yalgogrin, and in a direct line to Wyalong. A deviation could be made to serve the Lake Cudgellico district by bringing the railway to within a distance of 28 miles from the Lake township. This explored route is favourably viewed by the residents of Hillston, who regard it as centrally situated, and such as would serve both the agricultural and pastoral country to the north and the agricultural country to the south.

The route to Hillston, considered by the Committee to be the best, is from Koorawatha *via* Grenfell and Wyalong. In their report on the proposed railway from Condobolin to Broken Hill, a line to Hillston was recommended "from Cowra or thereabouts *via* Grenfell and Wyalong." In the present inquiry, the Committee have ascertained, more definitely than previously, the nature of the country between Koorawatha and Grenfell; and the evidence obtained indicates that, starting from Koorawatha, the country presents no difficulty from an engineering standpoint to railway construction. All along this tract of country population is increasing, and cultivation is progressing on large and small properties. On the former, the work is carried out on the halves or share-system, and up to the commencement of the recent hot weather the yield of wheat was very satisfactory. Much more would be done if the district were given railway communication. At present, cultivation can be carried on profitably only within a certain distance of the existing railways, as outside that distance the cost of road-carriage is too high to permit of a profit to the cultivator. Beyond Grenfell the line, extending in a westerly direction through the Bland country, and thence proceeding *via* Wyalong to Hillston, would pass through a very large area of land suitable for wheat cultivation, but at present overgrown with pine scrub and infested by rabbits and wild dogs. A cheap means of conveying produce to market, such as a railway should afford, would lead to extensive agricultural settlement in these parts of the Colony, and consequently to the reclamation of districts which are now waste land. Such a route as this for a railway, would also fairly divide the country lying between the Parkes to Condobolin line and the South-western Railway to Hay.

At Hillston the railway would reach the area within which the Victorian differential rates for wool traffic prevail, with the result that much of the wool that now goes from the district to Melbourne would be secured for Sydney. "It is estimated, on the basis of present stocking," the Sectional Committee say in their report, "that there would be 2,000 tons of wool contributed to a railway at Hillston, and that the annual output of fat stock would be 100,000. Wheat would be grown extensively, and would contribute to the traffic. In the Hillston district, at the present time, there are about 10,000 acres under crop, the average yield being 14 bushels to the acre with an average rainfall of 17 inches."

RESOLUTION OF THE COMMITTEE.

9. From the nature of the evidence in the present inquiry, and from the information obtained in their inquiry of 1896, the Committee do not consider it expedient that the proposed extension from Condobolin to Euabalong should be carried out. As pointed out in the report of the Sectional Committee, the new traffic likely to be secured to the line may be gauged by the inferior country traversed, the circumstance that much of the land in the district will not be available for small settlement until after the expiration of twenty-one years, and the conditions of climate in the

locality. In the opinion of the Committee, the railway from Parkes to Condobolin should not, for the present, be extended beyond its present terminus; and with regard to Hillston, they recommend a survey for a line from Koorawatha. Their decision is expressed in the following resolution :—

“That, in the opinion of the Committee, it is not expedient the proposed Railway from Condobolin to Euabalong, as referred to the Committee by the Legislative Assembly, be carried out; but they recommend, in connection with any proposal for a railway towards Hillston, that a survey be made for a line from Koorawatha with a view to its consideration in conjunction with existing surveys.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 7th December, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM CONDOBOLIN TO EUABALONG.

TUESDAY, 31 AUGUST, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	HENRY CLARKE, Esq.
The Hon. JAMES HOSKINS.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee proceeded to consider the expediency of constructing a line of Railway from Condobolin to Euabalong.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, sworn, and examined:—

1. *Chairman.*] You have a statement to make to the Committee in reference to the works now under our consideration? Yes; it is as follows:—

R. R. P. Hickson.

31 Aug., 1897.

EXTENSION OF THE RAILWAY FROM CONDOBOLIN TO EUABALONG.

The first action in connection with this extension as a separate proposal was taken in April of this year, when the Railway Commissioners, in a letter to the Colonial Treasurer and Minister for Railways, pointed out that as the line to Condobolin was approaching completion, it was most desirable that an extension forward to Euabalong should be proceeded with without delay, as such a line would have a most important bearing upon the securing to New South Wales the traffic of the centre of the Colony. The Commissioners, therefore, urged that the survey of this section be completed, and an estimate for its construction submitted, so that the Government could consider the desirability of carrying out the work.

The Colonial Treasurer, when forwarding this letter to the Minister for Works, minuted:—"I strongly endorse this recommendation."

Mr. Young thereupon issued instructions for an estimate to be prepared, the survey having already been completed in connection with the proposed line from Condobolin to Broken Hill, and this was submitted by the Engineer-in-Chief for Railway Construction on the 26th June.

In accordance with the provisions of the Public Works Act, the Railway Commissioners were then asked to submit their report on the proposal, which they did on 2nd July, in the following terms:—

Length—48 miles 8 chains.

<i>Cost of Construction—</i>	
The Engineer-in-Chief for Construction estimates the cost of construction of a light railway line (exclusive of land and compensation) at.....	£108,225
<i>Annual Cost—</i>	
Capital expenditure at 3 per cent.	£3,246
Cost of maintaining permanent-way, and traffic and locomotive expenses	3,760
Total annual cost	
£7,006	
<i>Traffic Estimate—</i>	
Livestock and Goods	£2,550
Passengers	600
Mails	576
Total estimated traffic	
£3,726	

It will be observed that the estimated traffic revenue barely covers the estimated working expenses; the small balance, together with the interest on the capital cost of the line will therefore form a charge against the general railway revenue. Ordinarily, such a financial outlook would demand a report adverse to the construction of the line; but there are special features in this case. A glance at a map of the railway system of the Colony will at once indicate the favourable position of the route for the purpose of opening up and securing the traffic of the centre of the Colony; and it will, in view of existing lines, form a direct line to Hillston, when the time arrives for such an extension.

While the construction of the line cannot be urged as an extension which will be in itself remunerative, it will contribute new traffic to the main line, and is worthy of careful inquiry and consideration, as being a line which will tap a portion of the Colony where the traffic is not at present directly rail-borne, and to an extent is, commercially, lost to the Colony.

(Signed) CHARLES OLLIVER,
WM. M. FEHON.

The estimated cost of the Condobolin to Euabalong line is £108,225, or £2,250 per mile, exclusive of land and compensation.

R. R. P.
Hickson.
31 Aug., 1897.

It is an extension westward of the Parkes to Condobolin railway now under construction, and begins at 329 miles 62·50 chains from Sydney and skirts to the north, the maximum flood area of the Lachlan River bearing slightly northwards for that purpose up to 355 miles. The Cugong Range is crossed at 359 miles, when the line takes a slightly southerly course towards Euabalong, terminating at the Mount Hope road at 377 miles 70·50 chains. The country is flat almost throughout, nothing steeper than 1 in 100 grades being used.

On the 5th instant, on the motion of Mr. Young, the House referred the proposal to the Parliamentary Standing Committee on Public Works, for their consideration and report.

As bearing somewhat on this inquiry, I find that in 1889 a survey was made from Temora through Barmedman to Hillston direct, Wyalong being then unknown as a gold-field.

Subsequently, in 1893 a surveyor went over the line with the view of suggesting deviations for improvements. These are on record but were not surveyed.

In 1894, supported by a report from Mr. McKinney and recommended by the Engineer-in-Chief in preference to the direct route, a survey from Barmedman *via* Wyalong and Cudgellico to Hillston was made, but not estimated, the plans being still incomplete.

During this survey a line from Temora through Barmedman to Wyalong was permanently staked, in anticipation of Parliamentary sanction, estimate £104,430. The Public Works Committee, however, to whom it was referred, recommended postponement in May, 1894, having in view, no doubt, the Railway Commissioners' report to that effect—subsequently an amended estimate was submitted by Engineer-in-Chief amounting to £92,000 in 95/487. The Roads Branch strongly recommended a light railway, but the Railway Commissioners remained hostile, 951,185-387, and a second reference to the Committee resulted in its rejection, 27th June, 1895.

The Condobolin to Broken Hill trial survey, which passed 4 miles north of Euabalong, was made in 1896, and Mr. Stuart, at the same time, explored a line from Condobolin to Cudgellico, south of the Lachlan, report (with rough estimate of £130,688, or £2,253 per mile) dated 11th August, 1896, and Mr. Cumming reported, 14th September, 1896, on a line from Mossiel to Hillston, which lengths, with the western portion Cudgellico to Hillston of the survey of 1894, formed a deviation, *via* Cudgellico and Hillston, of the Broken Hill line.

There was also an application, in April, 1897, to take the Temora-Hillston line *via* Mandamah, which would leave out Barmedman and Wyalong. After this rejection of the Broken Hill line in December, 1896, and at the initiative of the Public Works Committee, who suggested that Hillston might be reached from or near Cowra, *via* Grenfell and Wyalong, a trial survey was ordered from Koorawatha to Wyalong, which, after exploration and report, was begun and is now well advanced.

It might be pointed out that when this line was first mooted, Mr. Carroll, M.P., forwarded a letter from the Hillston Farmers' and Settlers' Association covering copies of resolutions protesting against the construction of the line from Condobolin to Euabalong, and advocating one from Wyalong-Hillston as serving the best interests.

2. Have you any other information to give us? No.

3. You have no knowledge of the country? No.

4. *Mr. Fegan.*] Is the line now proposed part of the proposed line from Condobolin to Broken Hill? The Condobolin to Broken Hill line passed 4 miles north of Euabalong.

5. *Mr. Trickett.*] Can you tell us why the proposed line from Condobolin *via* Lake Cudgellico to Hillston, on the south side of the Lachlan, has been abandoned? No.

6. You have not been consulted upon the policy of the alteration of the route? No.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works,
sworn, and examined:—

H. Deane.
31 Aug., 1897.

7. *Chairman.*] Have you a statement to make? I have here the usual detailed estimate of cost. I will read it to the Committee.

CONDOLIN TO EUABALONG.

Estimated cost of a single line of railway 48 miles 8 chains in length, with 60-lb. steel rails. Ruling grade, 1 in 100. Sharpest curve, 20 chains radius.

Description.	Estimated Cost.	Average Cost per mile.
	£ s. d.	£
Earthworks	7,994 0 0	166
Timber bridge and small T. O's.	2,501 13 6	54
Level crossings, cattle stops, fencing, &c.	2,842 0 0	59
Permanent-way materials	30,006 0 6	624
Freight	7,923 0 0	152
Platelaying at 1s., = £4,232 16s.	33,121 11 6	689
Ballasting one-quarter at 3s. 6d., = £3,703 14s.		
Sleepers at 4s. 3d., = £25,185 1s. 6d.		
Station-works, sidings included.....	3,284 0 0	68
Station buildings, passenger station, £300; waiting-sheds, £200; passenger platform, £300; goods-shed and platform, £400; station-master's cottage, £225; loading banks, £350; Grain-shed, £250; carriage-shed, £200; engine-shed, £500; 5-ton crane, £220; 20-ton weighbridge, £300; stock-yards, £400; turn-table re-erected, £200	3,845 0 0	80
Water supplies	3,000 0 0	62
Mileage and gradient posts.....	721 10 0	15
Telegraph	721 10 0	15
Miscellaneous.....	750 0 0	16
	96,200 5 6	.....
Engineering and contingencies, 12½ per cent., nearly	12,024 14 6	250
Total cost.....	£108,225 0 0	.....
Average cost per mile	£2,250 0 0	.....

8. *Mr. Wright.*] That covers the cost of everything except land, I suppose? Yes. Nearly all the land is Crown land.

9. *Chairman.*] The proposed line apparently passes some miles to the north of Euabalong? Yes, about 5 miles to the north of Euabalong. The country near Euabalong is subject to floods.

10. Have you been over this country? I have been to Euabalong, and I have studied the various points along the route where there is anything special to note.

11. It would not be possible to have a line with fewer engineering difficulties—that is, so long as you keep off the flooded country? There are a few slight rises and spurs, which, however, have been avoided as much as possible, so as to make the line as nearly as possible a surface one.

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12. *Mr. Hoskins.*] Have you had a survey made of the line from Condobolin to Hillston? No; there has been an exploration from Condobolin to Cudgellico on the south side of the river, and a survey from Cudgellico to Hillston.
13. How long is it since you were asked to survey a line to Euabalong without going on to Hillston? The line before the Committee was surveyed last year. It is part of the proposed Broken Hill line.
14. Was it not suggested to take the Broken Hill line through Hillston? No; that line was to have gone north of the river.
15. Would not a line to Hillston, on the south side of the river, accommodate a larger area of settled country than a line to Euabalong? An examination of the country on the south side of the river was made at the request of the hon. member for the Lachlan, Mr. Carroll. I think one of the reasons given why that examination should be made was that the country on the south side of the river was more available for settlement, being situated in the Central Division, whereas the land on the north side of the river was largely in the Western Division.
16. Would not a line from Condobolin to Hillston attract more of the traffic which now goes to Hay and then down to the Murrumbidgee to Echuca than a line from Condobolin to Euabalong would attract? In one way it would, because it would have its terminus much further west.
17. Is there not a good deal of settlement round about Hillston? I have not been to Hillston.
18. *Mr. Roberts.*] Are the Committee to understand that the proposed route is that approved of by the Railway Commissioners for an extension to Hillston? Yes.
19. Would not a line from Wyalong to Hillston serve a larger number of people? I am not prepared to answer that question. A line through Hillston *via* Wyalong would certainly pass through a good deal of country which is already settled, and where a considerable amount of grain is grown.
20. Is it not a fact that the population of Wyalong still continues to be about 5,000? I do not know what the population of Wyalong is.
21. Can you say whether it has increased or decreased since the Committee inquired into the proposal to extend the railway there from Temora? No; I cannot say.
22. The average cost per mile of the proposed line is estimated at £2,250. Was not the line from Berrigan to Murray Hut constructed for £2,000 a mile? £2,000 a mile was the estimated cost of that line.
23. Why should the line now under our consideration cost more? You will see by looking at the map that it is necessary to go round in places to avoid flooded country and the spurs of the hills. About halfway between Condobolin and Euabalong you have to cross the Cugong Range. Although as a whole the country is fairly level there, it is not so favourable for railway construction as the country between Berrigan and Murray Hut.
24. For earthworks, you put down £166 per mile? Yes; that is £16 per mile more than I allowed for the Berrigan line. I put down £15 a mile more for timber bridges than I put down for the Berrigan line. The principal difference is in regard to the cost of the permanent way. It was suggested to me that the Berrigan to Finley line should be made as cheaply as possible, and there I allowed for one-sixth of ballasting at 3s. Here I have allowed for one-fourth at 3s. 6d. That makes a considerable difference in the estimate.
25. Is not the Berrigan to Finley line the cheapest line in the Colony? It will be. The Jerilderie to Berrigan line has turned out very well.
26. What will it cost per mile? It will cost a little over £2,000 a mile.
27. Where will you get your sleepers? I do not know. We shall have to go some distance for them. We have had to pay the contractor 3s. 6d. or 3s. 8d. for sleepers for the line from Bogan Gate to Condobolin. He complains that the country is becoming cleared of timber suitable for sleepers. The forests out there are of a very poor character.
28. Sometimes you got sleepers for as little as 2s. 6d.? I have got them for less than 2s. 6d. at Narrabri.
29. Will the extra cost of the sleepers be gained by the Railway Department in freight? Not entirely.
30. Is it proposed to make the passenger and general station accommodation as cheap as that recommended for the other light lines which have recently been approved of by the Committee? Yes; all the accommodation will be of a cheap class.
31. Is the country between Condobolin and Euabalong subject to floods? The surveyed line keeps clear of the flooded country; but the flood waters of the Lachlan spread out to the north a considerable distance. The channel of the river becomes very small as you go down it, and it is not capable of containing the water that comes down in flood time.
32. I see that you allow 12½ per cent. for engineering and contingencies;—is not that more than the usual allowance? Latterly I have generally put down 12½ per cent. I found that 10 per cent. was scarcely enough.
33. Do you regard the figures which you have furnished as thoroughly reliable? Yes. I do not always check the calculations, but I fix the prices upon which they are based.
34. What weight of rails will you use? Sixty-lb. rails.
35. Were 60-lb. rails used on the Narrabri to Moree line? Yes.
36. Since that line was made there has been a heavy rainfall in the district;—has anything taken place in consequence of that rainfall which has altered your opinion as to the desirability of constructing these light lines? No. I am thoroughly satisfied with the Narrabri to Moree line, though a great deal of damage was done to it by the late rains.
37. What was the nature of the damage done to the line? The country through which it passes is country with which it is very difficult to deal. If a light line of railway answers in that country, it must answer in country not liable to the same contingencies. The country between Narrabri and Moree is, on the whole, very flat. In flood time the creeks overflow, and the water spreads over the surface of the land in every direction for miles. You cannot tell then where it is going to flow. In several cases, when we expected it to flow in one direction and only in that direction, it flowed in another direction altogether. The damage done to the line was of two kinds. Damage was done to the approaches to bridges and culverts which had not been protected. In the future these approaches will be protected by sheeting, so that the liability to damage will cease. The waterways provided on the Moree line seemed to be large enough to carry the water coming down the water-courses; but when the water spread all over the country it ran over the line wherever there was any depression, and scoured away the ballast underneath the sleepers on the lower side, necessitating repairs before the line was safe for traffic again.

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38. How long was traffic interrupted? For three days. The cost of the labour employed to put it right, together with the value of the services of the engines used, must have been about £100. In view of the fact that the waterways were not sufficient, I have arranged for a number of extra waterways to be put in. This work will cost about £4,000; but I think it will make the line safe against all contingencies in the future. Of course you cannot be absolutely certain that nothing will happen to a line, because you sometimes have washaways on lines that have been twenty or thirty years in existence; but we shall be fairly well provided against the chances of damage by excessive rainfall. Where the water did not go over the line the permanent way was in excellent condition. In spite of the heavy rains and the two or three days' soakage, the embankments had not become unreasonably soft. The line had not gone down and become lumpy, as one might have expected, and as many people said it would. The rails presented an excellent surface, showing, I think, that the construction is eminently suitable. Unless we have again to cross similar blacksoil country at right angles to the creeks, we shall not have anything like the same difficulty in the future. It is the fact that the Moree line runs at right angles to the creeks that has caused all the damage.

39. It is a fair thing to say that these light lines have up to the present been a success, and have answered your expectations? Yes.

40. What is the ruling grade in the proposed line? 1 in 100.

41. Is that in both directions? Yes; it is just as easy to get it going one way as the other.

42. Will the ballasting be heavier than you have on other pioneer lines? I will only ballast where I think the line wants it.

43. Can you say how many miles of line will be ballasted? The station yards will be ballasted, and I will put ballast where there are soft cuttings and low places, as well as at the ends of the bridges. I have allowed for the ballasting of one-fourth of the whole distance, but I do not think that anything like so much as that will be required.

44. How many sleepers do you propose to put down to the mile? I will put down the same number of sleepers as I am putting down on the Parkes to Condobolin line—fourteen to the 10-yard rail.

45. Is that the number put down on the line from Jerilderie to Berrigan? Yes.

46. You see no necessity to put the sleepers more closely together? No, I do not think it is necessary. The ground is pretty firm all the way along.

47. *Mr. Wright.*] When you were being examined before this Committee, in reference to the proposal to extend the railway from Condobolin to Broken Hill, you said, "A deviation of the route between Condobolin and Mossiel has been proposed which is strongly recommended to the consideration of the Committee—that is, one crossing the river a little below Condobolin, and proceeding along the Southern line of the river to Cudgellico, where it would meet the survey already made between Cudgellico and Hillston." I would like to know what you have to say about that deviation now? At that time I recommended the deviation for consideration.

48. You give the following reasons why the deviation should be adopted:—

This route has many advantages over the northern one on the other side of the river. The country on the southern side of the Lachlan lies wholly within the Central Division, whereas the greater part of that on the northern side lies in the Western Division, and is consequently not so well adapted for settlement. It also does away with the necessity of a branch line to Hillston from the northern route.

Yet the Railway Commissioners recommend a line from Condobolin passing through Euabalong as the most direct route to Hillston? All I said while under examination before was, that the southern route had many advantages. The advantage of avoiding a branch line to Hillston does not exist now, however, because the proposed line is put forward as part of an extension to Hillston direct.

49. You speak of the deviation as one that is "strongly recommended"? It was recommended for consideration. The Minister and the Commissioners have now decided to recommend the route before the Committee.

50. What was your impression of the country between Condobolin and Lake Cudgellico? There is some very good country there; but the western end of it is infested with rabbits.

51. Is not that country better than the country on the north side of the river? I think that the country that the proposed line goes through is better than the country on the south side of the river. Part of the country that would be traversed by a line crossing the river at Condobolin would not be so good.

52. You would have to go through the Dundoo Hills? Yes. This is what Mr. Stuart, one of my engineers, who went over the line, says about the matter:—

Most of the country passed through, excepting the ridges, is of comparatively good quality, all fine sandy loam, suitable for agricultural purposes. It is, however, for the most part covered with box, pine, and mallee scrub, the greater part of the settlement, after passing Wallaroo Creek, being to the southern side of the proposed line, and scarcely any between it and the river.

53. You are aware that there is considerable agricultural settlement round Lake Cudgellico? I do not know that there is considerable agricultural settlement. There is some agricultural settlement there. I suppose it is increasing.

54. There is a good deal more as you get nearer to Hillston? I have not been to Hillston.

55. Have you any description of the country north of the river? No; but I know the route that the line follows on the north side of the river.

56. What do you find the country like on the north side—6 miles back from the river? It is very good country, except on the ridges; red sand and red soil country.

57. Covered with a dense pine scrub? There is a good deal of scrub.

58. It is scrub country on both sides of the river? Yes; no doubt.

59. Do you think that the country on the north side of the Lachlan is likely to be taken up for agriculture? Perhaps for a few miles; but as you proceed you reach the limits of agricultural country.

60. However, you do not deal with the commercial aspect of these questions at all? No.

61. Do you think it would be more difficult to cross the river at Condobolin than to continue on by the proposed route? No.

62. The cost would be about the same? Yes.

63. You must, in any case, cross the river to reach Hillston? Yes.

64. A line *via* Cudgellico would be shorter than a line *via* Euabalong? It looks shorter on the map.

65. So far as one can judge the most direct way of reaching Hillston is through Cudgellico? I think there would be a saving of a few miles by adopting that route.

66. *Mr. Hassall.*] The proposed line forms part of a contemplated extension to Hillston? I think the circumstances under which the line has been submitted are explained in Mr. Hickson's statement. H. Deane.
67. Has any consideration been given to an extension from Temora to Hillston? No. We have made surveys between Temora and Hillston. 31 Aug., 1897.
68. Of your own knowledge, do you know which would be the preferable route? If you wanted to get to Euabalong or to Hillston with the least possible expense the proposed route is the best route, because it involves least construction.
69. In extending the line from Condobolin, if you brought it on the south side of the river, it would not much matter how near to the town of Condobolin you crossed? I do not think it would matter much where we crossed. The Lachlan does not collect water from any important tributaries; in fact, its volume rather diminishes as you go down.
70. *Chairman.*] Will you furnish the Committee with estimates of the cost of a line from Temora to Barmedman, of a line from Temora to Wyalong, of a line from Barmedman to Hillston, of a line from Wyalong to Lake Cudgellico, of a line from Lake Cudgellico to Hillston, of a line from Lake Cudgellico to Condobolin, of a line from Wyalong to Grenfell, and of a line from Grenfell to Koorawatha? Yes; I will do so. [*Vide Appendix.*]
71. Will you also let us know the distance to Hillston from Orange, passing through Molong, Parkes, and Euabalong; the distance from Blayney, passing through Wyalong; and the distance from Sydney, passing through Temora by both the southern and western lines;—what the Committee want to ascertain is which is the best way of approaching Hillston, having regard to shortness of route, easiness of grade, and the value for agricultural and pastoral purposes of the country traversed? I will endeavour to procure the information you desire. [*Vide Appendix.*]
72. *Mr. Roberts.*] Do you intend to fence the proposed line? No; not right through.
73. No accidents have happened upon the unfenced lines which you have constructed which make it necessary to fence these railways in the future? No.

WEDNESDAY, 1 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

<p>The Hon. FREDERICK THOMAS HUMPHERY. The Hon. JAMES HOSKINS. The Hon. CHARLES JAMES ROBERTS, C.M.G. The Hon. WILLIAM JOSEPH TRICKETT. The Hon. DANIEL O'CONNOR. HENRY CLARKE, Esq.</p>	}	<p>CHARLES ALFRED LEE, Esq. JOHN LIONEL FEGAN, Esq. THOMAS HENRY HASSALL, Esq. GEORGE BLACK, Esq. FRANCIS AUGUSTUS WRIGHT, Esq. FRANK FARNELL, Esq.</p>
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The Committee further considered the proposed Railway from Condobolin to Euabalong.

Hugh McLachlan, Secretary to the Railway Commissioners, sworn, and examined:—

74. *Mr. Hoskins.*] Have you come here to make any statement to the Committee in respect to the proposal to make a railway from Condobolin to Euabalong? No, I understood that the Commissioners, H.
McLachlan. statement had been presented to the Committee. 1 Sept., 1897.
75. That statement shows that there will be a probable loss of £3,000 a year in the working of the proposed railway? Yes.
76. Can you give us any reason from what you have heard why the Commissioners suggest the construction of the proposed railway, seeing that it is estimated that there will be a considerable loss in the working of it? In the first place it will be noticed that the loss will be practically in interest, that is to say, the traffic will cover the working expenses. Consequently you have to make up the interest, and the Commissioners always think it worthy of consideration that the construction of a line may be entertained where there is a prospect of it paying working expenses, and a prospect of the main line, or the parent system, reaping some advantage from the extension. Not only that; in this case they look upon the line as being one that will help to bring traffic to the lines which we have hitherto lost. At the same time they do not make any strong recommendation in favour of the line. In their concluding remarks they say—
- While the construction of the line cannot be urged as an extension which will be in itself remunerative, it will contribute new traffic to the main line, and is worthy of careful inquiry and consideration, as being a line that will tap a portion of the colony where the traffic is not at present directly rail-borne, and to an extent is commercially lost to the colony.
77. Have the Commissioners any estimate of the probable traffic which this line will divert to the main line? Yes. Mr. Harper already has made an estimate. I have not gone into the details, as I understand that he is coming here, and will himself go into details.
78. Is it considered that the extension of this western railway to Euabalong will tend to attract traffic, especially wool and stores, which now cross from Willandra over to Hay, and are taken down the Murrumbidgee River to Echuca? Yes.
79. Do the Commissioners know whether they can carry wool as cheaply from Euabalong as it could be carried by team from Willandra down to Hay, then *via* the Murrumbidgee and Echuca to Melbourne? Yes, they think they can gain a new traffic, which at present goes by road to Hay, and down the river to Melbourne.
80. Mainly station traffic? Wool and return goods.
81. I suppose Mr. Harper has travelled over this district, and is well acquainted with it? Yes.
82. The Commissioners recommend this line to be what is termed a pioneer line—a cheaply constructed light line of railway? Yes.
83. Can you say whether the traffic which has been taken over the Parkes to Condobolin line has been satisfactory? We have only a short section open—22 miles. It is not open to Condobolin yet, only to Bogan Gate.

H.
McLachlan.
1 Sept., 1897.

84. Has that been satisfactory? The Commissioners have not any definite information upon it at present. We have not had a wool season since the line was opened.
85. I notice by the return furnished by the Railway Commissioners in their annual report that the loss on the Molong to Forbes and Parkes railway, over and above working expenses, is very small—some £2,000 or £3,000 a year? Yes; the traffic on that line has been very satisfactory.
86. A good deal of the traffic taken from Hillston is taken by road, or by the existing railway to Bogan Gate? At the present time it goes *via* Hay.
87. We have no means of ascertaining the traffic in the Willandra district, but is there much loading to Parkes and Forbes and the lower Lachlan? Not a great deal, I think, at present.
88. The loss on the Parkes and Condobolin railway is about £2,000 a year? Yes, estimated.
89. Do the Commissioners estimate that there would be additional loss on the construction of the Condobolin to Euabalong line over and above the loss on the Parkes and Condobolin line? Yes. This is in addition to the Parkes and Condobolin line.
90. It is estimated that there will be a loss of £4,000 a year as between the receipts and working expenses and interest on the line from Parkes to Euabalong? Yes, considering that section by itself. That does not give any credit for the new traffic brought to the parent system.
91. You anticipate that the proposed Condobolin and Euabalong line will act as a feeder to the Parkes and Condobolin line? Yes.
92. *Mr. Humphery.*] About how many bales of wool do you expect to get should the extension be made from Condobolin to Euabalong? Mr. Harper's estimate is 1,000 tons.
93. Is that traffic additional to the traffic that will be secured by the extension to Condobolin? Some of it would be. I have not got the details. Roughly, we expect to get 1,000 tons of wool carried on the extension, and a good deal of that would be new traffic.
94. Can you say how much of the country north of Hay would probably be served by this extension? There would be very little immediately north of Hay. The country north of Hillston would be served by it.
95. Upon the subject of rates, have you any information to give to the Committee? The Commissioners have not considered the question of rates, because Hillston has been looked upon as the objective point, and the rates would depend upon various circumstances. No definite arrangement has been considered. A great deal would depend upon what the charges would be by river and rail on the other side added to the cartage to Hay and whatever railway station is established in the district.
96. Has the estimate of the earnings been based upon the competitive rates? What has been allowed for 1,000 tons has been 1½d. per ton per mile.
97. Is that the lowest rate for which you are now carrying in competition with the Victorian lines. Circumstances alter rates a good deal. That is a low rate for wool.
98. In your opinion, is that rate sufficiently low to secure the whole of the wool that you estimate will come by this proposed extension? Mr. Harper thinks we shall get 1,000 tons at that rate.
99. *Mr. Hoskins.*] You do not estimate these rates to be cutting rates, the rates charged for long distances? Yes. The rate would be higher than the rate from Hay to Sydney; but it is difficult to go into the question of rates on account of so many varying circumstances.
100. *Mr. Humphery.*] What would be the value of that 1,000 tons of traffic over the branch and main lines to Sydney? It would be worth about £3,600 right through. It would be worth about £300 to this particular branch.
101. What would be a fair proportion to estimate as the profit? Taking it roughly at 50 per cent. that would be £1,800.
102. Have you included that £1,800 in the estimated earnings? No. Although there is a direct loss on the branch, if you could give credit to the parent system for the traffic, it would make a considerable difference; and the Commissioners have laid it down as a rule, that where a line pays working expenses and is a feeder to the main system, then under certain circumstances the branch is worthy of consideration, although it may not pay the interest on the cost of construction.
103. Are the Committee to understand, that although there would be an estimated loss of between £3,000 and £4,000, that loss might be regarded as likely to be reduced by £1,800, or £2,000 additional profit, that will be earned by the main line and the branch to Condobolin, by reason of the extension to Euabalong? To a considerable extent. I could not say exactly what proportion would be new traffic of that 1,000 tons.
104. Without fixing the amount you are prepared to say that there would be a very large additional profit on the main line by this extension? Yes.
105. Do you know whether the Railway Commissioners are of opinion that there should be any extension beyond Euabalong? Their idea was to get to Hillston. That is the point they have been looking forward to. They look upon Hillston as the objective point to get to.
106. At present the intention is to make Euabalong the terminus? Yes.
107. Do you propose in the immediate future to recommend a further extension? That is a matter for the Government. The Commissioners do not recommend lines; but I think you will find that their report indicates that they look upon this as part of an extension forward.
108. Have you considered whether the proposed extension from Condobolin to Euabalong would be more profitable than an extension on the south side of the Lachlan? As a rule the Commissioners do not go into routes in the same district; the line is surveyed and laid out by the engineers, and the Commissioners do not report in regard to a route on one side of the river as against one on the other.
109. Are the Commissioners not prepared to express an opinion whether it would be better to have a line for traffic purposes on the south side of the Lachlan? I do not think they are. It has not been referred to them, and they have never expressed an opinion in regard to it.
110. I suppose Mr. Harper will be able to give a comparison of the traffic that probably will be secured by the construction of the line as proposed, instead of the line on the south side of the Lachlan? He has been in the district, and he will be able to give the Committee any information.
111. Do you estimate at present that there is a substantial profit on the carriage of wool at existing rates from that district? Yes.
112. *Mr. Hoskins.*] You have reduced the wool rates lately, have you not? Yes, but it does not so much affect the long distances. Some of the competitive rates were not touched.

113. *Mr. Humphery.*] Is there a prospect of much stock coming by this route? Yes, it is estimated that we shall get some fat stock from that district. At the present time a man with a small lot of stock could not afford to send to the railway station the distance that he has to go to-day, but if a line is put into the district we think that it would encourage the development of the stock traffic. Mr. Harper has estimated fairly well for stock traffic.

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1 Sept., 1897.

114. How long has the Bogan Gate line been opened? Three or four months.

115. You are not able to speak as to its prospects? It is only a section. It is too early to form an opinion until we get to Condobolin as to what the result will be.

116. I suppose you do not expect a very large passenger traffic on this extension? No.

117. What have you estimated that you will receive for carrying the mails? £576.

118. Do you know what the present cost is? I do not.

119. *Mr. Lec.*] Has there been any alteration in the boundaries or lines fixed by the Victorian Railway Commissioners in this Colony, under differential rates, since 1895? No, I do not think there has been anything considerable.

120. If this line is extended from Condobolin to Euabalong then you will, for the first time, have entered into the Lachlan country—upon that area within which the Victorian differential rates prevail? Yes.

121. Have you estimated whether, if this line is constructed, it will be possible for the Commissioners to convey the wool to Sydney at the same price as it is conveyed to the Victorian railway station under the differential-rate system? Yes; Mr. Harper thinks that under the estimate he has given we shall gain that traffic. I may say that Mr. Harper is not including traffic on the other side of Hillston as likely to come to Euabalong. If we get to Hillston, we should get the competitive wool to a large extent, and the traffic, as estimated for, is considerable. There is a local traffic, although a good deal of it goes through Hillston to Hay; then is river-borne towards Melbourne. Of course we should be in a far better position to compete if we were at Hillston, that is about 70 miles further on.

122. The differential rates in that locality are very harassing? Yes; Victoria allows a good rebate for wool.

123. If the Commissioners could get a railway of this kind, would they be able to secure the trade, notwithstanding those differential rates? Yes; they will have a railway into the district, whereas the others have a long road cartage.

124. I presume that the rate has been cut so low that it would be almost impossible for the Victorian Commissioners to reduce it? I should not think they could reduce it with any profit.

125. Unless that country is pierced by a railway, for all time the trade will flow in the direction of Victoria? Yes.

126. And there are no other means of diverting that traffic so as to bring it to our railways? Not to my knowledge.

127. That would lead one to suppose that although at the commencement of the railways the loss would be some £3,000 a year, there is a reasonable probability of attracting trade in time, so as to eventually make it pay? Yes.

128. I presume you have not any other piece of line in the Colony where you have such difficulties to contend with? On the south-western lines, at such places as Jerilderie and Hay, there is severe competition.

129. If there happens to be bad weather, I suppose the wool would have to come by railway? Yes, where we were within reasonable distance of it.

130. In time of flood it would be impossible for them to send their wool over that country? The shortest carriage would affect the destination of the wool.

131. You think that the conditions are such as will admit of successful competition for that trade? The Commissioners think so.

132. *Mr. Wright.*] Have you ever had pointed out to you what traffic we are likely to secure by this extension? Yes; Mr. Harper has given a report on the matter.

133. Do you know the country likely to be affected by it? Yes; as far back as the Willandra country.

134. You are aware that the whole trade below Mount Hope comes already to the existing line? North of Mount Hope.

135. And to Mount Hope? Some of the Mount Hope traffic will come into Condobolin.

136. Are you not aware that all the traffic west and north of Euabalong down as far as Roto comes in? Still, the further west you extend the railway the further west will your influence extend. If you extend the railway 40 miles westward, you will bring to your railway the traffic from country 40 miles west of your terminus.

137. Did I understand you to say that you expect 1,000 tons of additional traffic? We expect 1,000 tons of wool.

138. Over and above what you get at present? 1,000 tons of wool over this extension, and a great portion of that would be new traffic.

139. What proportion? I have not got the details. Mr. Harper will give them.

140. 1,000 tons of wool over this line; what return traffic would that represent? Mr. Harper in his report gave it generally. He gave us an estimate from general goods traffic of 1,500 tons—that is, including everything, inwards and outwards.

141. 1,500 tons over 50 miles of railway would produce a very small revenue? Yes.

142. The passenger traffic could not possibly be large? No.

143. What is the estimated revenue from all sources? £2,750.

144. Considering that you are only going to get 1,500 tons, that is a very high estimate? That is 1,500 tons of general goods. Then there is wool, live stock, passengers, and mails.

145. Do you notice on the map the proposed deviation from Condobolin, across the river, to run by Lake Cudgellico? Yes.

146. Does not that strike you as being a more direct route? I think it would save something. Mr. Harper is, I believe, inclined to recommend that from his own observation. The Commissioners do not go into details as to routes.

147. Would not a line running south of the Lachlan to Hillston intercept a larger volume of traffic that goes to the Murrumbidgee than this proposed line? It seems a short route, but I do not know the country.

148. Would it not be likely to intercept a larger traffic going south to the Murrumbidgee than this line will touch? It seems to be a greater convenience, because the traffic must drain from the north.

H.
McLachlan.
1 Sept., 1897.

149. *Mr. Roberts.*] Is the Committee to understand that, with a view of reaching Hillston, the Railway Commissioners recommend a route by way of Condobolin and Euabalong, in preference to any other route as shown upon the map? I might say, with regard to the question of route, that the Commissioners do not go into alternative routes. They were asked to report upon the railway from Condobolin to Euabalong, and they have reported upon it favourably, to some extent, as an extension towards Hillston; but whether an alternative route should be considered, I think they would not say that that is the only route which could be considered. They reported upon the route submitted to them, but they would like to say that there is a good deal worthy of consideration in the idea of extending the railway in another direction to reach Hillston from another point.

150. Would that be from Koorawatha to Grenfell, Grenfell to Wyalong, Wyalong to Cudgellico, and Cudgellico to Hillston? The Commissioners would not say any particular town, but they consider it worthy of consideration whether a route could not be got. One point which influences them is that in one case you have to make a long length of railway about 180 miles, whilst you could reach Hillston from Condobolin at present by only a little over 100 miles. Consequently, the country would have to spend a much smaller sum of money to reach the objective point.

151. That is, if all the lines were sanctioned at once? Yes.

152. Do you know anything as to the population of Wyalong, and whether it is increasing? The traffic has not been increasing for the past twelve months through Tomora, which is our railway station.

153. Is it as good as it was two or three years ago? It is not.

154. To what extent does it show a decrease? The earnings are about the same for 1896 as they were for 1894, so there has been no growth.

155. It is practically stationary? Yes; the first few months after Wyalong opened we had a rush of traffic, but there has been no growth since 1894.

156. Do you regard Wyalong as the principal feeder of traffic through Tomora and Cootamundra lines? Yes, it is the principal feeder. There is a certain amount of local traffic. One great reason for considering the alternative route is the better class of country that it would open up, and the development there is already in connection with the wheat traffic.

157. *Chairman.*] Presuming you wanted to send goods to Cowra, which way would you send them? We should send them west usually.

158. Why? Because it would be nearer.

159. Supposing goods were to be carried to Koorawatha, how would you send them? I think Koorawatha is about the dividing point. I have not figured out the exact distance.

160. Which way would Cowra traffic go? It would go west.

161. If there is a line in the western country starting at Koorawatha, it would be immaterial which way you sent the goods? We should have the alternative route.

162. What line is doing the heaviest work at present? The western line. I may say that I have got some figures indicating the business on the west and south. I simply take two items—wool and live-stock—giving an idea of the business. On the southern line during last wool season we brought into Sydney 151,969 bales of wool; by the western line, 265,048 bales of wool. On the southern line we brought 3,172 head of cattle; on the western line, 26,772 head of cattle. On the southern line we brought in 465,146 sheep; on the western line, 749,730 sheep. That is the traffic of the season just closed, showing that the business is much bigger on the western line than on the southern line.

163. If there is any new country to develop from a railway standpoint, it would be more convenient for you to work it by the southern than by the western line? I should almost think so, looking at the traffic.

164. Therefore, if there be anything else to be considered, it would be better to bring the produce from the western district by the south than by the west, by the southern and by the western line? If the distances are equal, I think so.

165. You are aware that Wyalong and the country contiguous are auriferous? Yes.

166. Is there any advantage in having auriferous country in connection with such a place as Lithgow? Yes, on account of smelting. You do not want to go further than the case of Cobar. There has been an immense development at Cobar, and I think that Lithgow, and the railways materially assisted in that development. There is one thing in favour of Euabalong, it would bring the Mount Hope mines nearer to the railways. At present a number of the mines at Mount Hope are shut down, because they cannot afford the road expenses, but no doubt the extension of the railway would have a material influence in helping auriferous development.

167. If the line were brought through auriferous country and also tapped an area of grain-growing country, and the point where you constructed the present line at Koorawatha, the tendency would be to bring grain by the southern line, and take ore by the western line? Yes, that might happen, the line going to Lithgow.

168. It is a possibility worth considering? Yes.

169. What is the policy of the Commissioners in regard to a line calling at Grenfell;—is the time coming when a connection with Grenfell would be justified? The Commissioners make it a rule never to initiate an opinion. If asked for an opinion upon a line they give it. In this case they have reported upon a line from Condobolin to Euabalong. They were asked to do so. They do not like to make suggestions as to an alternative route. At the same time they think that consideration should be given to an alternative scheme in this instance.

170. The time may be nearly here for Grenfell to be entitled to railway communication? The Grenfell district is growing very extensively in production. In 1893 the yield from the county of Monteagle was 208,000 bushels, but in 1897 that had increased to 350,000 bushels.

171. Are you prepared to make a statement at all as to the justification of a connection to Wyalong? The Railway Commissioners are not favourable to it.

172. You have no information or statistics about Wyalong? Comparatively recently, the Commissioners reported in regard to Wyalong that they could not recommend the construction of a line.

173. Since Hillston is west of Euabalong, and since you say that you will intercept the traffic west of Euabalong, the probability is that Hillston would intercept more than Euabalong, partly because it is further west, and partly because it is further south? Yes, Hillston is the objective point which we want to reach.

174. Therefore, if your rates can be made so that the whole of the trade will go to Hillston, that is the place to go for? Yes. In connection with an alternative route to reach Koorawatha or Condobolin, the mileage would be the same in either case, because although you may have to make some additional miles of railway the total length to Sydney would be about the same.
175. And the approach would be a little easier than by Koorawatha? It has not been surveyed.
176. But in no part of the country west of Grenfell are there heavy grades? No; going to Cudgellico would be eastward of any range.
177. You have already told us that a line coming from Blayney *via* Koorawatha to Hillston would be worked at a greater expense than a line *via* Murrumburrah to Hillston? I do not think I said that. I said it would probably be more convenient to bring it by the south; that it would be better to divide our traffic.
178. How would it really stand with regard to cost, supposing both the lines were of the same capacity? I do not know that it would make a great difference. Certainly it would be more convenient.
179. Will you describe the line *via* Blayney to Orange and Parkes;—how would it compare with the line *via* Blayney to Koorawatha? I could not speak from memory.
180. Blayney is common to any western extension; if going west you want to know if there is more bad country on that route than going by Blayney, Koorawatha, and that way? I will put a section of the line in.
181. You have nothing to say with regard to settlement on the route of the line? I think it would tend to bring about agricultural settlement.

H. McLachlan.
1 Sept., 1897.

John Harper, Goods Superintendent, Department of Railways, sworn, and examined:—

182. *Mr. Humphery.*] Have you reported to the Railway Commissioners as to the probable earnings of the proposed extension of the railway to Euabalong? Yes; I will read my report.—

J. Harper.
1 Sept., 1897.

PROPOSED RAILWAY FROM CONDOBOLIN TO EUABALONG.

(Length, 48 miles 3 chains; estimated cost, £108,225; interest at 3 per cent., £3,246 15s.)

As directed by the Commissioners I have looked into this matter.

It need scarcely be said that this proposed extension really forms part of a national scheme. In a sense it is intended to serve a district which has been more or less alienated in its trade relations with New South Wales.

I am sure the Commissioners will recognise that under the circumstances it is most difficult to give anything like an accurate estimate of the probable traffic which may be secured by the construction of the line. It is, however, certain that a further western extension will necessarily have the effect of producing new traffic for carriage on the existing lines. For this reason as well as the fact that the district in the neighbourhood of the line is one of good soil and sufficient rainfall, developments will, no doubt, take place where the possibility offers for farmers engaging to a larger extent in production than they are at present.

As already stated it is impossible to give anything but an approximation of the possible revenue, and I think the sum of £3,700 per annum may reasonably be expected as directly resulting from this extension.

The prospects of the development of the line have been regarded in my estimate in as favourable a light as possible, assuming that increased production will arise and that the district will be utilised far more extensively than hitherto in the production of fat stock. I am of opinion that for the purpose of a rough estimate the traffic may be calculated as follows:—

Description of traffic.	Value.
Wool	£300
Goods, copper, &c.	450
Produce	400
Stock	1,400
Passengers	600
Mails	576
Total	£3,726

I can only repeat how difficult it is to form an estimate of the traffic in a district of this character, where a large proportion of the business has hitherto been conducted elsewhere and which we have not handled upon New South Wales Railways. Attention may, however, be drawn to the fact that assuming this traffic is secured, it will be absolutely new, and on this account will materially increase the earnings on the existing main lines which are now in close proximity to the district which it is proposed this line should tap.

183. When the proposal to construct a line from Condobolin to Broken Hill was under consideration, you mentioned that the length of the extension from Condobolin to Euabalong would be 35 miles, but, according to this proposal, it is 48 miles? Yes.
184. Can you explain it? I cannot. At the time the proposal was before the Committee, the estimate which we had was from an old trial survey.
185. Can you say if the route proposed is that which you had in view when you gave the distance as 35 miles? I could not say, in the absence of a detailed survey.
186. Was it your idea that the line should be extended on the north side of the Lachlan, or on the south side? I think I did not express an opinion upon that.
187. You can express one now? I should imagine that a line on the south bank of the river would run in better country than on the north bank.
188. Would the distance be greater? That I do not know.
189. Can you say what the object is in going on the north side of the Lachlan instead of extending the line from Condobolin to Cudgellico, and then on to Hillston? No; I have no idea, unless it is to get directly to Broken Hill or Menindie.
190. Have you examined the country between Condobolin and Cudgellico? Yes, I have been over that country.
191. And the country through which the proposed extension will run? It is better country south of the Lachlan.
192. Have you examined the country to the north? I have travelled over it.
193. Then, for traffic purposes, would it not be better to take the more direct route—Condobolin to Cudgellico and to Hillston—instead of Euabalong? Yes, it would look so, assuming Hillston to be the objective point.
194. We are told that it is the objective point; what will be the difference in the distance? I do not know.
195. Is it your opinion that there would be a very considerable difference? It represents two sides of a triangle as against the third.
196. In your opinion, for traffic purposes, would the Cudgellico route be preferable? I should not like to say that, because the Mount Hope traffic would be more likely to come to Condobolin.

- J. Harper.
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197. Would the traffic of Mount Hope appreciably affect the earnings of the line? It might very appreciably in time. At present, the developments are not very great; but it is represented that that is owing to the difficulty of obtaining fuel, and the distance from the market.
198. How much is your estimate for that traffic? £200 or £300.
199. Would there be additional traffic *via* Cudgellico to a great amount? I do not think the traffic would come from the east in the direction of Cudgellico. The traffic would probably come in between Condobolin and Cudgellico, but I have not studied that aspect of the question.
200. Can you give any particular reason for taking the proposed route? No; except the one which I have given—that it is to take the direct route to Menindie or Broken Hill.
201. And except that it is the direct route to Broken Hill, you can see no reason for taking the line from Condobolin to Euabalong in preference to Cudgellico? No, assuming that Hillston is the objective point; but if the line were to be carried to Cudgellico to terminate there, then the traffic in the north-west would continue to go down to the river.
202. But not if there was a further extension to Hillston? No; it would be intercepted at Hillston, or between there and Cudgellico.
203. Would more traffic reach the line if carried between Condobolin and Hillston *via* Cudgellico than if carried by Euabalong? I am dealing with the line between Condobolin and Euabalong. I should say that a line *via* Euabalong and Cudgellico, for instance, would carry the most traffic.
204. How much longer would that line be? I should not imagine that it would be more than 10 or 12 miles longer.
205. With regard to the estimated earnings of the proposed extension, what new traffic would you expect to come to the line between Condobolin and Euabalong that would not reach Condobolin without that extension? Nothing between Condobolin and Euabalong. It would be from the west and north-west that the traffic would come.
206. To the west and north-west of Euabalong, what new traffic do you anticipate? It would be chiefly wool.
207. How many tons? Altogether, I have estimated about 1,000 tons of wool.
208. No portion of which would reach Condobolin without this extension? Yes, a portion of it would. Probably 200 or 300 tons would reach Condobolin in the event of the extension.
209. What other produce? I should expect wheat to be grown in the district.
210. Do you expect wheat to be grown to the west and north of Euabalong? No, I should expect it to be grown to the south and south-west, and as far as Lake Cudgellico. That wheat would find its way to Euabalong.
211. Is your estimate of £400 made up of agricultural produce which would be entirely new? Yes.
212. Then there is the item—Stock £1,400;—is that fat stock? Yes.
213. Without this extension to Euabalong, would any portion of that stock reach Condobolin? Yes.
214. How much? Probably nearly half of it. But assuming the extension to be carried to Euabalong it would earn so much more.
215. If there were no extension £700 of that traffic would reach Condobolin? Yes.
216. The absolutely new portion of the traffic would be represented by £700? Yes.
217. What is the basis of your estimate as to passengers? The whole thing is conjecture. I have estimated the passengers at 2,000 per annum travelling over that section of the line.
218. You said before that at Euabalong there are not more than about ninety people? Yes; but the line would be used by people in the district. It would be used by people from Cudgellico, Hillston, and Mossiel.
219. Do you think you have under-estimated it? No, I think it is a most favourable estimate.
220. Now we come to the mails, for which you have allowed £576;—what does it cost the Postmaster-General at present? I do not know.
221. I suppose it does not cost him anything like that? I should not think so.
222. So that, taking a somewhat close view of the figures, which you now present as to the probable earnings of the line, one may reduce that estimate of £3,700 very considerably? Decidedly. That is to say, as far as possible where new traffic is concerned.
223. Have you made any estimate as to the probable profits that would accrue to the branch to Condobolin and the main line to Sydney by reason of the extension from Condobolin to Euabalong? No; it would be impossible to assess that—there are so many circumstances controlling it.
224. You could not say approximately what it would be? No.
225. Is not that a factor in the consideration of an extension of this kind, the profit that would flow to the main line? Decidedly.
226. Do you think it desirable to endeavour to give some information on the point? It is absolutely impossible. I have already pointed out on one or two occasions how impossible it is to ascertain what the net profit may be over any particular line.
227. Could you not say approximately what profit would accrue to the main line upon the assumption that the extension from Condobolin to Euabalong earns in round figures £3,000? I could not. That is a problem which has been given up by every railway man in the United Kingdom and everywhere else.
228. Assuming that the average expenses would be 55 per cent., the difference would be 45 per cent.? Yes.
229. And upon that basis you could not say even approximately what the additional sum produced by the extension would be? No; I certainly could not.
230. Assuming that your expenses would be 55 per cent., about what additional sum in net earnings would come to the main line by reason of this extension? I could not tell the distance over which the traffic would be hauled. I might give a guess, but I should not like to commit myself to anything that could be taken exception to by any railway man who reads the figures.
231. If you take into consideration the traffic within what you call the competitive area? Yes.
232. Have you made an allowance of 55 per cent.? No; we do not do that. Victoria makes that allowance.
233. You make some allowance? Yes; but our allowance is not anything like that.
234. Have you taken the minimum rate in estimating a return of £3,700? Yes; I have taken a rate which I feel sure that section will absolutely bear.
235. We are to understand that you do not regard this extension as likely to be a profitable one? No, I do not. I think I emphasised that when I gave evidence before. In my report on the Broken Hill line, I said I did not consider that any extension beyond Condobolin would be profitable.

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136. Are the Committee to understand that, in your opinion, there can be no extension beyond Condobolin that will be profitable? No Lachlan extension.
237. You say that after mature consideration? Yes.
238. That in your opinion Condobolin should be the terminus of the Lachlan line? Yes, at present.
239. Will you give your reasons? My reasons are that the traffic beyond that would not warrant the construction of the line—that is to say, it would not pay interest on the capital cost and working expenses. I am very doubtful whether it would pay working expenses.
240. Assuming the extension to Hillston, do you think it probable that that line would pay? An extension to Hillston would command a greater trade, but I am not prepared to say that it would pay.
241. The reasons that you gave, when under examination before the Committee upon the question of the extension of the line from Condobolin to Broken Hill for not extending the line beyond Condobolin, are those which you at present entertain? Yes.
242. And you are still strongly of opinion that the line should not be extended to Hillston? Not by that route.
243. I think you have already expressed the opinion that it would be very unprofitable to extend the railway from Temora in the direction of Barmedman and Wyalong? Yes.
244. Have you seen reason to change your views? Wyalong has had some development since then, and I would not like to pronounce an opinion. Wyalong has changed more than any other place in New South Wales. At the time I gave evidence, it was in a state of initiation.
245. *Mr. Hoskins.*] We have evidence that the trade of Temora has not varied much? No; It had reached the maximum at the time I speak of. I think it a good deal in favour of Wyalong, as indicating that it has maintained its level.
246. *Mr. Lee.*] According to your evidence, if the line were at any time extended from Euabalong to Menindie, it must be at an absolute loss? Yes, that was my contention before.
247. You say that no extension beyond Condobolin can pay? Not under existing circumstances.
248. Is that because the trade is not there, or on account of Victorian competition? The trade is not there. It would be satisfactory to us to have the business, and it would bring additional profit to the main line; but our rates would necessarily have to be low to compete.
249. You may depend upon live stock and wool, I presume? Yes, chiefly.
250. But there would be very little agriculture? Yes; there would be copper from Mount Hope.
251. But the bulk of the traffic would be station produce? Yes.
252. Once you get to Euabalong you have entered into the competitive area fixed by the Victorian Railway Commissioners? Yes; we are in the district from which the traffic is drawn.
253. If this line goes to Euabalong, you will have to fight the Victorian Railway Commissioners? Yes; we have to fight them at Condobolin.
254. You will have to fight them still more strongly at Euabalong? We shall be able to fight them still more strongly.
255. You say that at Condobolin they draw their trade from further south and west? Yes.
256. The more you get into the area governed by the Victorian differential rates, the more you will have to fight for the trade? Yes.
257. Consequently you will have to fight them more strongly at Euabalong than at Condobolin? Yes; but with better weapons.
258. What rate have you fixed to Sydney from there to enable you to successfully compete with them? I have no doubt the rate will pay us over those 49 miles. It certainly would not be less than the existing rate from Hay.
259. How does that compare with similar distances on similar lines, say from Narrabri? The Narrabri people pay more, I think.
260. But they are willing to pay for the convenience? Yes.
261. Have you made a rate that will leave a profit to the Department, and still enable you to get that wool from the country, hitherto taken to Victoria? Yes.
262. You are clear on that point? Yes.
263. Suppose the Victorian people are determined to hold that business, and that they still further reduce their rates, what then? I do not think they have any margin for further reduction. When you take 66 per cent. out of it, there is not much margin left.
264. Have you had reason to suppose of late years that there has been any natural diversion of traffic from that district to our railways? Yes; last year, when there was no river, it came this way.
265. Have not other conditions been made of late, such as cheaper rates? No; I do not think they have done very much lately.
266. But when the river conditions are favourable, the Victorian railways continue to get that trade? Yes; they get it at present.
267. What will be about the distance of land carriage to the river? About 120 miles.
268. That would leave an average of about 110 miles of land carriage, taking favourable conditions, roads dry, and river fairly good; what chance would a railway to Euabalong have of getting the traffic if the teams would take it down to the Murray? A very excellent one, for the simple reason that no portion of that traffic which I have estimated is more than 40 miles from the railway.
269. You do not fear anything of that kind, because your estimated traffic is within an area of 40 miles of Euabalong? No.
270. What I want to know is, what will take place under the most favourable circumstances. I know that Victoria will fight for that traffic. Under what conditions could we lose it? I cannot conceive. Such a traffic as I have estimated would come to that line, I am sure.
271. In your opinion, the line should not go beyond Condobolin? No.
272. Is there a tendency to small settlement in that country? Yes; the greater part of the small settlement is north of Condobolin, and in the neighbourhood of Condobolin. There is some in the neighbourhood of Euabalong. I have seen finer crops between Euabalong and Condobolin than at Condobolin. Between Condobolin and Cudgellico, you get into thoroughly good agricultural country. In the neighbourhood of Euabalong there is some splendid agricultural country. Even down as far as Hillston, further west, there is excellent land.
273. But they want a rainfall? They get very good average seasons.

- J. Harper. 274. *Mr. Hoskins.*] Is there any farming about Hillston? Yes; but there is no motive for producing anything but wheat. There is a mill there.
- 1 Sept., 1897. 275. *Mr. Lee.*] If the land in that country west of Euabalong is good enough, and the rainfall is sufficient, why should it not develop in the future? When you get north and west of Euabalong, the country falls off in quality.
276. In your opinion that country will be chiefly used for grazing purposes? Yes, unless there is some development which I do not foresee.
277. As far as you see at present, there is no justification for the extension of the railway beyond Condobolin? No.
278. Is there any other point by which that trade could be diverted to the railway system? Of course it would be possible by a cross country line to pick it up at Hillston. There is a line being surveyed between Koorawatha and Hillston. I should think it ought to show fairly good developments. However, that has not come under the consideration of the Commissioners and I have not been asked to report upon it. It is a matter very much bound up with the question before the Committee now.
279. From all accounts the Grenfell district seems to be attracting large numbers of agriculturists? Yes.
280. It is one of the places in the Colony which is largely developing in wheat production? Yes, more rapidly than any other part of the Colony.
281. The probability is that there will be very large freightage there for the railways? Yes.
282. You have been across the track from Temora to Wyalong and Cudgellico to Hillston? Yes.
283. How does that country compare with the route between Condobolin and Euabalong? It is more suitable for agriculture, generally speaking, assuming that it is cleared. There is a very dense scrub, and much of the land is valueless, but there is a great deal of valuable land.
284. Is there any large proportion of good land? Yes; there is a larger proportion suitable for agriculture in that district than there is north of the line between Condobolin and Euabalong.
285. Is it rabbit-infested country? Yes; some of the land between Euabalong and Wyalong is badly infested.
286. Of course an extension from Temora by Wyalong to Hillston would tap the country on one side of the river? Yes; it would not intersect the country in the same way that this extension would.
287. Have you any idea what is the value of the freight this country loses by the diversion of our trade to the Victorian railways? I do not know. I have seen a document—and I suppose I am not disclosing too much in saying so—which showed that it is estimated by Mr. Mathieson that the gain of Victoria is not more than £80,000 a year.
288. They can get £80,000 a year, and we are going to spend £108,000 to get £2,000 a year? That covers the whole of the Riverina trade. This line would not get all that.
289. If this line were made, it would involve a loss of about £3,280 a year; you do not see any prospect of its paying;—what would have to happen to give an increase of trade that would make it pay? It is possible that there might be developments at Mount Hope. If Mount Hope were to develop anything like Cobar, it would give the line a big impetus; and the country round there will carry a great deal more settlement.
290. You think it possible that when the runs are thrown open increased settlement will take place? I do not think there is much prospect of it without railway communication. The problem has been solved that, unless in an exceptionally favoured district, any distance outside of 30 or 40 miles from a railway is prohibitive as regards the production of grain.

THURSDAY, 2 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL PEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

John Harper, Goods Superintendent, Department of Railways, sworn, and further examined:—

- J. Harper. 291. *Mr. Wright.*] You estimated the revenue on the proposed extension at £3,700? Yes.
292. And you estimated that there would be 1,000 tons of wool? Yes.
- 2 Sept., 1897. 293. Have you been through the country in which this line is proposed to be made? Yes.
294. What stations are we likely to get the wool from that we do not get it from now, at Condobolin, Nyngan, or Nevertire? There are Koto, Cowan Downs, Hunthawong, and other places.
295. Hunthawong is a long way from the terminus? Yes.
296. Would it not continue to go to Carrathool instead of to Euabalong? No; I think it would go to Euabalong. The road carriage would be in favour of it.
297. Is it not as good country to travel through as the Gunbar country? I do not know that there is much difference. We may get the wool from Willandra, Yathong, Coombie, Mulga, and Moola. I fancy that all those clips would come to Euabalong.
298. Do you know that the Big Willandra is held in Melbourne? I do not know where it is held.
299. Therefore, other things being equal, the wool from there would tend to the south? No doubt; but our experience is that these big financial institutions are only too anxious to avail themselves of the cheapest means of transit.
300. Something has been said about a proposed deviation crossing the river at Condobolin, and going by the Lake to Hillston? Yes.
301. Would you not be likely by that route to intercept a larger volume of traffic than at Euabalong? Yes, decidedly, but not if taken direct to Cudgellico. I said that if the extension were effected to Cudgellico, only a lot of the traffic which would come on the line would come in at Cudgellico. 302.

302. We were told by Mr. McLachlan that Hillston is the objective point? Yes. J. Harper.
303. Would not a line crossing the river at Condobolin, and going through the Lake district be more effective than the proposed deviation north of the river? If the railway were built to Hillston the traffic I speak of would be secured by the line, whether it was north or south of the river. 2 Sept., 1897.
304. It would be secured beyond all question? Yes.
305. And a lot of traffic which you expect to get by this route? There is a possibility of cultivation, and accompanying it a possibility of carrying more stock if the line were taken from Condobolin to Hillston, *via* Lake Cudgellico.
306. That is in the Central Division? Yes.
307. Where the land is open to conditional purchase? Yes.
308. Whereas the bulk of the land along the proposed line is in the Western Division, and is not open to conditional purchase? No.
309. It naturally follows that if the line were made across the river to Condobolin, and constructed through to Hillston by the Lake, a much larger settlement would be encouraged than would be encouraged by the proposed extension? Yes—that is, as far as the surface of the land is concerned. I should like to mention the possible developments at Mount Hope. It certainly would not be to the advantage of any developments at Mount Hope were the line taken south of the river.
310. The distance from Euabalong to the Lake would not be very far? About 20 miles.
311. So that the Southern line, if constructed, would certainly intercept any traffic that would come from Mount Hope and its neighbourhood? It would pick it up at some point, but I should imagine that, as far as Mount Hope is concerned, in preference to crossing the river, they would make for Condobolin.
312. What is the distance between Mount Hope and Condobolin? I think about 85 miles.
313. So that if a railway were constructed on the southern side of the river, the prospect of increased settlement would be much greater than if a railway were constructed on the northern side of the river, and there would be nothing to prevent you from getting the products that you expect to get from this extension? No, assuming that Hillston is the objective point.
314. Then you would secure by that extension also, not only Coombie and the Hunthawong wool, but the produce of the whole country round? That would be secured by any extension to Hillston, whether it went across the country or any other way.
315. Have you travelled over both the routes? I have not travelled over the survey between Condobolin and Cudgellico, but I have travelled on both sides of the river between Euabalong and Condobolin.
316. Neither side presents great engineering difficulties? No; the country is comparatively level.
317. And the construction would be simple and cheap? Yes.
318. You make a large amount from the carriage of mails? Yes.
319. Is the Postal Department compelled to pay this sum for mails whether they use the railway or not? Yes; that allowance is made, and it always has been included; £12 for every mile.
320. You have referred to this as a national line;—why do you use the word "national"? There are interests outside the railways involved, such as securing the trade for the ports of the country.
321. For that reason you speak of it as a national line? Yes.
322. In your evidence on the proposed railway from Condobolin to Broken Hill, you spoke of it as a national line. I will quote the questions and answers. You were asked this question:
 Will you give us your definition of a national line? I cannot do more than repeat what I have already said.
 In what sense of the word would the line be a national one? I said that I considered that a national line was one the burden of which was borne by the whole community, and not by the users of the railway.
 So that you speak of a line as a national line that will entail a considerable loss in running, which must be borne by the rest of the community? Yes, a line the expense of which is not borne by the users of the railway, but by the whole country.
323. The producers have to pay for the construction of what you call a national line? I should say the general taxpayers.
324. When you apply the term "national" to a particular railway line, you wish the Committee to infer that it is one that will not pay? I should not like to say that. It might be both a paying line and a national one.
325. You describe a national line as one that has to be paid for by the general taxpayers, and which is not supported by the people who use it? Yes.
326. You have already said that in your opinion this line will not pay? Yes.
327. And you do not think that the additional traffic which will be secured by it to the main line will justify its construction? I do not. Personally I do not think that the additional traffic which will be secured by it to the main line would justify its construction.
328. I suppose that you would not like to suggest any alternative? No, I should not care to intrude any suggestion as to the policy of the country.
329. *Mr. Fegan.*] I understood from your evidence yesterday that the line now proposed is one that you could not recommend? No.
330. But by its ultimate extension to Hillston, it would gain a great deal of traffic? Yes.
331. It is with a view to its further extension to Hillston that you recommend this proposed line? No; I do not recommend it at all.
332. Could you tell us whether there are large runs or small runs between Condobolin and Euabalong? They are nearly all large ones. The most dense settlement is in the neighbourhood of Condobolin, to the south and north of it.
333. You have been over this route? Yes.
334. Did you report against it? As far as Euabalong is concerned, whatever evidence I gave on the matter you have before you in connection with the Broken Hill line. I think I was emphatic in my evidence, and I have seen no reason to alter it.
335. By what route would you make the line to Hillston? That is a matter of Ministerial policy.
336. If the line to Euabalong were brought further on would that make it better? No.
337. Is not the greater portion of the country there held by large station-owners with a sparse population? Yes.
338. *Mr. Hassall.*] Taking this line to Condobolin westward, having Hillston as its objective point, the result would be that the traffic lying west and north of Hillston would be practically drafted in there? Yes.

- J. Harper.
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339. Is Condobolin the best point of connection with Hillston? In the absence of surveys I should not like to express an opinion, because I occupy an official position, and my opinion might run counter to that of the engineers. My personal view is, that a line as suggested by me yesterday from between Murrumburrah and Blayney, intersecting the country and going through the best country, would be a better one than this. It seems to me that better results might be obtained by the construction of a line from Murrumburrah in the direction of Hillston, intersecting the country in the neighbourhood of Grenfell, Wyalong, and so on.
340. *Mr. Hoskins.*] Is it not a very scrubby country? Yes.
341. *Mr. Hassall.*] The country is scrubby, but the soil is good? Yes.
342. In view of the proposed construction of a railway from Coolamon to Ariaah—that is, from the Southern line—do you think it might be possible to extend the line from Temora to Ariaah? I do not.
343. Are the engineering difficulties too great? As a matter of fact, as far as the Coolamon and Ariaah lines are concerned, it lies to the east and west of the stock route. You get into very broken country, and I fancy that there would be engineering difficulties in the way of getting from Temora to Ariaah.
344. You think (that the difficulty of getting through there would be too great? I fancy so. I might point out that the settlement between Coolamon and Ariaah is to the east and west of the proposed line. It is good land.
345. Do you know anything of the country between Ariaah and Hillston? I have not been over it—some of it is very indifferent.
346. In regard to the extension to Condobolin from Parkes, does not that extension practically tap the greater portion of the traffic lying between Condobolin and Menindie? No.
347. Does the traffic come along *via* Mosgiel, and across to Carrathool? Yes; some goes to the Murrumbidgee, and some back on to the Darling.
348. Do you not think that with Hillston as a terminal point the railway would take the whole of the traffic of the west and north-west from there? No; wherever they are south of Hillston they will continue to go on to the Darling or to the Murrumbidgee.
349. Then, what traffic would the extension to Hillston serve? The Mosgiel traffic would come in; but practically, when you get past Ivanhoe, the trend would be towards Menindie and south of Mosgiel down to the Murrumbidgee. A railway to Hillston would prevent its coming in that direction.
350. Then what advantage would be derived by the extension to Hillston? It would secure business which could not be expected to come to the terminus at Euabalong. Other traffic would fall in at Hillston, and there is a possibility of developments in the shape of agriculture about Hillston, which would also mean the carrying of more stock.
351. But it would be of no use extending the line from Condobolin to Euabalong to increase the present traffic? Being so much further west, it would cause a certain traffic which now goes down the river to Victoria to be placed on the railway.
352. But, practically, it would be of no use extending the line from Condobolin to Euabalong unless you extended it further? No; there is this much in it; in the neighbourhood of Euabalong and Cudgellico there would be increased cultivation. The distance from Cudgellico to Euabalong is 20 miles, but that distance does not prohibit wheat production.
353. From your knowledge of the country, do you not think that the country between Hillston and Temora or Wyalong would be very suitable for agriculture if it were cleared? Some of it, and some of it is not.
354. In the vicinity of Hillston is the land not considered good? Yes; on the north, and immediately east of Hillston, the country is good.
355. With a view of making Hillston the objective point, which do you think the better route to follow? I should like to see the line go over the route *via* Koorawatha to Grenfell, from Grenfell to Wyalong, and from Wyalong to Hillston.
356. In the event of the extension of the railway from Condobolin, do you not think it will be better to run it on the south side of the river, *via* Lake Cudgellico, than to go *via* Euabalong and from there to Hillston? That is a point I should scarcely like to speak about; there may be engineering reasons for carrying it on the north side.
357. Is it not a fact that the whole of the country on the northern side of the Lachlan is in the Western Division, and will be locked up for the next twenty years, not being available until 1918? There is a possibility of it producing more than it does at present.
358. Would it not be better to have closer settlement? Under the present system of exchange of land, they might obtain land there suitable for settlement before 1918.
359. But the tenure of the leases in the Western Division will expire in 1918? I should imagine that there are many leasees who would only be too glad to part with some of their land for a small consideration.
360. You do not think much of the country? I do not think much of a lot of it.
361. Do you think there is any prospect of closer settlement, even if the line were constructed and land were available? I think there would be. I have seen some of the best wheat crops that I ever saw anywhere, in the neighbourhood of Euabalong. Whether the inducement would be strong enough to lead to much settlement, I am not able to say.
362. Do you think the extension to Hillston would result in a profit to the Railway Department? I do not think so. I do not think that if the line were extended from Euabalong to Hillston, it would result in a profit to the Department.
363. You think it might be taken from a more profitable point? Yes; it is simply conjecture.
364. *Mr. Roberts.*] Have you got the distance from Barmedman to Hillston, Koorawatha to Grenfell, and Grenfell to Wyalong? I think they are in Mr. Deane's report.
365. How would you view a line from Barmedman to Hillston? I think there would be nothing in it. It would pass through the very worst part of that country.
366. Do you regard it as a wise course to tap the Cudgellico district? I do not think it is essential. That is a very small area.
367. Would it not add to the expense of getting to Hillston? I do not think so. From what the surveyors have told me, I should imagine that when you get south, trying to get a direct line to Hillston, you get into a very broken country.
368. The best way is to keep more to the north? Yes, to the north.
369. Is there much settlement around Lake Cudgellico? Not much. It is an old farming and mining settlement, and both appear to be languishing very much.
- 370.

370. In making your estimate of revenue on the proposed line between Condobolin and Euabalong, have you taken into consideration any of the traffic which you would probably get, that now goes to Melbourne? Yes; that is included.
371. How many tons of wool do you expect to get? A thousand tons altogether.
372. How far west would that come? Within a radius of about 40 miles of Euabalong.
373. Is the route between Euabalong and Condobolin fairly passable in fine weather? It is an average road that you get along the rivers. Part of it is very heavy black soil. There are no improvements on it.
374. Is not that part of the country often flooded? No; it does not flood very much.
375. If this railway were constructed to Euabalong, would the stock traffic be much increased? I think so. Our experience is, that wherever a line is made the stock traffic increases, because the small holders use the line who could not afford to pay for driving long distances.
376. In the Grenfell district is not the land well adapted for the production of wheat? Yes; it is splendid country.
377. Would the yield per acre be larger around Grenfell than at Hillston? In a favourable season it would be as heavy as anywhere in the neighbourhood of Cudgellico and Hillston.
378. What is the yield? I have known them to get 24 bushels to the acre.
379. What would they get at Grenfell? I do not think that they would get any more there. The average is about 14 bushels per acre. The difference is that in the Grenfell district the failures are fewer. Further west you get more frequent failures.
380. How far does the good country round Grenfell extend towards the west? It is more or less good all the way to Wyalong.
381. Is the country between Grenfell and Wyalong better country than that between Temora and Wyalong? Yes.
382. Is it different in character? Yes; it is not so thickly scrubbed as at Temora and Wyalong.
383. It is more suitable for the growth of agricultural products?—
384. Then, is the Committee right in assuming that in order to get to Hillston you prefer going from a point on the Blayney line by way of Grenfell, Wyalong, and Cudgellico? I should like to have that considered.
385. Would your reason be that it would go through a better class of country? Yes; and it would open up more country.
386. *Mr. Hoskins.*] Taking into consideration the difference in the distance between Condobolin and Euabalong, and Condobolin and Hillston, do you think Hillston would be a more profitable terminus for the railway than Euabalong? I do not think the increased cost in interest on the capital, to construct the line between Euabalong and Hillston, and the working expenses, would be compensated for by any traffic that would be secured at Hillston.
387. Is there not a good deal of agricultural settlement at Hillston? No; it is south of Hillston.
388. Euabalong is 15 or 20 miles from Cudgellico? Yes.
389. Is there a great deal of settlement about Lake Cudgellico? There is a small township of a decaying character.
390. Is there no irrigation there? I did not see any.
391. I suppose the country about Cudgellico is very favourable for settlement? Yes; it is good country.
392. Suppose people settled down there, and engaged in agriculture, would not the country between there and Euabalong be difficult for teams to travel over? No.
393. Is Euabalong a small place? Yes; it consists of two public-houses, two stores, and four or five private houses.
394. Then nearly all the traffic that might be expected at either Hillston or Euabalong would be wool, hides, and produce from the stations, and merchandise going to the stations? Yes.
395. Is it not a fact that the country is held in large sheep runs there? Yes.
396. Have you not heard that most of the lessees of those runs are not free agents—that they cannot send the wool where they think proper, but must send it to Melbourne? I think that most of them are not agents, but simply employees.
397. Then they must send the wool to Melbourne? No; that does not follow. Some of the Victorian financial institutions, since they have shifted their head-quarters to Sydney, are not quite so conservative as they were four or five years ago. They are prepared to send their wool where they can get it carried most cheaply.
398. Then we must get some of the wool that used to go to Melbourne, because railway traction is cheaper than ordinary traction? Yes.
399. *Chairman.*] Have you been over the country from Temora to Wyalong? Yes.
400. What do you think of that country? I do not think that it is likely to be occupied for a considerable time.
401. Do you regard it as an area that is likely to have rapid agricultural development if the railway is constructed? No.
402. Have you been at Wyalong recently? Not for three years.
403. Have you any knowledge as to the importance or the stability of Wyalong? No.
404. Have you been from Wyalong to Grenfell? No. I have been from Grenfell to Yeo Yeo, and to Cootamundra.
405. Have you been from Grenfell to Young? Yes.
406. What do you think of that country? A lot of it is very good country, fit for agriculture.
407. Do you know anything about the country in that triangle between Koorawatha, Young, and Grenfell? No; but I know that we get a large amount of traffic from it.
408. What is your opinion of the Grenfell district? I think it is an exceedingly good one.
409. Does it appear reasonable to believe that the Grenfell district will soon become entitled to railway communication? It certainly appears to be making in that direction, because in a district like that, associated with the cultivation of wheat or other cereals, we generally find increased numbers of stock. It appears to be a district deserving of consideration.
410. Is Wyalong a centre which is likely to soon force itself on our notice with regard to railway communication? I think that question has already been answered. It forced itself upon us two or three years ago. I should imagine that the matter will be deserving of consideration again.

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- J. Harper. 411. What is your opinion with regard to the capability of the country between Hillston and Cudgellico and lying south towards Gunbar? There is a lot of excellent country there. At Gunbar they have been cultivating wheat and carting it 35 miles.
 2 Sept., 1897. 412. Will the Hillston district soon become entitled to consideration? Yes.
 413. What is the distance from Condobolin to Hillston? About 120 miles.
 414. What is the distance from Young to Grenfell, or Koorawatha to Grenfell? I estimate a line at about 180 miles through to Hillston.
 415. And from Young to Grenfell, or Koorawatha to Grenfell? Thirty-six miles from Young to Grenfell, and I should imagine it would be between 26 and 30 miles from Koorawatha to Grenfell.
 416. How far is it from Temora to Wyalong? About 44 miles.
 417. There is the country lying north of the influence of the Hay line and south of the influence of the Parkes-Condobolin line, and there is the town of Grenfell likely very soon to require consideration; Wyalong stands in a similar position. Hillston also in a similar position. You can approach Hillston from Condobolin in the cheapest way at 120 miles. From Koorawatha to Grenfell is about 30 miles, and from Temora to Wyalong about 44 miles; that would give a total of 194 miles to do the same work as the extensions;—would it be wise to pick up the three stations on one line? Yes. There is more in it than that, because if you had the various lines made, at least two would be competing with one another.
 418. Therefore, the local developments on such lines as Grenfell to Young, Wyalong to Temora, and Hillston to Condobolin would require to be very much greater than the developments on one of the three lines, to justify the construction of the three? Yes.
 419. Looking at the figures without binding one's self absolutely, it would appear that a through line would be the best, not only on paper, but practically? Yes; without committing myself, I must say that it looks as if it would be a better scheme and would serve more country.
 420. Would a straight line right on be a better line to work? Undoubtedly. A short line would involve greater loss in working than a line of greater length.

Percy Scarr, Principal Assistant Engineer, Roads Branch, Department of Public Works, sworn, and examined:—

- P. Scarr. 421. *Chairman.*] On the 26th August, 1896, you were examined on the inquiry into the proposed railway from Condobolin to Broken Hill? Yes.
 2 Sept., 1897. 422. You gave certain evidence? Yes.
 423. That evidence is correct? Yes.
 424. How far to the east is your most easterly road there given? The road from Coolamon to Ariah is the most easterly.
 425. Have you any east from Wyalong? No.
 426. The roads that you previously gave were all lying westerly from Ariah and westerly from Cudgellico, and north-westerly towards Broken Hill? Yes, east of Ariah and north of the Lachlan.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

- H. Deane. 427. *Chairman.*] You were to bring some information for the Committee? I have here some rough estimates. I am sorry that I have not had time to obtain all the information required by the Committee. I sent for Mr. Kennedy, who has come down, as I thought he would be the best officer to give information to the Committee, he having a general knowledge of the district from Temora to Wyalong and across to Hillston. I will put in the following statistics:—

RAILWAY connection with Hillston.

Route.	Length.	Rate per mile.	Estimated cost.	Distance of Hillston from Sydney.	Ruling grade.		Sharpest curve.	Remarks.	
					Against.	With.			
Temora to Barmedman	23	2,300	52,900	1/100	1/100	20	Grade approximate, part only being surveyed.	
Barmedman to Wyalong	17	2,300	39,100	.....	1/100	1/100	20	
Wyalong to Hillston	118	2,500	295,000	.....	1/100	1/100	10	
Wyalong to Cudgellico	69	2,300	158,700	.....	1/100	1/80	16	
Cudgellico to Hillston	54	2,300	124,200	.....	1/100	1/80	16	
Condobolin to Cudgellico	59	2,300	135,700	.....	1/100	1/100	...	
Koorawatha to Grenfell	29	2,500	72,500	.....	1/75	1/60	10	
Grenfell to Wyalong	53	2,500	145,000	.....	1/75	1/60	10	
Condobolin to Euabalong	48	2,250	108,000	.....	...	...	...
Euabalong to Hillston via point A	66	...	.....	.....	...	...	easy
Temora to Hillston via Wyalong and Cudgellico.	163	2,300	374,900	454	1/100	1/80	16		
Temora to Hillston via Wyalong direct.	158	2,500	395,000	449	...	...	...
Temora to Hillston via Barmedman direct.	145	...	.....	436	1/60*	1/60*	10
Koorawatha to Hillston via Wyalong and Cudgellico.	210	2,500	525,000	See remarks.	1/75	1/60	10		Distance, Sydney to Hillston via Blayney, 446 miles. Harden, 437 miles.
Koorawatha to Hillston via Wyalong direct.	205	2,500	512,500	See remarks.	1/75	1/60	10		Distance, Sydney to Hillston via Blayney, 441 miles. Harden, 432 miles.
Condobolin to Hillston via Cudgellico	113	2,300	259,900	444½	1/100	1/80	16		
Condobolin to Hillston via Euabalong and point A.	114½	2,300	263,350	446	1/100	1/100	20		

* Can be obtained without materially increasing the length of line; 1/100 could be got with 5 or 6 miles extra length.

N.B.—These estimates are approximate only.
 Sydney to Temora 291 miles.
 „ Koorawatha 236 miles via Blayney.
 „ „ 277 „ „ Harden.
 „ Condobolin 331½ „
 Population of Grenfell in 1896 712
 „ Wyalong, 31st December, 1894 ... 4,215

428. *Mr. Wright.*] Has the country been surveyed from Cowra to Grenfell? No. There was an exploration made, but it was stated to be not practicable with good grades.

429. *Chairman.*] What is the grade on the Temora to Cootamundra line? 1 in 75.

430. Have you any other information for the Committee? I have Mr. Jamieson's report on his exploration from Koorawatha to Grenfell and Wyalong. This is what he says with regard to the Cowra connection:—

I first selected Cowra (elevation 937 feet) as my starting point, and examined the country between there and Grenfell; but owing to the difficulties which would be incurred in crossing the Broula range (elevation of gap 1,700 feet) being so formidable, I abandoned the idea of making Cowra the starting point. I next started from Koorawatha, a platform about 18 miles south of Cowra (elevation 1,116 feet), and the route I will briefly describe is, in my opinion, the most suitable not only from an engineering point of view, but one that would best serve the interests of the district generally. A number of suggestions as regards the route have been made to me, thus showing a diversity of opinion in the district as regards the route; but, to my mind, in some instances actuated by personal motives. After making a thorough investigation of the country, keeping in view the shortest, cheapest, and best line to serve the district generally, and one that would divide the country with railway communication between the Forbes to Condobolin and South-western railway, I find the result as follows:—

Then he goes on to give a description of the line to mark the position of it, and the present survey is more or less following on his lines. Then he says:—

The route I propose passes through land very highly improved nearly the whole way. After leaving Koorawatha platform the line passes through Warrangong station (owned by Mr. Suttor, who has at present 3,000 acres under cultivation); thence passing through smaller holdings which are more or less under crop; thence into Mr. Greene's property situated on the south side of Tyagong Creek. He has 10,000 acres under crop, and he informs me that he would still cultivate more largely if the line were built. Also he is prepared to give the land necessary for railway purposes. This means passing through his land for about 8 or 10 miles. On the south side of the Tyagong Creek is Brundab holding, owned by Mr. Wood. He has at present 7,000 acres under crop, and is preparing still more land for cultivation. Mr. Wood is also prepared to be liberal with his land, if required. From Jandra, Mr. Greene's property, right through to Grenfell via Emu Creek is more or less under crop; so that, considering the highly improved country and the light nature of the works that will be required for the construction of the railway, I have no hesitation in strongly recommending that the survey be made. The country for 15 miles west of Grenfell is fairly good, and most of it is suitable for agriculture. From 298 to 311 miles the line passes through what is known as the Bland country, and appears to me to be very soft and boggy in wet seasons. This country is very similar to the Jerilderie plains. Belts of belar and myall are passed through over this length. From Baek Creek, at 311 miles, the timber country is entered again. It consists of pine, belar, and box. From 318 miles to Wyalong the Mallee scrub is entered. The total distance from Koorawatha to Wyalong is 87 miles; from Grenfell to Wyalong 54 miles.

Mr. Burge made a report on the 8th June last, and he makes the following remarks with regard to the line between Grenfell and Wyalong, two routes being shown on the map:—

Both lines pass through apparently equally settled country till the western country, which is largely black soil, is reached. Mr. Lloyd has been instructed to take up the Bimbi line, working from Wyalong. Agriculture is greatly increasing over the eastern half of this line; and though temporarily checked by drought, will no doubt feed this line well. The western half is pastoral.

FRIDAY, 3 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

William McIntyre, Chief Electoral Officer, Chief Secretary's Department, sworn, and examined:—

431. *Chairman.*] What are you? Chief Electoral Officer, Chief Secretary's Department.

432. What particulars as to population have you brought? I have marked on a sketch map the population of the divisions of electorates, embracing the block of country through which the proposed line passes, 3 Sept., 1897.

433. Have you put Wyalong in? Yes, the Wyalong division.

434. Have you put Grenfell in? Yes.

435. Have you put Temora in? I have not given Temora.

436. Will you tell us what you have got? I have given the population of three municipalities. Condobolin has 855, Hillston 750, Grenfell 720. Those are small areas around those towns.

437. Temora—you have not got it? No, but I could furnish Temora.* Condobolin division has 1,505; Kiacatoo division, 130; Euabalong division, 295; Cudgellico division, 750; Hillston division, 1,330; Euglo division, which is south of Condobolin, 1,068; Barmedman division, which includes the town of Wyalong, 6,735; Marsden division, which includes Bimbi, one of the towns affected by this proposal, 1,338; Grenfell division, including the municipality of Grenfell, which I have already given, 5,142.

438. We want to know the population between Koorawatha and Grenfell? I include a great part of that population in the division of Grenfell.

George Hulton Smyth King, Clerk-in-Charge, Information Bureau and Map Sales Branch, Department of Lands, sworn, and examined:—

439. *Chairman.*] What are you? Clerk-in-Charge of the Information Bureau and Map Sales Branch, G. H. S. King, Department of Lands.

440. You have seen the evidence given by the officer holding your position previously? Yes; the evidence of Mr. Burt. 3 Sept., 1897.

441. Is that evidence correct? It is.

442.

* NOTE (on revision):—There is a population of 1,800 souls within the municipality of Temora, an area of 9 square miles surrounding that town.

G. H. S. King. 442. Will you adopt that evidence as part of your own? I will. It is as follows:—

3 Sept., 1897.

James Burt, Esq., Draftsman-in-Charge, Information Bureau, Department of Lands, sworn, and examined:—

(24. *Mr. Hassall.*) You know the proposal under the consideration of the Committee? Yes.

625. Have you a description of the country through which the line will pass? We have no detailed description, but I can give you information as to the holdings in that district, and the rentals which the Crown receives from the land there:— Starting from Condobolin the line passes principally through alienated and reserved lands (the alienated lands being almost wholly conditional purchases and conditional leases) for a distance of about 20 miles. Thence to Euabalong, half the distance through alienated lands, and half through leased areas. From Euabalong to the Willandra Billabong, through resumed and leasehold areas, apparently intersecting a few portions of alienated land. From Willandra Billabong to Broken Hill through resumed and leasehold areas, intersecting small isolated portions of alienated lands. From Condobolin, going westward, the line apparently passes through the following pastoral holdings:—

R.A. Condobolin—£2 14s. per section; 640 acres.	L.A. Willandra—1½d. per acre.
L.A. Mowabla—½d. per acre; terminates 10 July, 1900.	L.A. Moulbong—1½d. per acre; terminates 1918.
R.A. Kiacatoo—Forfeited.	R.A. Boondarra—£2 2s. 8d. per section.
L.A. Do —1½d. per acre; terminates 10 July, 1900.	L.A. Do —½d. per acre; terminates 1918.
R.A. Booberoi—17s. 9d. per section.	R.A. Mossiel—£2 2s. 8d. per section.
L.A. Do —½d. per acre; terminates 1918.	L.A. Do —1½d. per acre; terminates 1918.
L.A. Euabalong—1d. per acre; terminates 1918.	R.A. Clare—12s. 3½d. per section.
L.A. Eribenderry—1½d. per acre; terminates 1918.	L.A. Do —1½d. per acre; terminates 1918.
R.A. Murrin—Forfeited.	R.A. Kilfera—6s. 4½d. per section.
L.A. Do —½d. per acre; terminates 1918.	L.A. Do —½d. per acre; terminates 1918.
R.A. Gunninguldrrie—3s. per section.	R.A. Manfred—14s. 4½d. per section.
L.A. Do —4s. 10d. per acre; terminates 1918.	L.A. Do —½d. per acre; terminates 1918.
R.A. Uranaway—Not renewed.	L.A. Albermarle—½d. per acre; terminates 1918.
L.A. Do —½d. per acre; 1918.	L.A. Moorara—½d. per acre; terminates 1918.
R.A. Rota—Forfeited.	L.A. Tolarno—½d. per acre; terminates 1918.
L.A. Do —½d. per acre.	L.A. Kinchega—½d. per acre; terminates 1918.
R.A. Wallandra—£2 13s. 4d. per section.	R.A. Do —£1 12s. per section.
L.A. Do —1½d. per acre; 1918.	R.A. Mount Gipps—16s. per section.

626. Where does the proposed line cross the boundary of the Central and Western Divisions? About 30½ miles from Condobolin. That boundary then follows the Lachlan River on its north side until you get to the Murray. The leaseholds in the Western Division all terminate about 1918, and the Minister has only power to resume land which is within 10 miles of a town containing fifty inhabitants.

627. Is half the land along the route of the proposed line available for settlement? No; the line passes through leasehold areas nearly the whole way.

628. What about the proposed deviation via Cudgellico and Hillston? The same remark would almost apply to that line; but the land between Condobolin and Cudgellico, which has not been alienated, is generally of a rather inferior character. It has been offered on improvement lease, but only one or two leases have been taken. It would be good agricultural land if it were cleared, and if the rainfall could be depended upon.

629. Would the deviation pass through as much alienated land as the more northerly route? Yes.

630. Then the land on the southern side of the river must be as good as that on the northern side? Yes, to judge from that circumstance.

631. Is the land on the Lachlan and the Willandra Billabong pretty good right through? I cannot say from personal knowledge; but inasmuch as every acre on the Lachlan River is held under lease, I suppose that it is. As you get out towards Broken Hill there is not quite so much land held under lease.

632. Judging from the rentals paid, the land held under pastoral lease and occupation license is of inferior quality? Yes; only two or three of the leaseholds have been reappraised, and they have been reduced to the rentals I have quoted—forty-two hundredths of a penny and thirty-three hundredths of a penny. The highest rent paid is for Eribenderry, where the rent is one and nine-tenths of a penny per acre. That is just beyond Euabalong. The country has a frontage to the Lachlan, and another frontage to the Willandra Billabong.

633. As you go further west the rentals decrease? Yes.

634. Is the land suitable for other than pastoral occupation? I could not say definitely.

635. What is the rainfall? At Broken Hill it is 9 or 10 inches per annum, and near Condobolin it is about 20 inches per annum.

636. Except on the Lachlan and on the Willandra Billabong, the line passes through what is practically dry country? Yes.

637. So that artificial water supplies will have to be obtained? Yes.

638. *Mr. Lee.*] Is there much small settlement in this district? Not that I am aware of. In the western district the small settlement takes the form of homestead leases. I have a map showing the Forbes Land Board District, in which Condobolin is situated, and also a map showing that part of the Western Division through which the line will pass.

639. What are the reserves shown on the first map? They are water reserves, travelling stock reserves, and forest reserves.

640. About one-third of the land seems to be reserved? About 25 per cent. of it.

641. Are there as many reserves in the Western Division? No. Those in the Western Division are nearly all for travelling stock routes, or to provide access to water.

642. There are no large reserves which could be thrown open to allow of small settlement? No.

643. Would not the proposed line go through some portion of the resumed areas? Only to a limited extent. From 10 miles beyond Euabalong to the Willandra Billabong the line would pass through resumed areas for about 16 miles. I have made no distinction between homestead leases and pastoral leases—they both run for about the same period.

644. Then there may be a large number of homestead leases which are not indicated on the map? Yes; there are some homestead leases.

645. Are they held by the original lessees? I think the tendency has been for them to revert to the original holders.

646. Is the country suitable for small settlers? I have no personal knowledge of it, but I should not think so.

647. A great deal of the country is infested with rabbits? I believe so.

648. Are there many applications for reserves for villages or townships? I am not aware of any.

649. Where artesian bores have been put down, has there been any desire for small settlement? The only place I know of is Pera.

650. There are no improvement conditions connected with leases in the Western Division? No.

651. Do these leases stand in the names of the original lessees, or in the name of various banking institutions? I cannot say, but the information could be readily obtained.

652. Is any of the land dropping back into the hands of the Department? In the list which I read to the Committee there are only three resumed areas which have been forfeited.

653. Has that land been taken up again? No.

654. This land, although leased, is still Crown land, so that no compensation would have to be paid for it if it were required for railway purposes? No.

655. *Chairman.*] What about the land through which the proposed deviation will pass? The land from Condobolin to the boundary of the Western Division is nearly all alienated, and from there to Lake Cudgellico about one-third of it has been alienated. The rest of it is comprised within leasehold and resumed areas.

656. When will the leased land revert to the Crown? In 1918.

443. What country is affected by the statement made by Mr. Burt on the 12th August, 1896? It appears to embrace country some short distance south from Condobolin, and follows apparently parallel with the dotted line on the map, some of it going from Condobolin towards Menindie.

444. What information do you bring to the Committee? I can inform the Committee how the land is held north from the Lachlan, pretty well as far as Mount Hope. On the southern side I can show the

Committee

Committee how most of the land is held from Condobolin and from Lake Cudgellico to Hillston, from Hillston to Wyalong, from Wyalong to Grenfell, from Grenfell to Koorawatha, and all the country lying between those three mentioned places and the Lachlan, and also some of the land to the south. But my investigations have not led me as far as Temora; I will furnish that subsequently. I might mention, with regard to the settlement leases in the Condobolin and Hillston land districts, that as far as I can ascertain in the Hillston land district, an area of 76,500 acres has been put up, and we have had applications for 14,400 acres out of that. With regard to the classified areas in the Condobolin district, we have made available 159,600 acres, and out of that 98,200 acres have been selected.

G. H. S. King.
3 Sept., 1897.

445. What is the total area on the south side of the river Lachlan in the Condobolin and Hillston land districts? I will look into the matter, and say as closely as I can the amount of Crown land which is likely to be affected by any railway going west from Koorawatha towards Hillston.

446. Where does the broad red band on the map, shown as the line from Condobolin to Euabalong, enter the western district? Some distance up the Lachlan from Euabalong, at a place which, I think, is locally known as Tugong.

447. How is that land held? The land in the Western Division on the north side of the Lachlan is held under pastoral lease and occupation license.

448. How long are the leases for? The leases in the Western Division expire about 1918.

449. And the occupation licenses? They are yearly licenses.

450. And can be made available at any time? They can.

451. What proportion of the land in the vicinity that we are speaking of now down the Lachlan to Tugong is under occupation license, and how much is under ordinary lease, expiring in 1918 up past Euabalong? Past Euabalong a very small proportion is under occupation license. The greater portion of the land fronting the river is under pastoral lease. Approximately about one-fourth of the area is under license.

452. Approximately one-fourth of the area is available, but the rest is under leases that expire in 1918? Yes.

453. What are the powers of the Government in regard to leases which expire in 1918;—can they take back any of the land? They have power to withdraw one-eighth within 10 miles of any town containing fifty inhabitants; but that practically confers very little power, because the land is nearly all purchased near the township.

454. Virtually, therefore, the leases have to run right out? Yes. We have a great deal of land of a very inferior character about Mount Hope, and generally to the south and west of Euabalong. We have a very large area of unoccupied land at the present time. We have not been able to place that under any form of profitable occupation. It is rabbit-infested, mallee country. The greater portion of that country is tenantless, so to speak.

455. *Mr. Trickett.*] You see the projected line shown on the map from Condobolin to Euabalong on the north side of the river;—what is the character of the country along that route; is it not inferior? It is, more especially where the Western Division crosses it. It is not first-class land once you leave Condobolin.

456. Is it land which has been sought for for purposes of settlement at all? No, not to my knowledge.

457. Has it been offered for sale on improvement lease? Not anywhere close to the line; a little further back from the river it has been.

458. Has it been a success? I think there are one or two leases taken up.

459. I suppose a large amount of that land is available, though only one or two leases have been taken up? Yes.

460. You could not speak of it as agricultural land? No.

461. I suppose that the dryness and want of rainfall are greatly against it? Yes.

462. Some of the land closer to the river is better, and nearer to Condobolin;—on the other side you have better land? Yes; as, for instance, Burrawang Run, where a large area was offered the other day, and all sold.

463. That is between Parkes and Condobolin? Yes.

464. Between Parkes and Condobolin that portion of the Burrawang run is good land? Yes.

465. When you get more to the west you get on to the dry, bad country? Yes.

Thomas Kennedy, Surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

466. *Chairman.*] You are a surveyor in the Railway Construction Branch? Yes.

467. Tell us what you know of the country through which this line is to pass? I explored from Temora to Barmedman, from Barmedman to Hillston, from Hillston up to Cudgellico, and from Cudgellico round to Wyalong, and back again to Barmedman.

T. Kennedy.
3 Sept., 1897.

468. *Mr. Trickett.*] You have not surveyed the line from Condobolin to Euabalong? No; I have been about 6 miles out there, that is all.

469. You know the country from Parkes to Condobolin? Yes.

470. Sometime ago you made two explorations from Barmedman to Hillston, and from Barmedman to Wyalong, thence to Cudgellico and Hillston? Yes.

471. We will first take the line from Barmedman to Hillston;—will you describe the country along the line of route starting from Barmedman? Starting from Barmedman it is not what you would call a flat country line. There is a high hill at the first range, which has to be crossed.

472. Would it want a cutting? Yes; there are five ranges like that to be crossed on that line. It is not a particularly easy line to construct.

473. Would this be a deep cutting or a tunnel? Nothing more than a cutting of 15 or 20 feet. There would not be any tunnel.

474. These occur at intervals along the line? Yes.

475. Are there any creeks to be crossed? No. On the whole line there is hardly anything to call a creek. You are running pretty nearly on the top of the Dividing Range, between the Murrumbidgee and the Lachlan, and there are hardly any water-courses to cross.

476. Did you ascertain what would be about the ruling grade on the line? The survey was laid down as 1 in 50 in my report. I suggested amendments on that to reduce it to 1 in 100.

- T. Kennedy. 477. Then it is a line which is capable of being reduced to a grade of 1 in 100? Yes; but it will not be a light line at that.
- 3 Sept., 1897. 478. It will be more expensive than a line from Parkes to Condobolin? Yes.
479. Do you remember what was suggested as the amount that it would cost? No. We can only speak as to grades; we have very little to do with estimates.
480. Could you give us any idea as to what it would cost per mile? It would be very hard to do that without any survey. It would cost a considerable amount in earthworks.
481. Would the natural formation be sufficient there for forming a line? Yes; it is all good soil. It is only in between the ranges that the line would be forming. It is only at the ranges that cuttings would occur.
482. What is the character of the country between those two places? It is all splendid country; mostly pine country.
483. Red soil? Yes. About half-way I used to see a couple of hundred acres with only a couple of pine trees on it.
484. Is it perfectly suitable for agriculture? Yes; nearly the whole of it, except just round the ranges; that is gravelly.
485. How would it be off for water? About half-way they have an underground supply. They were pumping it up to the station. The water was never known to fail. It is rather brackish, but they use it.
486. Settlers would have to provide tanks or wells? Yes.
487. Did you see any cultivation along the route? Except at Barmedman, I do not think there are any settlers along the line. It is all leasehold.
488. On the other line, from Barmedman to Wyalong, and Wyalong to Cudgellico, what is the land like? It is a much better class of country there. It is more settled down to Humbug Creek, which commences near Wyalong, and runs down to the Lachlan. All down there it is good soil, and it is pretty well settled, and, again, just under the hills there is a still better class of soil.
489. Are there wheat crops? I saw wheat crops half-way between Wyalong and Cudgellico.
490. The rest of the country is occupied by graziers? Yes.
491. As regards water supply along that line of route, would it be the same as from Barmedman? Yes; there is only a dry creek.
492. In what respect is the soil better than on the other route,—is the country less scrubby? There are fewer ranges. You get the myall plains and the black country, which is good. You only get a light soil on the line from Barmedman to Hillston.
493. On the route from Wyalong to Cudgellico, just about Humbug Creek, there is a range of hills? Yes.
494. How would it do instead of going on to Lake Cudgellico, if you turned off to the left, and went from there to Hillston, Hillston being the objective point? I do not know the exact country, but I should say that there would not be much difficulty in getting a line to compare with this line.
495. You have not made a survey of it, but take it as it looks on the map? I should say that it is feasible to go that way.
496. It seems a more direct route than going to Cudgellico and then to Hillston? Yes.
497. In your investigations in that part of the country, did you not ascertain that Hillston seems to be a desirable point to be reached by railway? Yes.
498. And with that view you made these two distinct surveys to Hillston? Yes.
499. What was the object then of going up to Lake Cudgellico first from Wyalong—it seems such a very round-about route? That was an alternative proposal to go round by Lake Cudgellico—the country being much easier. The route from Wyalong to Cudgellico and Hillston has been surveyed, and they have got a grade of 1 in 100.
500. You said that the line from Barmedman to Hillston could not be regarded as a light line. Would a line from Wyalong to Cudgellico and Hillston be so regarded? Yes, that could be constructed as a cheap line.
501. Then it is owing not to the different formation of the soil but the absence of those five or six ranges that intervene between Barmedman and Hillston? Yes.
502. I suppose that between Cudgellico and Hillston you pretty well traverse the river bank? You have to do that to get round the point where the Willantra weir is,—where the Billabong runs in. There is a high range which comes right down on to the river. You get round the end, then a direct line is taken on to Hillston.
503. Do you remember, when you sent in your report, whether you reported that one line was preferable to the other? I reported that the Cudgellico line was preferable to the other.
504. That is from an engineering point of view? Yes.
505. Do you remember any special portion of the line that would be more expensive than other parts? At this range, about half way between Wyalong and Cudgellico, there is one difficult point, but I believe it has been overcome.
506. *Mr. Wright.*] At the Dundoo Hills? Close to there.
507. *Mr. Trickett.*] What would be the difficulty there? A rise (getting over the water-shed) from Humbug Creek.
508. How would you get a grade of 1 in 100 there? They get 1 in 100 with the survey skirting the hills. Then just out of Cudgellico, towards Hillston 6 or 7 miles, another range is crossed. But 1 in 100 was got there with a very slight cutting.
509. Would there be any extensive creek to cross? Between Cudgellico and the Willantra weir there is Mountain Creek carrying a good deal of water, but it is dry except at flood time. It is between Willandra and Cudgellico.
510. Do you remember whether an estimate was made of the probable cost of these two lines? I could not say. Of a line from Wyalong to Cudgellico and Hillston, I do not think an estimate has been made. At the Gap, near Hillston, there is a better class of country than the first portion of the direct line from Barmedman to Hillston.
511. Is it a character of country, which with railway communication, you think would be likely to be occupied by settlers? Yes, it would all be taken up for agricultural purposes. At nearly all those places I saw cultivation. The squatters had out-stations, and I saw wheat grown of a very good quality.

512. Do you know the country to the east of Wyalong towards Grenfell? No, I have not been over that country at all. T. Kennedy.
513. Or Young? No. 3 Sept., 1897.
514. Do you know the class of country between Parkes and Condobolin? Yes.
515. How does that country compare with the country between Wyalong, and Cudgellico, and Hillston? It would be about the same class of country as that between Parkes, and Bogan Gate, and Trundle.
516. The Trundle country is a fine class of country for agricultural purposes? Yes.
517. Was it not your observation that, round to Lake Cudgellico, settlement had retrograded rather than advanced? Yes, that was on account of the rabbits. But for all that there is a good deal of land that could be cultivated and irrigated from the arms of the Lake. All that land is thickly infested with rabbits. They would hardly get out of the way of the trap when we were driving along.
518. Then I understand that you look upon either of these routes as very fair, but that the easier one along which to construct a line would be the one *via* Wyalong, and Cudgellico to Hillston? Yes. It has proved easier from the survey. We have surveys of each of the lines. The cost could be estimated.
519. If we were to ask Mr. Deane could he get an estimate made of the probable cost of these two lines? He has the information.
520. You recommended the northern line *via* Lake Cudgellico because it was easier of construction? Yes.
521. And you think that along both routes agricultural settlement would take place if the railway were constructed, but you believe that the land on the northern route *via* Cudgellico is the better class of country? Yes, it is.
522. Could you give any rough idea of the distance of the two routes from Barmedman, Wyalong, Cudgellico, and Hillston? No, I could not state exactly from memory. From Barmedman to Hillston is about 150 miles; from Barmedman *via* Cudgellico to Hillston is about 165 miles; it is 15 miles longer.
523. Is that all? Yes, that is as the surveys stand at present. If the line from Barmedman to Hillston was worked up to a grade of 1 in 100, it would increase the length by about 5 miles, so that the actual difference would only be about 12 or 13 miles.
524. *Mr. Wright.*] Are you satisfied that there are sufficient waterways left on the line between Bogan Gate and Condobolin? Yes.
525. Have you had any heavy rains since you have been there? Yes, and in no case has the water been over the line.
526. What has been the greatest rainfall? Three inches.
527. And the line was not covered then? No; it was not covered anywhere, and the openings were not complete. If proper waterways had been in, the water would have drained off much better.
528. You are not ballasting it at all? No.
529. I have a local paper, in which it is stated that the first time they have 3 inches of rain a great deal of the line would disappear? Well, we have had 3 inches of rain, and nothing has happened, except in a few places where the line was a little soft. The water came right up to the bank; but that has been remedied.
530. The surface has been raised? No; it did not interfere with the surface at all.
531. You are satisfied from your knowledge that the line will be all that is required in wet weather? Of course, in very heavy rains the line is bound to be a little soft in places, but nothing to interfere with the traffic.
532. Will the line be submerged? Never.
533. You think that the water-ways and the drainage provided will be sufficient to prevent that? I think it is ample.
534. You surveyed that line, from Wyalong to Hillston, *via* the Lake? I explored it.
535. That is the only exploration which has been made? It has been surveyed since.
536. Has a good grade been obtained? A grade of 1 in 100.
537. What kind of country is it 10 or 15 miles west of Wyalong? Close to Wyalong it is stony.
538. For many miles? For 3 or 4 miles. Then you get on to the fall to the Humbug Creek, where the country begins to improve.
539. Then you get into the blackwattle scrub? Into belar, pine, and myall country.
540. Is it all good as far as the Dundoo Hills? Yes; all the land is good from 4 miles from Wyalong to Cudgellico.
541. The lower line you have not explored? Yes; I have from Barmedman to Hillston.
542. Along there there is little good land until you get to Hillston? Seven or 8 miles from Barmedman it is not good, but from there it is splendid land right through.
543. By the southern route? Yes; but it is cut up more on account of the ranges going through it. There is not the extent of it that there is on the northern route.
544. All those spurs of the scrubby mountains are poor land? It is not good for agriculture.
545. *Mr. Clarke.*] Are you well acquainted with the line from Condobolin to Euabalong? I have not been over that line.
546. You do not know the nature of the country so well as the nature of that which you have been describing? I have not been over it; it must be an easy line to construct on account of going down the river.
547. The country you have just described is all more or less good agricultural country? Yes. It is all what is known as pine forest country—good wheat land.
548. And it is country, I suppose, in which the construction of a line would not be very expensive? No. Of course a line to Wyalong, Barmedman, Cudgellico, and Hillston, would not be a very expensive one; it would be a light line.
549. I suppose there is no cultivation going on there at present? Only small patches just round about the homesteads.
550. Simply because there is no means of communication with a market? Yes.
551. Then you consider that a railway would be advisable along whichever route is found most suitable? I think the land would be taken up and cultivated if there was a railway there.
552. I suppose that the land at the present time is in the hands of the lessees? Yes; the greater portion of it.
553. If it were thrown open you think it would be readily taken up? I think it would.
554. I think you said that the rainfall was a fair one? I have no information about the rainfall.

- T. Kennedy. 555. *Mr. Roberts.*] Have you ever been to Mount Hope? No; I have not been further west than Hillston.
- 3 Sept., 1897. 556. Then you cannot give us information about the mining reserves of that district? No.
557. You have never been to the northern side of the Lachlan? Not west of Condobolin.
558. Do you care to express an opinion as to the proposed line, or whether it would be better to reach Hillston by some other route than the one proposed? I could not say.
559. *Chairman.*] What is your opinion of a line from Temora to Wyalong with regard to agricultural settlement? The land between Temora and Barmedman is all good agricultural land.
560. And from Barmedman to Wyalong? Yes, with the exception of a few miles close to Wyalong.
561. You consider that from Temora to Wyalong is a fairly good area of land? I do; it is box and pine country.
562. You notice that there is an area coloured blue on the map showing south from Forbes to Condobolin, then coming round to Hillston, and embracing land towards Wyalong and Grenfell, a great deal of which land, although broken in places, appears to be suitable for the growth of cereals—from your knowledge of the country does that appear to be fairly accurate? From my knowledge of it, west of Wyalong, it does.
563. You know nothing of the area from Gunbar down to Carrathool? No.
564. You think Cudgellico a pretty good district? Yes.
565. If you could get through that gap, and could go west direct to Hillston, it would be the best thing to do? Yes.
566. But you say that you can work down on to the line shown as the direct line from Barmedman to Hillston? Yes, that line has been picked out as the best way to get through the country.
567. Do you think it would not have been possible instead of coming south to go north? I could not say.

TUESDAY, 7 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY. The Hon. JAMES HOSKINS. The Hon. CHARLES JAMES ROBERTS, C.M.G. The Hon. WILLIAM JOSEPH TRICKETT. The Hon. DANIEL O'CONNOR. HENRY CLARKE, Esq.		CHARLES ALFRED LEE, Esq. JOHN LIONEL FEGAN, Esq. THOMAS HENRY HASSALL, Esq. GEORGE BLACK, Esq. FRANCIS AUGUSTUS WRIGHT, Esq. FRANK FARNELL, Esq.
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The Committee further considered the proposed Railway from Condobolin to Euabalong.

George Henry Greene, Esq., M.P., sworn, and examined:—

- G. H. Greene, Esq., M.P. 568. *Chairman.*] You are the Representative of Grenfell in the Legislative Assembly? I am.
- 7 Sept., 1897. 569. *Mr. Clarke.*] Have you any statement to make? I have no statement in writing, but I should be very happy to answer any question which may be put to me.
570. You do not wish to make any statement of your views except in answer to questions? I am hardly prepared to make a statement until I know the exact point which has to be illustrated. At present I really do not know what is before the Committee.
571. It is the consideration of the proposed line of railway from Condobolin to Euabalong, as marked on the plan? Yes; I know the locality.
572. You have been long resident in that neighbourhood? Yes; for nearly twenty years.
573. Have you a good knowledge of the country? Yes.
574. What is your opinion of the proposal to carry that railway from Condobolin to Euabalong? I am decidedly unfavourable to the carrying of that line from Condobolin to Euabalong, because I think there is a very much better line which is being surveyed now which would answer all possible purposes better than the prolongation of the line from Condobolin to Euabalong, and which would open up an altogether fresh field of rich agricultural land, and would be the easiest and shortest way of reaching Hillston, which I conceive to be about the most westerly point at which cultivation could be profitably carried on.
575. Would you describe to the Committee the route which you approve of? The route which I approve of is that starting from the Harden and Blayney line, leaving at Koorawatha, and proceeding thence westerly to Grenfell, from Grenfell on to Wyalong, and from Wyalong to Hillston.
576. That line would not touch Temora, would it? No.
577. Is the country to which you refer thickly settled? A portion of it is thickly settled, and on the rest the population is increasing very rapidly.
578. You say the line should commence at Koorawatha? Yes.
579. What would be your next section? You wish me to describe the line from Koorawatha to Grenfell?
580. Yes? It passes through what I consider the best wheat-growing country in New South Wales, or what is equal to the best. The whole way from Koorawatha to Grenfell the country has been making most enormous strides in the way of acquiring a larger population, and an enormous extent of improvement in the way of clearing for cultivation. Where there were only, we will say, ten men employed five years ago, there is work now found on properties which are being transformed into huge farms for at least 100 men. The work has been increased, I say without fear of contradiction, over tenfold, and the production has increased at an even greater ratio.
581. Have you any statistics? I can only give the statistics of three properties which are almost adjoining. The others would be so very numerous and in such small areas that it would take time to compile the statistics in respect to them, but those statistics can be very easily furnished.
582. You might furnish the Committee with those statistics at a future time? I should be happy to do that. I believe that they are at this moment in readiness, but they are not in my possession.
583. Are those farms worked on shares, or how? On the large properties they are nearly all worked on the share system. The owner of the property clears the land thoroughly, does what fencing is necessary, assists

assists the farmer pecuniarily in many ways, and in getting machinery, and then the produce is equally divided in the field. G. H. Greene,
Esq., M.P.

584. *Mr. Hoskins.*] Where do they sell the wheat? It has been nearly all sold locally, at Young, Bathurst, and Goulburn, but chiefly in Young. 7 Sept., 1897.

585. *Mr. Clarke.*] The farmers have to cart the wheat a considerable distance to the railway station? Yes; that is the great difficulty we are labouring under. We can only cultivate within a certain distance of the railway, otherwise the waggon carriage kills the profit.

586. If there were railway communication to any point near the land, is it likely that in the course of time that land would be cut up into smaller farms and sold to settlers? It is certain that it would be so—in fact, I should be prepared myself to part with a large amount, more than half of my holding, to the men who are at present cultivating it.

587. Would that be the case with other properties which are now under the share system? I have not the least doubt that that is the course which would be adopted.

588. Then the land if sold in that way would conduce to larger settlement and increase the population? Certainly.

589. The great drawback is want of communication by railway? Yes; that limits and is the only limit to the production of wheat and other cereals in that district.

590. Is the rainfall sufficient in ordinary seasons for carrying on farming? I think it is quite so. Our average rainfall is about 28 inches—that is taken from observations extending over from twenty-one to twenty-five years.

591. I presume that there are times when, as in other parts of the colonies, there is dry weather in that district, and a failure of the crops? Yes, we have had droughts; but we certainly suffer much less than they do further out west and north.

592. Would there be any other description of produce, such as wool, that would come to the railway as you have described there? A very large amount of traffic would be given to the railway, chiefly in fat stock and crossbred lambs. I myself sold every crossbred lamb I had last year, and sent them to Sydney, with very good results. I am prepared to state that there is scarcely an assignable limit to the work that I could carry on profitably on my own estate, if we had railway communication close enough. On different occasions statements have been made to Ministers with regard to what probably would be done in the district in the way of enlarging farming operations, improvements, and clearing, and I have now to say that those promises have not only been fulfilled, but a great deal more has been done in that direction than even those who made the promises ever contemplated, and that a greater impetus was given to this work by the Minister for Works last year, at Grenfell, when he promised to submit the Koorawatha-Grenfell line to Parliament. Thousands of acres have been cleared since.

593. But the Minister has not done so up to the present? The trial survey is not complete, but on the faith of that promise we are working, and hundreds of men can be seen now at work in all the operations attendant upon clearing. Of course farming is practically all over for this season, and the crops are all in, but there is a very large amount of clearing being done in every place which is within reach of the railway.

594. Do you know the nature of the country from Condobolin to Euabalong, both north and south of the proposed line? I know it in the way in which people used to know it before they looked so closely into the value of the land for agricultural purposes, and, to my mind, it is in every respect inferior, both as regards rainfall and being subject to severe periodical droughts, when nearly all the stock are lost. I can see nothing to warrant the construction of a line from Condobolin to Euabalong.

595. The chief articles to be shipped there would be wool? Yes, and, I should think, very little else.

596. The railway will soon be completed to Condobolin, and if there is any land fit for agricultural purposes in that district, would not the produce go to Condobolin? Yes, within any reasonable distance which it would pay the farmers to cart. Condobolin terminus would suit them fairly well. But I think that when you get 10 or 12 miles beyond Condobolin the rest of the country, with the exception of small frontages, would be very poor land for cultivation. I do not think that farmers could make a living out of it.

597. The Railway Commissioners say there would be a loss on the line of something like £3,800 a year;—do you think there would be any probability of that loss being reduced if the extension were carried out? I do not think it would be remunerative or pay working expenses for a large number of years.

598. Then the only justification for making this line would be to take it towards Broken Hill? Yes; that is the only object which I can see—viz., going out west.

599. You are of opinion that the proposed line would not pay? I am sure it would not.

600. And that it would not be as suitable for the general public as the line which you have sketched out in your evidence? I think not. I think that line would pass through infinitely better agricultural land.

601. *Mr. Lee.*] Would you be good enough to tell us about the locality of the suitable land for wheat-growing, starting (say) from Koorawatha, on the track that you have indicated? The whole of that land is good, and it could be seen by anyone who takes the trouble to ride over the route.

602. You are of opinion that the greater part of it is suitable for wheat-growing? Ninety-nine one-hundredths of it is. There is none of it unsuitable, except, possibly, some small stony spurs.

603. Is there any Crown land there? I do not think there is any Crown land between Koorawatha and Grenfell, except possibly some small reserves. Of late years all the Crown land has been alienated to small holders who are on their land, and who are prepared to clear it and go in for farming as soon as a railway is brought within such a distance that they can convey their produce to it.

604. What is the mileage from Koorawatha to Grenfell? I think it is about 34 miles by the line as surveyed.

605. What are the prospects of agriculture round about Grenfell? Immediately about Grenfell the country is a little bit rugged, but on the eastern side the agricultural country is sufficiently close to Grenfell on the route between Koorawatha and Grenfell.

606. Will you describe the country towards Wyalong? The line leaving Grenfell would pass over one barren spur, and that is the only barren place that it would pass over, and having passed that, which can be negotiated at a grade of 1 in 75, all the rest of the land to the Bland plains is held by farmers, a well-to-do class of men who are living on their own land. The whole of the land on the north side of the Weddin Mountain is suitable for cultivation.

- G. H. Greene, Esq., M.P.
7 Sept., 1897.
607. Do farmers from Bland Creek cultivate wheat? The Bland plains I do not consider would be suitable for cultivation, but they are amongst our richest pastoral lands, and interspersed with it are considerable areas of timber land which are fit for cultivation. You can lay down, as a rule, that timber land is fit for cultivation.
608. As you approach Wyalong you get into the mallee country? Yes. I have seen mallee land which I consider of an extremely superior class. I had considerable experience of the mallee country in Victoria, and the large area that Mr. Lascelles has been cultivating, but I have not seen any mallee land there as rich as this mallee on the east of Wyalong.
609. Could it be brought under cultivation? Without a shadow of a doubt.
610. Profitably? Yes, because there is a large local population there.
611. Are the capabilities of the soil such that it can be used for wheat-growing? Not all of it. There is some mallee country which is very poor.
612. I want to find out the limits of the wheat-growing country there;—could you give it from there to Hillston, showing where you get out of the wheat-growing country? I think we might look upon the whole of the country as far as Hillston, which is the limit in a westerly direction, as wheat-growing country—that is, where wheat can be grown with tolerable certainty.
613. I suppose the bulk would be produced somewhere between Wyalong and Koorawatha? Yes.
614. At present I suppose the wheat grown in the neighbourhood of Grenfell has to be carted to Young? They have a mill at Grenfell.
615. That would be only for local requirements. If all that land were brought under cultivation it would become a necessity to export a large quantity of wheat? Not the least doubt of it.
616. Therefore, the consuming power would not be in comparison with the producing power of the district? Oh no, we should soon outstrip local consumption.
617. Can they send their wheat by dray from Grenfell to the nearest railway and dispose of it at a price that will leave them a reasonable profit? Hardly in ordinary seasons.
618. What would be the carriage from Grenfell to the Western railway? It would have to go to Koorawatha or to Cowra, a distance of 34 or 35 miles.
619. What would be the rate per ton or per bushel? I think it would be about 4½d. or 5d. a bushel.
620. That would be equal to about 16s. 8d. a ton? That is a very low rate for carriage.
621. If grain can be carried in other parts of the country 26 miles for 2s. 6d. per ton, and if this line were made by way of Grenfell and for 34 miles 5s. a ton were charged, would that act as an inducement to the increase of agriculture? Yes, if it were reduced as you say.
622. If there were a railway and the carriage from Grenfell was 5s. a ton, would not that be considered a very low and satisfactory rate? I think it would be very satisfactory.
623. Would it admit of wheat being grown in the district and sent away by that means? Yes, no doubt.
624. At present you are paying 16s. 8d. a ton? Yes, it would make the difference between the practical abandonment of agriculture and an enormous output.
625. What other portion of that district is largely used or could be largely used for wheat-growing? Nearly the whole of the country that does not lie so far north and south of the line as to make the carriage too heavy. The railway would cause a large cultivation on each side of the line for a very considerable distance.
626. Is the land of such a character that it will admit of large areas being cultivated? Yes, unquestionably.
627. It is not too heavily timbered? We do not use any land for cultivation except the timbered land. We soon clear it. It is country that could be cleared cheaply.
- 627½. If the railway were taken across from the point you mention, towards Hillston, do you think it would capture a certain proportion of the wool traffic which it is estimated would go by the Euabalong line? It would take it nearly all. It would capture, I imagine, the whole of the trade which the extension to Euabalong would carry.
628. In that respect you think it would have precisely the same effect? I think it would serve the purpose of giving access from the southern districts to the market, quite as well as, or better than, the extension to Euabalong.
629. One of these routes is on one side of the river and the other route on the other? They are both on the river. Of course the produce would go to the nearest station. If the extension went from Wyalong to Hillston the produce would go by Hillston. That nearer Condobolin would of course go to Condobolin if there were no railway at all.
630. Briefly summarised, your argument is that if a line were made from Condobolin to Euabalong it will have to be dependent entirely on wool traffic from that district and goods going to that district? Yes.
631. But if it were taken from Koorawatha *via* Grenfell and Wyalong to Hillston it would open up a very large wheat-growing country, a country which is already producing large quantities, and which can be made capable of growing still larger quantities, and it would obtain the wool from the western country quite as well as the Euabalong line? Yes, that is exactly my argument.
632. Therefore you argue that in the interests of the country, a line of that character would serve a far better purpose although longer than the proposed line from Condobolin to Euabalong? I have no doubt whatever of that.
633. I suppose you hold that whether the Euabalong extension is made or not, sooner or later there will have to be an extension to Grenfell and that country? Certainly. I do not think the claims of that district could be resisted.
634. The people are there and the produce is there, and those are the attractions for a railway? Yes, our work is to be seen.
635. Therefore you say that that is the proper way to take the line, and that it would open up a large area of country which is waiting to be served? Yes.
636. *Mr. Wright.*] Do I understand you to say that you are familiar with the Lachlan country? I was some years ago; I have not been there for some years.
637. When you travelled through that country I presume that you travelled with your eyes open? Yes.
638. Are you aware that it is said to be very rich all the way from Forbes to Euabalong? For about 10 miles down the river from Condobolin there is some good land on the frontage, but I should not look upon it as an agricultural district like the country between Wyalong and Hillston.

639. Is it not all red soil back from the river? There is a great deal of plain country that dries up very much, and some forest. But I do not look upon it as the same class of country for agriculture as the country further south. G. H. Greene,
Esq., M.P.
7 Sept., 1897.
640. By reason of its less rainfall? Less rainfall and the nature of the soil. Things seem to burn up and wither there in a way in which they do not in the forest country.
641. Do you know the south side of the river? Yes, fairly well.
642. Have you crossed the country from Condobolin to Lake Cudgellico? I have not been there for ten or twelve years.
643. What class of country is that? There is some fine country about Lake Cudgellico, but I understand that of late years it has become overgrown with fine scrub.
644. Is there not some good land about Bygallorie? There is some very fine land there.
645. All that country from the Dundoo Ranges is fairly good country? Yes, there is some good country there.
646. That is where the line would cross from Wyalong, is it not? It is already surveyed.
647. The route is through Wyalong, Bygallorie, and the Dundoo Hills? Yes, so I understand.
648. What is the distance by road from Cowra to Grenfell, and from Young to Grenfell? From Cowra to Grenfell is about 35 miles. I think the distance from Young to Grenfell is about 32 miles.
649. You say it is 34 miles from Koorawatha to Grenfell? Yes, by the line as at present surveyed.
650. If you look at the map you will see that Grenfell, Cowra, and Young form three points of a triangle? Yes.
651. It must be less than 34 miles to Koorawatha? Yes; the railway line has been made to accommodate itself to the levels. If a railway line were constructed from Cowra to Grenfell it would be much longer than the mark on the map indicates.
652. Suppose there is a railway to be made through Grenfell, what amount of mountainous country would it have to go through? Scarcely any to speak of.
653. Would there be 5 or 6 miles of it? I do not think so. But that is a matter about which absolute evidence can be given by the surveyor.
654. Does that go through the Eualdrie run? No; that is to the west of the line several miles west or south-west of Grenfell.
655. Where does the survey come down to Bland country? Through Gibson's run, about 8 miles south of Marsden.
656. And it would cross at Marsden? No. It crosses the Bland, considerably south of Marsden.
657. It crosses the Bland somewhere near Chisholm's property? I suppose it would be to the north of Chisholm's property and it would go partly through the Oakhurst property.
658. Do you consider the Bland country suitable for wheat? Not the plain country.
659. What width is the plain country? I can scarcely say. The plains are irregular in shape and the timber juts in in places in long points.
660. Would it be 20 miles across? No, nothing approaching to that; perhaps about 5 or 6 miles.
661. How far is it from the Bland to the Weddin Mountains? I think it would be nearly 20 miles.
662. And about half that country is plain country is it not? No, not half.
663. Going west from the Bland what is the country immediately round Wyalong? It is chiefly mallee.
664. You are aware that there is a considerable extent of stone ridges in the neighbourhood of Wyalong? There is no doubt that about Wyalong there is some very poor, barren country.
665. About Hiawatha is very poor country? There is a great deal of good agricultural land when it is cleared of the scrub and timber.
666. After you leave Wollongough you have practically good land all the way to the lake and from the lake to Hillston? Yes, I think so.
667. Looking at this line from a productive point of view you are of opinion that a large area of country and a better area would be served by connecting Koorawatha and Hillston than by any other route taking Hillston as the objective point? Yes.
668. You think the country should be traversed between the Lachlan and the Murrumbidgee in the direction which you have indicated to serve a larger area of country and better country than on any other projected route? Yes.
669. Do you know the country from Temora to Wyalong? Yes.
670. A line along there would serve a good stretch of country? Yes; there is some very fair country there.
671. Picking up your route at Wyalong and connecting it at Temora instead of going through to Grenfell? Yes.
672. But that would have the objection that the land round Grenfell would be still isolated? Yes.
673. Do you think that Koorawatha is the best point of departure? I think so. It is the only possible point, from an engineering point of view, that can be got between Young and Cowra.
674. What difficulty is there about running a railway from Cowra to Grenfell? There is the Broula Range, which, at the lowest point, is about 800 feet high.
675. You think that Koorawatha is the best point of departure inasmuch as it is nearly the most direct route, and has the easiest grades? Unquestionably.
676. But the quality of the country is pretty much the same? The country about Koorawatha is unquestionably the best between Young and Cowra.
677. *Mr. Hassall.*] With regard to the country lying west from Koorawatha, *via* Grenfell and Wyalong to Hillston, how is it watered? The water in the neighbourhood of Koorawatha is very good. There are some natural springs between there and Grenfell, but the country is naturally very poorly watered; but it is now practically secure by a great number of tanks and dams. Grenfell has its own supply, which is just fairly good.
678. Where does that supply come from? Wells and springs which do not run over the ground, but are easily tapped. At Bogalong, 6 miles out of Grenfell, there is a permanently running creek, but only very small, rising from a spring. From that to the Bland there are some small creeks which appear to answer all that is required, but there is no large stream of any kind.
679. Is the Bland Creek permanent? It is permanent in places. There are some water-holes close to Lake Cowal never, I believe, known to fail.

- G. H. Greene, Esq., M.P.
7 Sept., 1897.
680. From Wyalong to Hillston there would only be an artificial water supply? I think that is all; it is a dry country.
681. The range shown on the map between Koorawatha and Grenfell;—is there any difficulty in getting over that? It has been got over. The line is surveyed for a distance considerably beyond Grenfell, and the steepest grade is only 1 in 75.
682. *Mr. Roberts.*] Do you reside in the neighbourhood of Grenfell? Yes; at Jandra.
683. Would that be on the road to Young? No; it is about 8 miles east of the direct road from Grenfell to Young.
684. Have you any land under cultivation? Yes.
685. How many acres? About 12,000 acres under cultivation this year; only about 9,300 under wheat, the rest is under lucerne.
686. What is the extent of your property altogether? About 31,000 acres.
687. Is that all freehold? It can all be made freehold. About half of it is freehold, and the rest is conditional purchase and conditional lease lands.
688. Have the returns from the land under cultivation realised your expectations? Quite; if we had had rain early enough this season I could have disposed of 13,000 acres on the share system.
689. Is that system largely in operation in the Grenfell district? Yes; amongst those who have large areas.
690. And has it worked with advantage to both landowners and agriculturists? Yes, it has given very great satisfaction; but I may mention that the only large holdings in that neighbourhood are Worrangong (Mr. Suttor), Jandra (my own), and Brundah (belonging to Mr. Wood). I should also mention that we are still going on with clearing, and on those three properties I think there are now about 33,000 acres cleared fit for the plough.
691. You think that if Grenfell had the advantage of railway communication a great impetus would be given to farming? A very great impetus; even the idea of a strong probability of our getting the line has put increased zest into the work which is going on now.
692. I should like your opinion on the three different routes for tapping Grenfell: according to the map which you see before you Grenfell could be reached by the construction of a line from Young, by a line from Koorawatha, or by a line from Cowra;—which in the interests of the country would you recommend? Unquestionably Koorawatha; the route from Cowra is simply impossible.
693. For what reason? On account of the range of hills and because the distance would be very much greater than by Koorawatha. The route was inspected by Mr. Jamieson, who was sent up by the Works Department, and it was at once abandoned, the cost being absolutely prohibitive.
694. What would be the grade on that line? I do not think the Department would sanction a grade steeper than 1 in 75, but it would have involved going a distance of some miles round to get it. There is a range which has to be crossed and, where the gap is, the road is 800 feet high.
695. The mountainous character of the country renders it unsuitable? Yes; and besides that the land north of the hills shown on the map is barren country, whilst on the southern side it is all good. From Young to Grenfell I do not think there are any engineering difficulties.
696. What would be the advantages of a route from Koorawatha to Grenfell, as against one from Young to Grenfell? It is supposed that the country is better on the Koorawatha line. It gives the best approach to the Southern and Western railways, and makes a better line than going to Grenfell and then turning almost at right angles to Wyalong, and it would serve more country.
697. And the distance is shorter from Koorawatha to Grenfell than from Young to Grenfell? It is by road, but I do not know how it would be by the line because it must follow the contour of the country.
698. Is the character of the country similar in each case? Fairly similar. The land about Koorawatha is superior to the land about Young. The land about Young, although pastoral, is not fit for cultivation on a large scale, and the land all the way from Koorawatha to Grenfell is very good except in some isolated spots.
699. Can you tell us anything as to the stability of Wyalong as a settled population? I have every reason to believe that the population will increase. I know men who have erected very large works there and spent a great many thousands, and from what they show me, and from the opinion I hold of them, I believe there is every promise of permanency. And so far as I can see, each year the prospects from deeper sinking have become more indicative of permanency.
700. Has the population shown any increase during the last two years? I do not think so. In new rushes there is always a nomadic class that comes at first and soon go away, but when they have left as in the case of Wyalong the population may be look upon as permanent.
701. Would it be a fair thing to say that it has been stationary during the last eighteen months? Yes, I think so. The population is about 5,000 now.
702. With a view of reaching Hillston would you recommend a line touching at Cudgellico, or could a line with advantage, be taken direct from Wyalong to Hillston? I could not give an opinion on that as it is some years since I went over the country, but I should very much like to see Cudgellico brought within the sphere of railway usefulness because there is splendid land there.
703. Have you heard that the land towards Cudgellico, or I might say Hillston, is better country than that from Barmedman to Hillston? I could not say. I do not know the line from Barmedman to Hillston. I have been all over that country electioneering, but never noticed any particular route laid down for the railway.
704. From what you know of Cudgellico, you would like it to have the advantage of railway communication? I should.
705. Is the land fairly fertile about there? There is some magnificent agricultural land about Lake Cudgellico.
706. Then it would be very good from Lake Cudgellico to Hillston? I do not know so much about that piece of country.
707. Then in the interests of the country you think the line over which I ventured to take you would be the best way of reaching Hillston. I am perfectly certain of it, and it would serve a greater portion of the country, a larger population, and induce more settlement than any other line that could be made.
708. You are altogether opposed to the extension of the line going westward from Condobolin? I am.
709. *Mr. Hoskins.*] Would not a railway constructed from Koorawatha to Grenfell cost more than the proposed line from Condobolin to Euabalong? I do not know; I have no doubt that it would be a cheap line from Condobolin to Euabalong, but that is a matter to be decided by expert evidence. 710.

710. Is nearly all the land between Koorawatha and Grenfell alienated from the Crown? Yes.
711. Are you aware that the land that would be affected by the proposed railway from Condobolin to Euabalong is Crown land and that they would have to pay nothing for it? I do not think they would have to pay anything for the land from Koorawatha to Grenfell.
712. Are you of opinion, from your knowledge of the people who are very anxious to have this railway constructed, that they would be prepared to give sufficient land to enable the Government to take the railway from Koorawatha? Yes, I have promised my land.
713. I know you have, but what about your neighbours? Some of them have thought that they might be given land from unused and unnecessary roads to make up for the land taken for the railway; but I am certain that if the choice were given to them whether the railway should be made and they should give the land, or they should give no land and have no railway, they would willingly give the land to get the railway.
714. I suppose you know that people petition to have railways made for the purpose of getting paid twice as much for their land by the Government as other people would pay them? I think I have got my constituents well in hand on that score. I knocked that out of their head. I have always scouted that from the beginning.
715. I suppose you know that the policy of the Government, and the opinion of Parliament and the people is in favour of constructing light lines of railway? Yes.
716. The proposed railway from Condobolin to Euabalong, you know, would be a light line? Yes.
717. Do you think that a light line, costing not more than £2,500 a mile, could be constructed from Koorawatha to Grenfell? Yes. I am told that there will be no cuttings worth mentioning, and that there is plenty of timber and ballast in the neighbourhood.
718. We have before us the propriety of constructing a railway from Condobolin to Euabalong, but now you have brought in another matter? I am sure the line which I recommend could be constructed at a very cheap rate on account of the nature of the ground, the supply of timber, and the ease with which the ballast could be got.
719. Are the majority of the farming population between Koorawatha and Grenfell persons who are cultivating on shares? Yes; but there are a large number of farmers irrespective of those men.
720. Is it not the intention of the large landowners to let their land out on the share system to get it cleared by cultivation, with the view of ultimately turning it into grazing land? They will make use of the land in the way that pays them best. If there is a demand for the land they will sell it, or a large portion of it.
721. Does it pay better to let the land on shares, in the way you have described, than to graze stock on it? It pays very much better to let it on shares.
722. I suppose you are aware that the selectors are continually complaining that the cultivation of wheat does not pay;—will it pay the farmers and landowners to sell wheat at 3s. a bushel? Yes. The best farmers that I have are men who own land adjoining the land that they have taken from me on the half system. I can explain the apparent strangeness of that. No farming will pay under the old conditions. A man must work on up-to-date conditions and upon large areas. The selector who has got land that is timbered cannot devote the necessary capital to the clearing of that land, and he will come to me and take 200, 300, 400, or 500 acres, and with my assistance he will put that into cultivation. Selectors who clear 30 or 40 acres, working badly with bad implements, cannot make it pay, and they will die out. One man that I have is putting in 800 acres, and last year he paid me £700 off his indebtedness to me out of his crops. He has been working on the half system for four years, and is going on again.
723. Then the cultivation of wheat really does pay? It does, with good workmen. But there are farmers under exactly similar conditions that I never could get to pay their store accounts, or to repay the advances which I made to them.
724. As a Member of the Legislature, do you think it would be better in the interests of the country to construct the railway from Koorawatha to Grenfell, instead of a railway from Condobolin to Euabalong? I have no doubt of it.

G. H. Greene,
Esq., M.P.
7 Sept., 1897.

Percy Scarr, Principal Assistant Engineer, Roads Branch, Department of Public Works, sworn, and further examined:—

725. *Chairman.*] You have a statement to lay before the Committee with regard to the roads in the locality which has been specified by the Committee? Yes; a statement of the roads on which money has been expended since 1892 and the amounts. There is also a tracing showing the roads:—

P. Scarr.
7 Sept., 1897.

STATEMENT showing expenditure on certain roads.

Item No. 1896-7.	Mileage 1896-7.	Roads.	Amount voted.						Amount expended from 1892 to 1896-7.
			1892.	1893.	1894.	1895.	1895-6.	1896-7.	
331	20	Coolamon to Cowabee	£ 400	£ 400	£ 360	£ 270	£ 360	£ 350	£ s. d. 1,585 13 4
338	32	Narrandera to Colinroobie .....	.....	.....	.....	.....	95	110	184 12 3
560	45	Hay to Gunbar	450	450	260	150	200	130	1,195 8 0
561	50	Hay to Booligal	675	675	640	400	600	475	2,686 14 10
563	116	Hay to Batranald	580	580	500	300	450	375	2,380 3 5
572	105	Whitton to Cudgellico	2,100	2,100	1,800	800	1,000	825	5,945 14 0
567	66	Carrathool to Hillston	780	780	550	400	550	430	2,347 10 11
568	25	Hillston to Roto .....	.....	.....	.....	100	125	180	300 5 6
569	60	Hillston to Cudgellico .....	.....	.....	.....	200	250	250	421 5 2
.....	.....	Devil's Den to Whealbar .....	.....	.....	190	150	200	.....	435 6 9
564	43	Booligal to Hillston	215	215	170	120	175	150	654 6 4
565	83	Booligal to Ivanhoe	425	425	380	250	400	375	1,818 1 9
363	80	Cobar to Nyngan	110	100	80	40	80	80	343 9 8
364	48	Cobar to Bourke	230	200	200	100	200	180	817 5 8
365	78	Cobar to Louth .....	.....	300	160	50	160	150	410 6 8
366	73	Cobar to Wilcannia .....	.....	.....	.....	300	450	410	961 2 6
367	60	Cobar to Sandy Creek .....	.....	.....	80	80	80	120	355 0 0

P. Scarr.
7 Sept., 1897.

Item No. 1896-7.	Mileage 1896-7.	Roads.	Amount voted.						Amount expended from 1892 to 1896-7.	
			1892.	1893.	1894.	1895.	1896-6.	1896-7.	£	s. d.
368	160	Cobar to Hillston	£ 800	£ 400	£ 360	£ 150	£ 320	£ 290	£	s. d.
369	46	Nymagee to Hermidale .....	.....	.....	.....	276	276	250	1,933	12 9
370	41	Nymagee to Mount Boppy .....	.....	.....	.....	41	80	180	703	18 7
371	70	Nymagee to Melrose .....	.....	250	200	50	200	180	131	2 9
372	20	Nymagee to Priory .....	.....	.....	100	50	100	80	523	12 3
1405	150	Wilcannia to Cockburn	750	200	520	100	400	380	202	18 0
1407	170	Wilcannia to Wanaaring .....	.....	.....	.....	120	120	60	1,758	17 3
1409	227	Wilcannia to Wompah	950	800	640	300	600	570	186	12 2
1406	125	Wilcannia to Ivanhoe	625	500	400	200	400	380	2,896	4 1
1408	270	Wilcannia to Wentworth	500	500	200	300	400	380	2,071	1 6
1412	50	Talywalka towards Cobar .....	.....	500	200	50	50	50	1,578	12 8
1410	150	Broken Hill to Cobham .....	.....	300	240	100	200	250	652	10 2
1411	75	Broken Hill to Menindie	300	300	240	120	200	150	938	2 0
1413	80	Wentworth to Euston .....	.....	.....	.....	.....	100	50	941	12 7
1414	60	Wentworth to South Australian Border.	250	200	160	50	50	75	41	0 9
287	16	Cowra to Koorawatha .....	.....	100	70	50	100	70	351	15 9
288	22	Cowra to Goolagong	1,000	880	750	300	600	580	222	15 7
289	16	Brundah towards Marengo	180	180	150	40	100	100	3,988	16 9
290	2	Grenfell to Quondong	120	120	60	20	20	10	670	19 3
291	30	Grenfell to Goolagong	300	150	120	80	160	160	304	15 3
292	21	Grenfell towards Forbes	210	210	170	50	100	102	845	12 1
322	30	Cootamundra to Temora	1,200	900	400	300	400	350	767	3 10
323	12	Cootamundra to Stockinbingal	180	240	160	120	160	120	2,434	8 0
324	22	Cootamundra <i>via</i> Ironbong to Bethungra.	220	220	180	135	180	150	793	18 5
326	34	Cootamundra to Junee	170	170	160	255	340	300	813	14 3
328	8	Cootamundra towards Bethungra...	195	120	100	75	100	90	1,063	14 3
341	41	Temora to Wyalong .....	.....	.....	.....	£25	1,950	2,050	509	13 4
342	35	Temora to Junee Junction	350	350	280	210	280	260	3,533	18 1
343	22	Temora to Mandemah .....	.....	220	260	195	260	260	1,271	0 10
344	17	Wallendbeen to Stockinbingal .....	.....	170	140	105	140	125	844	7 6
454	30	Forbes to Goolagong	600	450	360	200	450	430	562	2 6
455	21	Forbes to Grenfell	105	105	90	50	105	105	1,859	8 5
457	56	Forbes to South Condobolin	1,120	1,120	1,400	600	1,400	1,160	535	13 3
1461	47	Young to Temora	500	460	380	280	380	300	6,286	16 5
1462	30	Young to Grenfell	930	960	700	400	700	660	1,921	15 1
1463	24	Young to Koorawatha	110	120	100	50	100	95	3,648	7 5
1465	20	Young to Jerrybang and Bum- baldry.	200	200	160	160	160	150	484	1 5
1467	60	Young <i>via</i> Morangarell to Marsden	660	600	550	350	550	450	659	9 5
1468	45	Bogolong to Marsden	225	225	180	90	180	170	2,607	4 8
1472	42	Carragabel <i>via</i> Bimbi and Thul- dungra to Clifton.	.....	630	550	250	550	400	807	8 9
1473	50	Grenfell <i>via</i> Bimbi to Williams' Crossing.	.....	.....	.....	200	200	100	1,920	7 3
1474	10	Grenfell to Weddin Gap	180	180	150	40	80	75	384	4 9
			£ 18,895	19,255	16,250	11,047	18,616	16,735	78,201	18 5

726. *Mr. Lee.*] I suppose that on the line from Condobolin to Euabalong very little money has been spent in metalling the roads? Not a great deal.
727. It is not a country in which you can get metal is it? I do not think there is much metal there. Road making is very expensive there.
728. Have you personal knowledge of the country across from Euabalong to Hillston, Wyalong, and Grenfell? I know the country from Lake Cowal to Grenfell, from Lake Cowal to Koorawatha, from Lake Cowal to Barmedman and across to Junee.
729. Can you remember where, of late years, there has been any extra demand on your Department for roads in the neighbourhood of Grenfell in consequence of the increase in agriculture between Grenfell and Blayney and Murrumburrah? Not a very great deal.
730. Which is looked upon as the proper railway depot for Grenfell? Cowra; that is by the main road from Cowra to Grenfell. We spent a large amount of money upon it.
731. I suppose that in consequence of the roads being good the traffic went that way? The roads were not good till we spent money on them.
732. But it is a better road than the Koorawatha road? Yes.
733. Although the Koorawatha road is shorter? It is apparently, but the saving is not very great and there are the Warrangong Mountains between Koorawatha and Grenfell.
734. What is the trend of your roads going west towards the Lachlan? There is a road from Grenfell to Forbes, and the road from Grenfell to Goolagong, and from Grenfell to Young. Then there are other roads going out to Lake Cowal and Marsden. There is a road from Bogalong to Marsden, that is one of the principal roads out there.
735. I suppose that your road will not give a very clear idea as to the settlement in the localities now? No.
736. Many of those roads have to be made for long distances and go from point to point with very little settlement between them? That country is pretty evenly settled from Grenfell out westward, though not thickly populated.
737. There is an agricultural population all over it? There is a great deal of agriculture there now, but when you get out to Lake Cowal and Marsden it is chiefly wool.

WEDNESDAY, 8 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).	
The Hon. FREDERICK THOMAS HUMPHERY,	CHARLES ALFRED LEE, Esq.,
The Hon. JAMES HOSKINS,	JOHN LIONEL FEGAN, Esq.,
The Hon. CHARLES JAMES ROBERTS, C.M.G.,	THOMAS HENRY HASSALL, Esq.,
The Hon. WILLIAM JOSEPH TRICKETT,	GEORGE BLACK, Esq.,
The Hon. DANIEL O'CONNOR,	FRANCIS AUGUSTUS WRIGHT, Esq.,
HENRY CLARKE, Esq.,	FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

Charles Hursthouse Stanger, Out-door Superintendent, Chief Mechanical Engineer's Branch, Department of Railways, sworn, and examined:—

738. *Chairman.*] What are you? Out-door Superintendent, Chief Mechanical Engineer's Branch, C. H. Stanger. Department of Railways.

739. *Mr. Lee.*] You practically control the locomotive branch? Yes, the outdoor working on the ^{8 Sept., 1897.} northern and western sections, not on the southern.

740. I suppose you know the grades of the southern line pretty well? Pretty fairly.

741. There is a proposal before us to extend the line of railway from Condobolin to Euabalong;—do you know that country at all? I do not.

742. You will see it on the map? Yes.

743. Another question arises as to whether the traffic can be served by making an extension from Koorawatha on the Blayney line across to Grenfell, Wyalong, and Hillston? Yes.

744. Could you tell us what the great difficulty is between Blayney and Cowra? In the direction towards Sydney there are very heavy grades between Cowra and Blayney—grades of 1 in 40.

745. Have you got any tabulated statement? No; only a few notes.

746. Will you read them so as to give a fair idea of what information you have? I have a few notes which were made in anticipation of being asked questions. They show the alternative routes. I have shown certain train-loads through that would be the most economical for one engine. Between Condobolin and Parkes a small engine will bring a load of 297 tons; between Parkes and Molong a more powerful engine will bring almost the same load, 288 tons; from Molong to Penrith, over very heavy grades, one of our most powerful engines will bring 297 tons. From Penrith to Sydney a small engine will bring 315 tons. On the southern line from Koorawatha to Goulburn, one of our most powerful engines would bring 297 tons. An engine of less power will bring from Goulburn to Picton 333 tons; from Picton to Sydney a small engine will bring 315 tons. I worked that out as showing that the through loads will be about the same with similar engines. The ruling gradient by the western route between Condobolin and Parkes is 1 in 100. From Parkes to Molong, 1 in 60; from Molong to Penrith, 1 in 40; from Penrith to Sydney, 1 in 80. On the southern line the ruling gradient from Koorawatha to Goulburn is 1 in 40; between Goulburn and Picton, 1 in 66; between Picton and Sydney, 1 in 100.

747. All the gradients mentioned are those which will be against the up-traffic? Yes, the traffic to Sydney. The ruling gradient of 1 in 40 is very long.

748. Have you a trial survey to Grenfell? I do not know of anything beyond the lines that are opened or in course of construction.

749. On the up journey you have given the heaviest grades, but what would be the grade against the down traffic? Both southern and western lines have 1 in 30. The western line is a little heavier; it has numerous grades of 1 in 33 also.

750. If for the down grade, what would be the reduction in the load as compared with the up grade? On the western line the load that could be taken through would be 205 tons by the same heavy engine which I spoke of. On the southern line the heaviest load that could be taken would be about 210 tons.

751. When you say the heaviest load, do you mean the utmost limit the engine would be capable of hauling, or the quantity within the limits of safety to place behind it? Within the limits of the power of the engine.

752. That is its working power? Yes; exclusive of the weight of the engine itself.

753. Is the grade from Koorawatha against the up traffic or the down traffic? From Koorawatha to Blayney the grade is against the up traffic, but there is also a stiff piece of 1 in 40 against the down traffic after leaving Blayney.

754. Suppose it becomes a question of increasing your traffic on the western country by way of Parkes and Orange, or diverting a large portion of it, and bringing it in by way of Koorawatha on the Blayney line, and by Cowra;—which would be the most suitable line to work it from? From my point of view, which is one of convenience of working, I would rather see it come by the southern line, because there are times when we have all we can do to work the traffic on the western line.

755. It would be a question more of general traffic than of grade? Yes; at certain times in the wool season the western line is completely blocked about Eskbank by the Zigzag.

756. What the Committee would like to know is could the increasing traffic that we are led to believe is becoming greater on the western line be diverted in such a way as to be brought on to the southern line to relieve the western line? I would not advise taking the traffic from the western line to bring it round by the southern line, but if you could take traffic midway between two lines the southern line would be the better way to bring it.

757. Would there be any advantage in bringing it down from Cowra to Blayney rather than along the existing line from Condobolin? No.

758. Inasmuch as nearly all your heavy grades are against the down traffic, it would matter very little to the up traffic whether it continued down the main western line or a portion went by a side line? If it has to join the main western line at Blayney it is immaterial whether it comes off a branch or the main line. The Zigzag is the trouble.

759. If it is divided it will make no difference to the western line if it is brought in above Bathurst? No.

760. If a portion of that traffic could be diverted on the southern line it would make a difference? It would be a relief to us.

761.

- C. H. Stanger. 761. I suppose that on all these outside lines, where the traffic is not very heavy, you generally run them with small engines? Yes.
- 8 Sept., 1897. 762. As your loads become heavier nearer to the metropolis you attach more powerful engines? Yes.
763. How do you regulate the grain traffic which necessitates heavy trains? That comes principally from the south-western line, and if we are able to spare any of the very powerful engines from the western line we send them over, but if we are busy on the western line they have to work it with the two small engines.
764. In some districts the rates have been made lower to get large consignments;—does the Department recognise that under the circumstances heavy engines could be used to carry the stuff at low rates? I do not know about that matter.
765. Are the larger engines used? If we can spare them, but we generally want to use them on the western line.
766. If a line were constructed across from Koorawatha to Grenfell and Wyalong, within which district we are led to believe there would be a very large increase of grain growing, would it require any special arrangement on the part of the locomotive department to deal with that traffic? I do not know what the distance would be from Hillston to Koorawatha.
767. Grenfell is the centre around which the bulk of the grain will be grown;—supposing there is a large increase, would it necessitate special arrangements? We should probably have to establish a small engine-shed at Koorawatha or the terminus.
768. Nothing more than usual? Nothing more than we have to do with all new branches that are made.
769. Would that grade between Koorawatha and Blayney materially affect the large trains that would be necessary? I do not quite understand you.
770. Supposing the grain traffic were heavy from the new country, would it operate against the hauling power in having to bring it up the heavy gradients? Yes; the grade being so very stiff, we should have to use two engines to get the stuff away if there were a large traffic.
771. Or bring lighter trains? Yes; and that would mean a very great expense.
772. Suppose it were brought on the main line to Koorawatha, and sent down by way of Murrumburrah, would there be any extra distance to haul it? The distance from Koorawatha to Sydney by Harden is 277 miles; by Blayney it is 236 miles.
773. It is 41 miles further by the Murrumburrah line? Yes.
774. Would you be able to bring a large load by way of Murrumburrah? No; the through loads would be what I have stated, 297 tons either way by the most powerful engines that we have.
775. *Mr. Humphrey.*] How many miles of the 1 in 40 grade would there be between Koorawatha and Sydney by Blayney, as compared with the route by Murrumburrah? I can only tell you roughly. A little over 10 miles by the western route and 11 miles by the southern route.
776. There is no appreciable difference? No; but the western line has, in addition, the heavy grades of the Zigzag.
777. *Chairman.*] Taking the point between Young and Koorawatha equidistant from Sydney, it will cost the same expenditure of power to take a ton of goods through by the western as by the southern line? Yes.
778. Suppose that the Zigzag were cut out? Then the advantage would be quite on the side of the western line, because the grades are so situated that we can, by using assistant engines, get large through loads.
779. From the point where the distances are equal between Young and Koorawatha, if the Zigzag were taken out, it would require less expenditure of power to come by the western line than by the southern line? Yes; I think it would. If it came on to the existing line at Koorawatha, as regards cost, the western line would have the advantage; as regards expedition perhaps the southern line would.
780. If we could imagine the Zigzag cut out, the preference would be by the western line? Yes.
781. Going beyond that, and looking at the work which the railway will eventually have to do, would there be a larger amount of traffic coming down the western line than along the southern line, taking into consideration, of course, the territory which will be served by each? I can only answer that by looking at the map, and I see that there is a larger tract of country to the west to open up than to the south; therefore, we should get more traffic from the west.
782. And further south the traffic comes under the influence of Melbourne? Yes.
783. Can you tell the Committee the proportion or the comparison between the traffic coming on the western and southern lines at present? I could only roughly say that I think that the goods traffic on the western line must be double that on the southern line.
784. And what about the passenger traffic? The southern line has the advantage in that respect, having the Melbourne traffic.
785. Is the western line doing one and a half times more traffic than the southern line? Taking it all through, I think it must be.
786. You said that the western line in goods is doing twice as much as the southern line? Yes; in my opinion.
787. But the southern line is doing more passenger traffic? I think it is.
788. Speaking generally, the western line is doing considerably more at present than the southern line, and, as far as you can judge, it is likely to do more in the future? That is my opinion.
789. It follows that at the same cost for the same mileage that you can get by either line to Sydney it would be more convenient to the Department to send traffic by the line that is doing the least work? Yes.

Henry Chamberlaine Russell, C.M.G., Government Astronomer, sworn, and examined:—

- H. C. Russell, C.M.G. 790. *Chairman.*] You are the Government Astronomer? Yes.
- 8 Sept., 1897. 791. *Mr. Wright.*] Are you acquainted with the Lachlan country? Not by personal observation.
792. Can you tell the Committee the amount of the rainfall in the neighbourhood of Condobolin, the annual rainfall, and at what period of the year most of the rain falls? I have a table here showing all the rainfall records of Condobolin for every month in the year.
793. Can you give us the average? The average is 20½ inches per annum.
794. Is that sufficient for the cultivation of cereals? I have no personal experience in the matter, but the general observation is that it will not pay to grow wheat with an average rainfall of less than 20 inches.
795. Can you tell us the average rainfall of Euabalong? Nineteen and a half inches. 796.

796. Can you supplement that statement by telling us how the rainfall at Condobolin takes place, whether it is monthly or how? It is fairly well distributed over the months of the year, rather more falling in the second half of the year than in the first half. That is favourable for wheat growing.
797. You say that the rainfall at Euabalong is 19 inches? Yes.
798. Is that distributed in the same favourable manner as the rainfall at Condobolin? Yes.
799. And that might be considered fairly suitable for wheat-growing purposes? I dare say it might. I have no personal experience in the matter, but I know that with less than 20 inches of rain it is doubtful whether you will succeed.
800. What is the rainfall at Mount Hope? About 18½ inches.
801. In your belief that is outside the region where wheat can be successfully grown? Yes, but wheat has been grown about Hay, and the average rainfall there is 15½ inches, but I am told that it has been grown by taking virgin soil, and in favourable seasons.
802. Striking a line south from Mount Hope to Hillston, what is the rainfall at the latter place? The rainfall at Hillston is about 16 inches.
803. Can you give us the rainfall at any point west or south-west—say at Booligal? It is 14½ inches. The rainfall in this country falls off at the rate of 1 inch for every 30 miles that you go west.
804. Any country beyond Hillston would be unsuitable for cereals? That country has less rainfall than is generally supposed to be sufficient.
805. What is the rainfall at Lake Cudgellico? Nineteen and a half inches, about the same as that at Euabalong.
806. Have you got the rainfall at Euglo? The rainfall must be about 20 inches there.
807. And at Wyalong? At Wyalong, about 19 inches.
808. What is the rainfall at Marsden? Twenty and a half inches. The rainfall changes very little there, that is going south, and in that direction it does not change half an inch in 60 miles.
809. And at Temora it is about the same? Yes; in all that country.
810. Then coming further east to Grenfell, what is the average rainfall there? Twenty-eight and a half inches.
811. What is it at Young? About 28 inches.
812. What is the rainfall at Cowra? Twenty-nine inches.
813. And at Worrongong? At Worrongong it is 28 inches.
814. What is the rainfall at Koorawatha? There is no record kept at Koorawatha, but at the station adjoining Worrongong the rainfall is 28 inches.
815. You have told us that the rainfall goes from 20½ inches to 19 inches between Condobolin and Euabalong, and that it decreases gradually as you go out west, so that in the event of the construction of a railway from Condobolin to Euabalong we could not expect any successful cultivation west of that point? I do not like to answer that, because I do not know anything about the cultivation. According to the rule, wheat cannot be grown profitably where there is less than 20 inches of rain. That has been the experience of many years in South Australia and in this Colony also.
816. But at Wyalong, Grenfell, Marsden, and the whole of that belt of country there is a sufficient rainfall for the successful cultivation of wheat? Yes.
817. If it is proposed by the Government to build a railway from Condobolin to Euabalong, with Hillston as the objective point, a great length of it would pass through country where the rainfall is comparatively small? The rainfall decreases very gradually. There is no jump from a sufficient to an insufficient rainfall.
818. There is a gradual diminution of the quantity, and consequently a strong probability that the success of cereal growing will be decreased in proportion? Yes.
819. *Mr. Clarke.*] Does it not sometimes happen that a rainfall, if irregular, although it may amount to 20 inches in the year, not coming at certain seasons, is not suitable for wheat growing? Yes.
820. On the other hand, if it is regular, coming at proper seasons, a less rainfall might be sufficient? Yes.
821. With regard to the possibility of growing wheat at Hillston, which is the objective point of the line under consideration, what are your views? Although I consider the rainfall at Hillston, being a little under 16 inches, as dangerously close to an unsafe rainfall for the cultivation of cereals, still, since the rain falls there at a suitable time for the crops, I think it might be satisfactorily attempted; and there is another consideration that I think ought not to be lost sight of—when the farmers get wise enough to do it they will avoid dry seasons, and only grow wheat in good seasons. I may add that I herewith hand in a tabulated statement of the rainfall.

William Henry John Slee, Chief Inspector of Mines, Department of Mines, sworn, and examined:—

822. *Chairman.*] What is your position? Chief Inspector of Mines, Department of Mines.
823. *Mr. Egan.*] Do you know the country well in which it is proposed to make this railway? Yes.
824. The proposal is to construct a line from Condobolin to Euabalong? Yes.
825. Is there any mining between Condobolin and Euabalong? There is one small field called Cugong, but at present there are only two claims at work.
826. Is it a poor field or is too far from the railway communication? The field is not much—a railway would not help it.
827. Are there any mines between Euabalong and Cudgellico? There are prospectors out there. There is Price's party, who found some gold about eighteen months ago; but so far, no developments have taken place. That is on the north side of the river.
828. Then, of course, there is Mount Hope? That is still further on.
829. That is an extensive mining district, is it not? Mount Hope is the only mining district which would to a certain extent feed the railway.
830. What minerals are found there? Copper and gold. At Mount Allen there is gold.
831. Would railway communication assist that field at all? There is no railway communication at present.
832. Would the construction of a line to Euabalong from Condobolin give greater facilities to the mining industry at Mount Hope? It would to a certain extent.
833. Would it be the means of supplying a large working population there? It would be the means of enabling the mines to be worked at a cheaper rate, and consequently a larger number of men might be employed. At present there are only a few tributors there.

W. H. J. Stee.

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- W. H. J. Slee. 834. Is the gold found in fair quantities there? The only gold is at Mount Allen, about 12 miles from there.
- 8 Sept., 1897. 835. What minerals are there in the Mount Hope district? Copper. It has occurred in horizontal layers, and so far sulphide ore is missing; until they can obtain the sulphides the Mount Hope district will not be much.
836. In the absence of the discovery of sulphides it is almost worthless? Almost worthless.
837. Where did Price's party find gold? About 30 miles from Condobolin, not near Euabalong.
838. Did you report upon that? Yes.
839. Can the Committee see your report? Yes.
840. Then coming down from Euabalong to Cudgellico? There is no mining at Cudgellico. I went through the district last year and there were only two men at work on the Lachlan close to the lake between Euabalong and Condobolin; during last year there were not fifty men at work there.
841. Is there not a mine at Cudgellico? Well, yes; but it has never turned out any good to the shareholders.
842. What is your opinion as to the possibilities of that field? My opinion is that it will never be a good mining district. Whatever is obtained throughout that district will be in short shoots and small patches.
843. I suppose you met Mr. M'Ewan there? No.
844. You do not think much of that mine? No.
845. I suppose you know that some set a very high value on that mine at Lake Cudgellico? Yes, I know several districts where the outside public often think there is a great deal in it and public money is spent. We have two classes of mines, one class worth keeping and working, and another worth selling. I put this in the class worth selling.
846. Therefore, from Euabalong to Cudgellico there is no mining of any consequence? No.
847. Do you know the country from Cudgellico to Hillston? I have been only once there. There will be very little mining about Hillston.
848. Therefore, as far as the road from Cudgellico to Hillston as regards mining is concerned, it is of very little importance? Very little.
849. Do you know the country to the south of Hillston? I have been to Hillston from Mount Hope, and I have been to Hillston from Hay, and from Mossgiel, and from Ivanhoe. The Hillston country, as far as mining is concerned, I think will never be any good. No doubt it will be a good agricultural country.
850. You are well acquainted with Wyalong? Yes.
851. Do you think that will be a permanent field? I say now what I said in my report on the Wyalong-Temora line, that Wyalong might last for many years, but it will not carry such a population in the future as it has done. It might carry from 1,500 to 2,000 people, but if we had a new rush to-morrow a great deal of the population would leave Wyalong. Still it will be a permanent place for many years to come.
852. Does that apply to Yalgogrin? That is about 22 miles further on. The prospects of permanency are certainly not as good there as they are at Wyalong. I was there last April.
853. Have you been from Cudgellico across to Wyalong at any time? No; I have been part of the distance, but never all the way. I have certainly not been to within 20 miles of Cudgellico from Wyalong.
854. Are there any mining prospects there? No. I believe we shall get sooner or later a streak of mineral land across from Yalgogrin towards Hillston.
855. There has been some mining at Barmedman? Yes; Barmedman goldfields were open long before Wyalong. They were opened in 1870 or 1871, and there was a good deal of reefing, but latterly there has not been much mining carried on there. There is one mine called the Fiery Cross.
856. Is it all worked out? The water difficulty has always been against it. There is a probability that the Fiery Cross and other mines may carry gold at a greater depth.
857. How do they obtain their water there? There is no river, no running creek. They get water by sinking tanks. There is a great amount of underground water. They find it at a depth of 120 feet; it is brackish water, no good for stock, but it is good enough for a crushing machine. Barmedman is a good agricultural district.
858. And you say the reason why there is not more extensive mining carried on at Barmedman is because of the influx of water? When Barmedman was opened it was taken up by miner's right holders, there being no leasing in those days. I had a quartz-crushing machine, and did the first crushing from Barmedman.
859. Do you think that if more capital were expended there it would still be a fair field? I think it would still be a fair field with capital, provided that a proper system of mining was adopted; but the system hitherto has been to get so much for the shareholders and promoters, and nothing for working capital.
860. They could get water for working? Yes; they have plenty, but it is no good for boiler purposes.
861. Does it damage the machinery? Yes; there is a great deal of magnesia in it. It eats the iron, and the settlement on the boiler is very considerable in a short time.
862. What was the average return? I have known some to crush 4 ounces to the ton.
863. The only mine working there at present is the Fiery Cross? That is the principal mine.
864. What returns are they getting there? They are not working now; they are in difficulties; they formed a company, and the company got into difficulties.
865. So, even with a crushing of 4 ounces to the ton, they are in difficulties? I say that was the highest crushing.
866. Are you acquainted with the country about Grenfell and Young? Yes.
867. Is there much mining carried on there? Yes; Grenfell reefs were at one time as good as any in New South Wales, but of late they are again taken up by capital to be worked at a greater depth.
868. With better prospects? With fair prospects of continuing; Grenfell district is a great agricultural district.
869. Being well conversant with the prospects of various goldfields, would you say, from Temora on the one side to Condobolin on the other, what route you think would be the best for constructing a line where there would be permanency of employment and facilities for mining? If I only considered Wyalong, I should say from Temora. If I considered Hillston, I should say from Grenfell; but I do not think that any railway between Condobolin and Euabalong would ever pay anything like working expenses.
870. Did I understand you to say that Grenfell would be the best place? No; I said that considering Wyalong as a goldfield it would be better to make a railway from Temora; but taking a general view of the interests of the whole country, I believe Grenfell would be the best place, because it would pass through agricultural land.

871. You would construct a line from Young to Grenfell, from Grenfell to Wyalong, and from Wyalong to Hillston? Yes, from the Young to Cowra railway line. W. H. J. Slee.

872. Have you been over that country? Yes; I lived five years at Grenfell.

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873. You think that if it is to be a paying line that is the only route? I think it would be the best route.

874. If the idea was only to supply Wyalong with a railway you would say go from Temora to Wyalong? Yes.

875. But to get to Hillston you would construct a line from Young to Grenfell, from Grenfell to Wyalong, and from Wyalong to Hillston? Yes; that would be the best for the country at large.

876. *Mr. Hassall.*] You know the country pretty well between Condobolin and Wyalong? I have never been direct from Condobolin to Wyalong.

877. You have a very good knowledge of the country round Forbes, Wyalong, Barmedman, and Temora? Yes, and Hillston and Euabalong.

878. What do you think of the mining resources of that country;—are the discoveries which have been made at Wyalong, Barmedman, and Temora likely to be permanent? Yes; I believe that for many years to come the population will stand at from 1,500 to 2,000.

879. From your knowledge of the geological character of the country, do you think that the mineral deposits are likely to provide employment for many years to come for a large body of miners? Yes, say 1,500 to 2,000 miners.

880. Round Wyalong itself? Yes. Of course, the whole country between Grenfell, Barmedman, and Wyalong appears on the surface to be auriferous.

881. And I presume there is a probability of further deposits being discovered? I believe that sooner or later we shall have a field as large as Wyalong between Barmedman and Wyalong. I feel confident that we shall have a good-sized field between those places.

882. There are pretty good deposits of minerals around Temora, are there not? Yes.

883. Are they of a permanent character? They have proved to a great depth, but, like all the rest, capital is wanting.

884. In your opinion, gold is there? I believe it is there, and that it will be found again.

885. Are the characteristics much the same in each of the localities named? No; in the Grenfell and Wyalong districts, gold is mostly obtained in granite country; at Grenfell, some of the best reefs ever seen in New South Wales were in porphyry. No payable reefs were ever found in slate near Grenfell.

886. Payable seams were found in porphyry? Yes, at Grenfell; at Wyalong, it was in the hornblend granite; at Barmedman, the gold was found in porphyry and diorite.

887. The characteristics of Wyalong are different from those of Grenfell and Temora? Yes.

888. From your own knowledge, there is evidently a very extensive tract of mineral country lying within the area embraced by Grenfell, Wyalong, Barmedman, Temora, and Young? Yes; I think from Wyalong, past Lake Cowal, nearly up to Condobolin.

889. I should imagine also that the belt of mineral country extended from Wyalong towards Forbes? Yes.

890. So that the whole of that country is more or less auriferous? Yes.

891. And it is likely to be developed when capital and labour are available? Yes.

892. Do you think it would well repay prospecting? Yes; there are prospectors out there now.

893. So that minerals may be struck at any time? Yes.

894. Do you think it would assist in the development of that country if a railway were run from Koorawatha to Grenfell, and Grenfell to Wyalong, the object being to extend it to Hillston;—would there be much traffic between Wyalong and Koorawatha? Yes, I think there would be, because it is a part of the country which cannot be reached by any railway at present.

895. You think it would materially assist in the development of the mineral resources? Yes, and there is a great deal of wheat-growing country there.

896. So that if the mines were worked out, as eventually no doubt they will be, there would be the agricultural industry to fall back upon? Yes.

897. That is practically how the country has developed around Young? Yes, around Young and around Grenfell. At first it was thought that no wheat could be grown about Grenfell. Now they grow large quantities if there is anything like a season at all. The country about Creamy Hill, between Condobolin and Euabalong, was thought at one time to be a very promising field. I stated that I considered it would be very patchy if payable gold was ever got. I saw stone which would go 100 oz. to the ton if they could get enough of it, but they could not get a ton.

898. You do not depend upon that part of the country to provide much in the way of employment in the mining industry? No.

899. *Mr. Roberts.*] I think, in answer to a question asked by Mr. Fegan, you expressed the opinion that a line might with advantage be constructed from Young to Grenfell? Yes.

900. Would that be in preference to a line from Koorawatha to Grenfell? That is the same line from the Young to Cowra line; from any part of that line you would have to go on to Grenfell. When I said Young I meant the Young line.

901. You did not mean that Young was a more desirable place to connect with Grenfell than Koorawatha? No.

902. *Chairman.*] Is there any increase in the output at Wyalong? I do not think that the output from Wyalong is increasing; but the tailings which have been left behind in previous years are now being worked over, and this may account, possibly, for any increase, but it does not come from any legitimate increase in the mining industry. I believe that the returns will be good for years to come.

903. *Mr. Hoskins.*] Do you think that a railway from Condobolin to Euabalong would have a more beneficial result in supplying a larger number of residents, and intersecting a larger quantity of good land, than a railway from Koorawatha to Young and Grenfell? No; I do not think that a railway from Condobolin to Euabalong would be so beneficial either to population or the country at large, or would carry so much produce as a railway from Temora to Wyalong, or Grenfell, on to Hillston, *via* Wyalong.

904. Suppose that a railway were constructed from Condobolin to Euabalong, which would bring railway communication much nearer to Mount Hope than it is at present, do you think that the construction of the railway near to Mount Hope copper-mines would tend to greatly develop the copper? I inspected Mount Hope copper-mines about eighteen years ago, and they have done very little in way of development since

W. H. J. Slec. since. What they have done was to pick the eyes out of the mine, and to-day they are doing the same thing with their tributors. Unless the Mount Hope Company will go to work and prospect their mines at greater depth no one can tell whether they will get better copper or not.

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905. How far is the Mount Hope copper-mine from Euabalong? I could not say exactly. Euabalong is 48 miles from Condobolin. At one time all the copper used to come from Nymagee and Mount Hope, and go on to Euabalong, Forbes, and Orange; but since the railway has been extended to Cobar it goes to the Cobar line.

906. Mr. Clarke.] Has the population about Wyalong increased or decreased since you gave evidence here before? It is very much the same as it was two years ago.

907. What is the population at present? About 3,000.

908. Three thousand miners? No; 3,000 people.

FRIDAY, 10 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

William Henry Hall, Sub-Editor of Statistical Publications, Government Statistician's Department, sworn, and examined:—

W. H. Hall. 909. Chairman.] What is your position in the Public Service? I am Sub-Editor of Statistical Publications.

10 Sept., 1897. 910. Have you brought some information in connection with the proposed extension of the railway from Condobolin to Euabalong? Yes.

911. Mr. Farnell.] You have a statistical statement that you have been asked to bring in connection with it? Yes. The statement which I have prepared has reference to the area under cultivation within certain districts. The particular districts were referred to in the memorandum that was given to the Assistant Statistician. The statement shows a comparison between the area under cultivation in 1895 and in 1896 in particular localities covering the whole area west of Koorawatha, and extending right on to Hillston. Unfortunately we cannot give definite particulars with regard to these lands prior to 1895, because the police who collected them collect them in relation to the whole district, not in relation to any particular portion of the district. I hand in the following tabulated statement:—

Districts.	Number of holdings: from 1 acre upwards.	Cultivation.															
		Total area cultivated.	Wheat.		Maize.		Other grains.	Hay.		Green foot.	Area under—						
			Area.	Yield.	Area.	Yield.		Area cut.			Area cut.	Potatoes.	Sugar-cane.	Cmpe-vines.	Oranges.	Other fruit orchards.	All other crops.
								Wheaten, oaten, and barley.	Lucerne.								
No.	acres.	acres.	bushels.	acres.	bush.	acres.	acres.	a.	a.	a.	a.	a.	a.	a.			
Barmedman	1895	59	1,646	582	2,504	...	...	...	1,059	...	...	1	...	...	4	...
	1896	67	2,044	825	5,722	...	6	...	1,206	...	...	...	...	...	7	...
Condobolin	1895	193	5,738	3,121	10,956	60	240	105	1,434	80	905	...	5	...	23	5	
	1896	178	7,708	5,357	15,978	3	...	117	1,288	92	811	2	11	1	15	11	
Cudgellico	1895	74	802	...	...	...	...	...	770	...	1	13	...	1	5	11
	1896	76	769	53	292	...	...	...	687	...	7	...	...	...	5	10
Euabalong	1895	29	620	60	400	...	...	...	544	...	12	...	...	...	...	4
	1896	31	993	112	840	...	...	...	881	...	...	...	...	...	...	...
Grenfell	1895	298	21,931	16,562	23,603	949	5,320	214	3,715	...	293	37	47	...	98	16	
	1896	224	25,744	22,907	213,171	598	2,556	379	1,485	200	56	7	62	...	45	5	
Hillston	1895	71	6,700	4,286	32,932	...	...	11	2,403	...	...	...	...	...	...	...
	1896	104	8,013	5,064	32,749	...	...	80	2,850	...	5	...	1	...	8	4
Marsden	1895	47	612	439	104	28	...	...	116	26	...	...	...	...	3	...
	1896	51	787	456	1,944	...	...	...	269	50	...	...	...	...	...	12
Morangarell	1895	121	3,004	1,748	9,272	20	...	8	1,135	...	79	11	1	...	7	5	
	1896	96	3,040	2,349	20,632	16	...	29	508	...	100	2	2	...	7	27	
Reefton	1895	50	2,169	1,756	16,192	...	...	20	393	...	...	...	...	...	...	...
	1896	46	3,594	2,846	29,650	20	...	20	706	...	...	...	...	...	...	2
Temora	1895	302	16,024	11,509	72,367	168	78	370	3,836	...	37	1	26	...	59	18	
	1896	312	19,085	14,389	83,735	54	...	501	3,974	...	66	3	16	...	51	31	
Wyalong	1895	30	951	139	508	...	...	...	812	...	...	...	...	...	...	...
	1896	32	1,341	136	847	...	...	...	1,205	...	...	...	...	...	...	...
Stockinbingal	1895	103	10,418	7,140	48,403	491	50	304	2,476	...	...	6	1	...	...	...
	1896	110	12,241	10,834	72,241	142	...	109	1,037	...	113	5	...	...	1	...
Bimbi	1896	63	2,631	1,808	16,231	...	...	5	788	...	23	3	...	...	2	2
<i>Synopsis.</i>																	
1895	1,377	70,615	47,342	217,241	1,716	5,688	1,032	18,693	106	1,327	59	81	1	199	59	...	
1896	1,390	87,990	67,136	495,052	833	2,556	1,246	16,884	342	1,181	30	92	1	141	104	...	
Increase	13	17,375	19,794	277,811	...	...	214	...	236	...	...	11	...	...	45	...
Decrease .....	...	...	...	...	883	3,132	...	1,809	...	146	29	...	...	58	...	...

TUESDAY, 14 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
 The Hon. JAMES HOSKINS.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 JOHN LIONEL FEGAN, Esq.
 THOMAS HENRY HASSALL, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.
 FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

John Boyd Donkin, C.E., sworn, and examined:—

912. *Chairman.*] Have you a fair knowledge of the part of the country in which it is proposed to construct this railway? Some twenty-five years ago I was Government surveyor, and surveyed from Cootamundra to the Lachlan, and from the Lachlan to Euabalong. I laid out the township of Euabalong, and since then I have lived twenty years in that district, so that I know it very well. J. B. Donkin,
C.E.
14 Sept., 1897.
913. *Mr. Black.*] Have you formed any opinion in regard to the proposal now before the Committee? Yes; I have thought over it, and I would much prefer the money to be spent in weiring the river instead of making a railway line. It would open up no more agricultural country to make the railway, and it would be better if the line were taken further to the south.
914. You think the money would be better spent in putting locks on the river? Yes, in putting locks on the river, which would only come to the same expense as the railway, and the river could be made a feeder to the railways. The locks could be used not only for conserving water for stock and irrigation purposes, but also for maintaining the height of the river, so that it could be used as a water-way. The fall in the river from Condobolin to Euabalong, a distance of 90 miles, is about 90 feet. It would take twelve locks, at a cost of £10,000 each. The river flats are very rich and if water were provided immense crops could be grown on the river. The railway would have to keep wide of the river as it is now from Parkes to Condobolin. We were unable to carry the railway from Forbes to Condobolin on account of the flooded state of the country.
915. Locking the river would involve an expenditure of about £120,000? Yes.
916. What return would there be from that? The only return would be allowing irrigation to be carried on. As it is at present there is only one system of irrigation; last year at Condobolin the river went almost dry. If there had been two or three systems of irrigation the river would have been dried up altogether. I have no doubt that if water were provided a very large area would be put under cultivation and irrigation.
917. Is there much land there suitable for cultivation? Yes, on the river flats, but only to the extent of a few miles back from the river.
918. Is there sufficient good land to justify such a large expenditure? That I am hardly prepared to say; but we may take into consideration that a very large body of water would be conserved to the whole district for other purposes besides irrigation.
919. What do you anticipate that land would produce? Wheat, lucerne, and fodder crops. They are growing very rich crops of lucerne now by some small system of irrigation, but the great objection taken to that is that people complain of the water being taken out of the river.
920. Do you think it would pay to raise water from the river to grow lucerne? In view of the very severe droughts, and the enormous number of stock that perish, I have no doubt that it would. Under ordinary circumstances I do not think, owing to the lift from the river, that it would pay to irrigate to a great extent, but in times of very severe drought they would make use of it.
921. On which side of the river is the best land to be found? I do not think there is very much difference. The north is very much the same as the south side. Below Condobolin it is almost entirely grazing country.
922. Have you considered a railway connection with any other centre in connection with the contemplated route? I think a railway has been spoken of from the Blayney line through the Grenfell district to Wyalong; that will be a preferable route. A very large area of wheat is under cultivation at Grenfell, and I think that a very much larger area would be put under crop if they had a railway. The whole district from there to Young is a wheat-growing district.
923. Then you are of opinion that the conservation of water for purposes of irrigation on the river would only result in its use for producing crops for local consumption? For local consumption. It would also afford a water-way which would be a feeder to the railway. My idea is that the river should be locked in the same way as is being carried out on the Darling River.
924. You would recommend a connection by railway to Grenfell with the Blayney line, and the locking of the river? Yes; I would also point out that the locking of the river would involve very little expense in repairs and cost of maintenance as compared with the railway. The railway would have to pass through an area of flooded land, which would no doubt cause considerable expense in after years.
925. You think the railway would have to be kept some distance from the river? I think it would have to be kept 8 or 10 miles away from the river. If it is carried on the north side clear of the flood-water the people on the south side will be 15 or 20 miles away from it.
926. If it were carried on the southern side it would involve the construction of a good many bridges? Some of the anabranches around there are almost as large as the river, and the river itself runs 60 miles and fills Lake Cowal. I estimate that another 100,000 acres would be put under wheat in the Grenfell district if a railway were made there.
927. What the Grenfell district wants is railway communication? Yes.
928. Do you know of any case where they have used irrigation in connection with wheat growing? No; I have no experience except with regard to lucerne and fodder crops. I think that wheat can be grown under its natural conditions so much more cheaply in the Grenfell district that it would hardly pay to compete

J. B. Doukin, compete under a system of irrigation. In my experience during the last twenty-five years I think there has not been more than one season in which the crop has failed in the Grenfell district.

C.F.
14 Sept., 1897. 929. *Mr. Hoskins.*] Do you wish to make a statement in connection with the proposed railway from Condobolin to Euabalong? What I propose is, that instead of money being spent on the proposed railway the river should be canalised. It would be a better investment to the State than making a railway outside the flooded land, from 5 to 10 miles away from the river, practically shutting out the people on the south side of the river.

930. Are you of opinion that the proposal to construct a railway from Condobolin to Euabalong is one which would meet with acceptance on the part of a large number of residents in that part of the country? I do not think it would, except from those people whose property the railway would go through. I do not think it would open up any agricultural area, and I do not think it would benefit many people there. Those on the south side of the river would be too far away from it.

931. Are you of opinion that it would be more to the public interest to extend the railway from Condobolin in another direction, say, towards Grenfell or Wyalong? I do not think it would be any great advantage to take the railway south from Condobolin to Euabalong.

932. Do you think that the construction of a railway from the Blayney line, *via* Koorawatha, Grenfell, and Wyalong, would be productive of more advantage in the interests of settlement than the proposed line? I think it would be productive of very much more benefit than the proposed line.

933. Would it intersect better land and a district more settled than the district from Condobolin to Euabalong? It would.

934. Would a railway, constructed from Grenfell by Wyalong to Hillston, be productive of more advantage than the extension of the railway from Condobolin to Hillston? Yes.

935. Why do you think so? For one reason. From Koorawatha, for 40 miles, it would pass the whole way through wheat-growing country—a country which is only just now being developed, and which will be developed to ten times the extent that it has been already. It is specially adapted for wheat growing—and it would supply the large population at Wyalong, and from there towards Hillston and Gunbar, where there is another large area under wheat—and the line would meet with no engineering difficulties.

936. Is the country, comparatively speaking, from Koorawatha, Grenfell, Wyalong, and Hillston, country which offers great facilities in respect of good gradients? There are no difficulties whatever, except, perhaps, entering Grenfell; but I should say that 1 in 100 could be got all through.

937. *Mr. Trickett.*] Do you agree that Hillston is a fair wheat-growing centre that the Government should aim at? I think it is on the margin of the wheat-growing country.

938. You know Hillston and the surrounding country? Yes.

939. Is it really good wheat-growing country? North of Hillston, towards Gunbar, there is a large area that will produce immense quantities of wheat; but it cannot be compared with Grenfell on account of the climatic conditions. There is 10 inches less rainfall than there is at Grenfell.

940. What is the rainfall at Grenfell? I should say that about Grenfell the average rainfall is about 24 inches, and at Hillston about 16.

941. The dotted line on the map shows a projected railway line from Temora *via* Barmedman and Wyalong, then along to Lake Cudgellico and Hillston, and another line from Wyalong to Barmedman, and from there direct to Hillston. Could you give us any evidence with regard to those two routes? I might mention that I surveyed that dividing range between the Lachlan and the Murrumbidgee many years ago. There is some very rough country between Barmedman and Hillston. I should rather prefer the route by way of Lake Cudgellico. The other would be a shorter line, but it would go through inferior country.

942. And it would be an expensive line;—would there not be a lot of cuttings? There would in places. It would not be very expensive if they kept clear of the small ranges. But much of that country is absolutely barren.

943. By way of Barmedman, Wyalong, and Humbug Creek, how would it be supposing they broke off at Humbug Creek, and went from there to Hillston;—is it good country? The hills and falls to Lake Cudgellico are good country.

944. That would be a shorter route than going by way of Lake Cudgellico? Yes; but speaking generally I should prefer the route from Wyalong to Cudgellico as going through a great deal of good country.

945. You think that the Lake Cudgellico district is one which ought to be accommodated with a railway? Yes; there is a great deal of good country around Lake Cudgellico.

946. You mean that instead of going by Humbug Creek and over to Hillston it would be worth while to go further north and take in Lake Cudgellico? I think it would be.

947. But Lake Cudgellico at present is not prosperous agricultural country? I do not think it has been developed to a great extent, but I think there is a great deal of country that could be. It would depend upon the season. In a season like that of last year there would be no crop at all—the soil is rich enough.

948. Then, comparing the two lines, Temora to Wyalong, or Koorawatha to Wyalong, which do you think the better route? I think the line from Koorawatha to Grenfell would pass through a larger area of wheat-growing country.

949. Would you point out on the plan where this great field of agriculture lies? It is bounded on the north by a range north of Grenfell. Then there is the Weddin Mountain. Then from Koorawatha to Grenfell, in a direct line and about 10 miles north, and the whole way down to Young, is all good country, suitable for agriculture, with a good rainfall.

950. What is it like on the western side of Grenfell? It is good country on the western side of Grenfell for 10 miles; then it pans out into open plains, much the same as the country past Narrandera. You get on to box timber country towards Wyalong.

951. Between Grenfell and Wyalong what area is available for agriculture? To the west of Grenfell 10 miles; then it is open plain.

952. Is it good wheat country? No.

953. For how many miles? About 15 miles.

954. Till it reaches Bland Creek? Yes. Then from there to Wyalong it is box country, which is suitable for agriculture. The hills between Wyalong and Cudgellico are basaltic, and very rich soil; but

none

none of the country passing from Wyalong towards Cudgellico can be compared with the good country between Grenfell and Wyalong. Millions of acres there could be cultivated. The soil is rich enough to grow anything; but, in a season like last year, they would not get their seed back again. Just below Condobolin 25,000 skins were sent from a station last year. As soon as the Weddin Mountain is left it is practically a level country all the way. There is only the Bland Creek to cross.

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955. The Government in submitting this line to us say that the line will cost £180,000, and the Railway Commissioners say that the loss per annum will be £3,300 upon the line,—do you think that instead of getting to Hillston by way of Euabalong and Lake Cudgellico it would be better to make a railway by way of Grenfell and Wyalong to Hillston;—would it be a better and more remunerative line than the one proposed? I would not undertake to say that from Wyalong there would be no loss on the railway; but I think it would supply a very much larger area, and there would be a much greater traffic. It would be as two to one as compared with what there would be on the other lines.

956. The line is submitted to us under these conditions:—It will form a direct line to Hillston; and, seeing that Hillston is the point to be ultimately reached, do you think that if we made a start by way of Grenfell to Wyalong we should have a paying instalment of the line to begin with? I am quite sure of it. I believe that the railway from Koorawatha to Grenfell would be a paying line.

957. You believe that it would be a paying line at the start, and that the other would be a losing line? The line from Molong to Forbes, which passes through 20 miles of ironbark country with cuttings 15 feet deep, Mr. Eddy told me, was one of the few branch lines which paid; and the traffic on this line you suggest would be quite equal to the traffic on that line.

958. With regard to your idea of putting weirs between Condobolin and Euabalong, will you give us a little more information on that point? I have brought a photograph of some weirs on the Darling, 200 feet wide; those on the Lachlan would require to be only 100 feet wide. Those on the Darling cost £20,000. The weirs on the Lachlan, I estimate, would cost £10,000 each. I think that the river affords special advantages for canalisation, and that it might be used as a feeder to the railway of Condobolin and Forbes. Between Forbes and Condobolin line, the richest part of the river is almost shut off from the railways. My idea is that the river should be locked all the way from Forbes down to Euabalong.

959. The weir erected near Bourke was regarded as an experiment? Yes.

960. Has it been successful in regard to throwing the water back? I believe it has; but I have not seen it.

961. If the river were made navigable to that extent, it would serve the people on both sides? Yes. Expensive bridges would have to be built here and there, to afford the people on the south side the means of getting to the railway line.

962. Otherwise the people on the south side would have no benefit from the railway at all? No.

963. Has this line from Condobolin to Euabalong anything to recommend it, without regarding it as part of a possible extension? Not unless it could be very cheaply made by keeping wide of the river; but I do not think there is any agricultural land on the river.

964. Are you engaged in farming at all? Yes; and I have an irrigation plant. That is for lucerne, and growing oats for fodder. On account of the distance from the railway, it would not pay to grow wheat. I put the oat crops in in October, and in the drought of 1888 I produced splendid crops by irrigation.

965. Has your experience in regard to irrigation experiments been satisfactory? Yes, decidedly so; especially in a district where it means the absolute devastation in a time of drought like last year.

966. To what extent do you think you could profitably engage in it? I think, with the means of communication, I could go into fruit-growing. Oranges do magnificently.

967. But with regard to providing fodder for stock, to what extent could you profitably engage in irrigation in dry seasons? To an almost unlimited extent. In one system that I spoke of they grew 5,000 tons of lucerne last year.

968. I have always understood that irrigation has only been carried on remuneratively for the purpose of sustaining small numbers of stock during dry weather and that it would not pay to engage in it to a large extent? No, I do not think it would; the price of stock is too low. I think it would have paid last year because many people throughout the country have been feeding their stock on molasses, carting it hundreds of miles. At Wyalong they had to cart lucerne 40 or 50 miles, it having come from Maitland. If that lucerne could have been got anywhere near Wyalong it would have been much cheaper. I do not think that any system of irrigation, where the water has to be lifted by steam power in a country like this, will ever pay. I have been using one of the largest plants in the Colony for the last ten years.

969. You are of opinion that if you had to pump water it would not be remunerative? For my garden alone I pumped 6,000 tons of water per diem.

970. What is the area? Three acres. The water has to flow through a channel a distance of half a mile before it reaches the garden, and owing to the heat and absorption 75 per cent. of it is lost.

971. With regard to the question of irrigation how would you deal with good and bad seasons? I keep my irrigation plant entirely as an insurance. In good seasons I lay it up.

972. That is all very well with regard to carrying it on in a small way, but if you attempt to use it for large crops a drought will be upon you before you can get the crops in? That is the difficulty. The drought comes upon you unawares, and when the country is absolutely bare it is almost useless to pump the water upon it. In the winter months you can produce nothing, and I have to give it up. I think that a large number of stock can be kept alive by the irrigation plant being kept going in summer for crops, then distributing the hay in bad times, because lucerne hay can be kept for twenty years, and a pound of hay will keep a sheep alive.

973. Then with regard to the question of irrigation and growing cereals, does it not resolve itself into this: that whether it is for pastoral occupation or different purposes of growing cereals the great thing you have to look for is a regular fair rainfall? Yes. No one would irrigate if he had a rainfall.

974. It necessarily largely increases the cost of production? Yes; and as it does that it must considerably handicap the producers? I do not think anyone would go in for irrigation if he could get into country with a fair rainfall. If water could be brought by gravitation they would have a great advantage. I am quite sure that those who have water could grow lucerne, store it for ten years or longer, and, if it has not been deteriorated by mice, use it and save their stock. If it pays to cart molasses and chaff as they have been doing it would pay better to grow stuff on the spot.

975. In that wheat-growing district in and around Grenfell could you say how many crops could be relied on

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- on according to your experience? I think that not more than 1 in 20 would fail as regards rainfall. I could not say how long the soil will hold out with continual stocking.
976. I suppose that in a doubtful season a farmer would have the opportunity of allowing his land to lie fallow as it is of no use trying to grow wheat without rainfall? Certainly not.
977. *Mr. Lee.*] What is the distance to Grenfell from Koorawatha? I should say from 30 to 35 miles.
978. Then your figures as to 45 miles would take in that piece of country? Yes.
979. You say that the proposed extension from Condobolin to Euabalong is 48 miles? Yes.
980. Do you know that country? Yes.
981. Do you know the Grenfell country? Yes.
982. In what district would it be most remunerative to the country to make the line from Condobolin to Euabalong, or Koorawatha to Grenfell? I do not think there could be any comparison; undoubtedly the line to Grenfell would be the most advantageous.
983. Presuming that it will be the policy of the country in years to come to extend that Condobolin to Euabalong line on to Broken Hill, do you hold the opinion that if that is extended it will still be necessary to make an extension into the Grenfell country? I think that sooner or later there must be a line of railway to Grenfell.
984. Do you think that the conditions of agriculture at present, and the prospective outlook are such that the railway freight in wheat would be so large as to demand an extension to Grenfell? I do; and I believe that the railway to Grenfell would pay expenses at once.
985. Supposing it is desirable to get by way of Euabalong to Broken Hill and the South Australian border, are you of opinion if that policy is adopted it will still be necessary to make a railway into the Grenfell country? I am.
986. You do not think the two projects would clash? No.
987. Supposing there is sufficient land between the two lines which would throw the natural trade of one side to one line, and of the other side to the other line, would there be enough trade for both? I think there would be.
988. As far as Grenfell is concerned, you are strongly of opinion that the railway will pay as far as Wyalong; then the question of the extension beyond Wyalong you are of opinion could be dealt with in the future? I believe, as far as the country is concerned, that it is richer between Wyalong and Hillston than on any other line going by Euabalong to Broken Hill.
989. Do you think there is any immediate necessity for the extension of the railway to Hillston? I do not.
990. Do you know that the immediate necessity is to reach the productive forces of the country near the main line? Yes.
991. Once you get beyond that point into a pastoral country, do you not think that the extension of the Condobolin line would give the pastoralists in that direction all the benefit it is possible to give them, so long as Victoria allows them that rebate? I do not think that Victoria gets the trade from Euabalong—the traffic comes to Condobolin.
992. A great deal goes to Victoria from Hillston and Willandra? The railway to Hay taps the traffic.
993. You say that is the proper way to reach Hillston? No, not a line from Hay. If an extension is taken to Hillston, I should prefer a line to Cudgellico; but I do not think the Victorian railways affect the country to any great extent as far as Hillston.
994. We are informed that it is within the rebate limit? The traffic must be carried by Hay and Juneec down to the border; they cannot get to Victoria without getting down the Hay railway. I fancy that, as a rule, a very large percentage of the traffic comes by rail to Sydney. I do not think that a railway in the Lachlan district would enter into competition with Victoria. At the same time, a railway to Hillston would open up a great deal of country, and would serve a large agricultural district near Gunbar.
995. If it is decided to take a line from Koorawatha to Hillston eventually, and from Grenfell to Wyalong at present, there would be no very grave mistake made in selecting that route? None whatever.
996. But you are of opinion that at present there is no immediate necessity for an extension to Hillston? I think not.
997. But you are of opinion that there is immediate necessity for an extension to Grenfell and Wyalong? Yes, I think so.
998. *Mr. Hassall.*] Do you know anything of the minerals in that part of the country? I think that Wyalong and Yalgogrin will be large mining centres, and the district around Lake Cudgellico. I do not think that part of the country is thoroughly developed yet.
999. Do you think there is room for a large mining population in that part of the Colony? Wyalong has a population of about 5,000, and I think it will go on increasing.
1000. Is there a probability of further discoveries in that locality? Payable reefs have been found round Wyalong.
1001. Do you think that if a railway were constructed there it would tend to its further development? I think it would.
1002. In all probability we should attract more capital? I think that richer mines will be found there than have been found up to the present.
1003. *Mr. Roberts.*] From a return placed before the Committee from the Statistician's Department, I find that the total number of bushels of wheat produced in the Grenfell district in 1895 was 23,603, and in 1896 213,000? Yes; in 1895 they had a considerable area under crop, but last year they had a magnificent crop.
1004. Could you explain the reason of the difference? 23,000 bushels looks a very small production, but I have known it to be 70 per cent. less than what it was last year. At the end of 1895 many of the farmers did not get their seed back. Last season was a very good season indeed. The crop of 1895 failed through the absence of rain in July and August.
1005. I thought you said that the rainfall at Grenfell was remarkably regular? So it is. I have never known the crops to fail there before.
1006. It was an exceptional year? Yes.
1007. I notice also that there were 6,000 acres more under wheat in 1896 than in 1895? Yes.
1008. And that the total area cultivated in 1895 was 21,000 acres as against 25,000 acres in 1896;—are you aware of that? I was not. I think there will be an increase of 10,000 acres this year.

1009. Do you think that if Grenfell had the advantage of railway communication there would be a still further increase in the area of wheat land under crop? I think it would be more than doubled. J. B. Donkin,
C E.
1010. Is there much maize grown about Grenfell? Very little.
1011. For 1895 the yield of maize amounted to 5,320 bushels;—in 1896 it suddenly fell to 2,556 bushels? 14 Sept., 1897.
- The maize crop is put in in December, and in 1895 it was a very dry time.
1012. The area under maize was 999 acres in 1895, and only 590 in 1896? Yes; it is a wheat-growing district, not a maize-growing district.
1013. From your knowledge of the country, if the railway is ultimately taken to Hillston it does not matter whether it goes by Wyalong or Euabalong? No.
1014. Do you think it is desirable that Hillston should have railway communication in the near future? I think it would be the best point on the river, because south of Hillston there is a large wheat-growing area.
1015. Would not New South Wales get a large quantity of wool by that route which now goes to Melbourne? I do not think so. I think it must come by railway now.
1016. Does not a large quantity of Hillston traffic find its way to another colony? I do not think so. It would have to pass along the Hay line and come down to Albury. The wool would have to come by our railway under any circumstances.
1017. *Chairman.*] Nearly all the wool goes to Melbourne from there? It may be shipped to Melbourne, but it must come down on our railways.
1018. Willandra sends wool to Melbourne and the Mount Hope wool goes to Melbourne? Then there would have to be sufficient river to take it down from Hay.
1019. *Mr. Roberts.*] If it is found desirable to make a line from Koorawatha to Grenfell and from Grenfell to Wyalong, would you think it an advantage to go by way of Bimbi, or would you go direct from Grenfell to Wyalong? I think the route from Grenfell to Wyalong is a very easy route. Coming down by the south end of the mountain you would make it very much longer.
1020. Is there much settlement about Bimbi? Not a great deal. They would not be a great way off a railway even then.
1021. How far off would they be? About 10 miles.
1022. *Chairman.*] With regard to the traffic which would be obtained on the line from Wyalong to Hillston, is it your opinion that some of the western wool would be obtained? I have no doubt that it would all come that way. They would have to go 80 or 100 miles to Hay by land carriage, and I do not think they would ever do that.
1023. From Wyalong to Hillston, although the country is subject to periodical droughts, you think that cultivation would be fairly successful? Yes.
1024. Do you think that if a railway were made farms could be obtained? Yes.
1025. And that the land from which the State is getting nothing, and which is a breeding place for dogs, rabbits, and vermin, would become an area that would produce a reasonable return? Yes. I think a very large area could be taken up and cultivated.
1026. Then you believe it would be unwise for the State to build a railway? I was speaking of the conditions existing now. Of course I think if inducements are given in the shape of railway communication many people would take up land. I would not absolutely say that it would be a success, because so much would depend upon the seasons. We might have ten good seasons, and it would be a great success; we might have four or five bad seasons, and the farmers would be ruined.
1027. Would a railway to Wyalong intercept more western trade than a line to Euabalong, and thus redeem some hundreds of thousands of acres of land fit for growing cereals, which must remain useless to the country unless a railway is built? I feel certain that the land will remain as it is unless a railway is taken through there.

Ebenezer Glencross Grant, sworn, and examined:—

1028. *Mr. Hoskins.*] We are considering a proposal to make a railway from Condobolin to Euabalong;— do you wish to express your views as to the propriety of the construction of this proposed line? I should prefer to answer any questions. I was asked to come and give evidence from my knowledge of the country. E. G. Grant.
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1029. What do you think of the proposal to make a railway from Condobolin to Euabalong? I do not know what object it is going to serve. The country beyond Condobolin is not country that will bring much traffic to the railway unless it goes further; it is mostly pastoral country. I do not think that it would be conducive to the making of anything like a paying line.
1030. Do you think that such a line should be part of any other line? It might be part of an overland system if the intention were to reach the far west, but I should prefer to see a line on the south side of the river; it is better land there, land that would bring more traffic to the railway.
1031. That would necessitate making a bridge across the Lachlan, would it not? Yes. If the railway were to be made on the south side of the river it might cross anywhere beyond Condobolin, but I do not believe in the proposal. You can take it through better country by another route that would tap the good land.
1032. In which direction would you like to see the railway constructed? The railway might be extended from Temora, or any point on the Blayney and Harden line south of Cowra, after you cross the river.
1033. Then you might take it further west afterwards? It ought to be taken as far as Hillston.
1034. Is it your opinion that if a railway were extended to Hillston there would be a large trade from Hillston? Yes; I think a very fair trade.
1035. What would be the character of the trade? Almost entirely farm produce; there is a large farming centre round Hillston. The line would gather traffic right along from the very start. There is no question about the amount of agriculture there would be at the end of the line if Hillston were made the destination, *via* Grenfell and Wyalong.
1036. Are there many persons settled about Hillston? There are about 15,000 acres of cultivation at present between Hillston and Gunbar.
1037. Where do they find a market for their produce? A great deal of their wheat goes to Carrathool, on the southern line.
1038. How far is that from Hillston? Seventy-two miles. It is a bad road. I do not think an adjective strong enough to express it has been invented. 1039.

- E. G. Grant. 1039. Then you are of opinion that if it is considered desirable to have railway construction carried down the western districts, Hillston is the principal place to go to, and that it should not be in the direction of Euabalong but *via* Grenfell and Wyalong? Yes; there is good country all the way on that route.
- 14 Sept., 1897. 1040. Are there many people settled in that tract of country between Grenfell, Wyalong, and Hillston? There is a great number settled on the Grenfell and Wyalong route, and there is a great deal of farming going on. It has sprung up there during the last three or four years.
1041. Is there much land to be taken up between Wyalong and Hillston? Yes; there are millions of acres of good agricultural land.
1042. Do you think there would be an inclination if a railway were constructed to take up the land? I am certain of it.
1043. I suppose the land is all occupied for grazing? There is a great deal of abandoned country.
1044. Why is it abandoned? Rabbits have taken possession of some of it. There have been bad seasons, but rabbits have been the principal trouble.
1045. Would not that trouble exist even if the land were taken up by farmers? No.
1046. Do not farmers complain of the devastation of rabbits? Practical farmers are not afraid of rabbits.
1047. Is there not a great deal of scrub country between Wyalong and Hillston? Yes, scrub and mallee; but that is the best country.
1048. Are there many people taking up that land and utilising it for agricultural purposes? Some of it.
1049. How does it answer? They are getting first-rate results from the mallee land that has been taken up.
1050. Then you express the opinion of the people in that locality when you say they will be glad to see the extension of the railway *via* Wyalong down to Hillston? Yes, undoubtedly; I speak from local knowledge obtained in the district. I am a resident of Sydney, but I make frequent visits to that district; my business takes me among the farmers.
1051. Have you been there lately? I was there in the first week of August.
1052. Do you do business there? Yes.
1053. Do you receive consignments from there? No; the wheat which they grow is taken to Carrathool. The farmers are shut out from any market on account of the expensive carriage; they only grow supplies for local consumption.
1054. We have been told that the country between Wyalong and Hillston is so very dry that farming cannot pay? The rainfall is small, but I do not hold the view that a great many do in regard to rainfall. We have to take into consideration the nature of the country as well as the quantity of the rainfall. Hillston last year had 13½ inches of rain, and they had an average of 13 bushels of wheat to the acre, whilst Condobolin, with 20 inches of annual rainfall, had practically a failure of the crops. At Cudgellico the crops were worse than they were at Hillston, and they had a greater rainfall.
1055. Is there a flour-mill at Hillston? Yes; it is running nearly all the year round.
1056. You think that the proposed railway from Condobolin to Euabalong will not accommodate a very large population, whilst if a railway is constructed from Grenfell by Wyalong to Hillston it will provide railway accommodation for a much larger number of settlers, and will attract settlement? Yes. If the railway is made to Euabalong it will serve very little country which the Condobolin line at present does not serve. Then there are only about three men interested. They are going in for farming around Euabalong and towards Cudgellico. It will not serve the Hillston country, because they are as far from it as they are from Carrathool. They would as soon go to Carrathool as to Euabalong, as they have the advantage of water carriage to Melbourne and railway carriage to Sydney from there.
1057. *Mr. Humphrey.*] What is your business? I am manager for Massey, Harris & Co., Limited, Canada.
1058. Have you travelled over the country between Koorawatha and Wyalong? Yes; I know the whole of that country fairly well. I have gone to Wyalong *via* Temora and Barmedman.
1059. Has your business at Hillston increased since 1895? Yes; it has increased all the time.
1060. Did you visit that district in 1895, in 1896, and this year? Yes.
1061. Have you observed the area under cultivation? Yes. I was told that a larger area is going under cultivation this season.
1062. How did you arrive at that 15,000 acres? I know a gentleman who collects the statistics, and he gave them as 14,600 acres for this year.
1063. You think that there has been an increase of 100 per cent.? No; I think there must be something wrong in the figures for 1896 if they stand at 8,000, because they ought to be much higher.
1064. Do you know the country between Grenfell and Wyalong? Not very well. I have a fair idea of the nature of the country. I have travelled through from Grenfell to Forbes, but I have never been from Grenfell by way of Marsden or Wyalong.
1065. How far from Grenfell does the agricultural area cease? In travelling towards Forbes we go through good agricultural country for 10 miles.
1066. And due west? I have not been right through to Wyalong by that route.
1067. You do not know the distance that the good land extends from Grenfell? No. I have always been given to understand that it was fair country right through. It is better country at Wyalong and Grenfell, but fair country right through, and what in a few years we shall call good country.
1068. Have you travelled from Wyalong to Hillston? I have travelled to Cudgellico.
1069. Can you tell us where is the good land? I would call it all good from Wyalong to Cudgellico, and fair agricultural country right through. There are places where there is scrub, but I should call it good right through.
1070. You said that from Temora to Hillston would be a good route for a line? Yes; I meant by Barmedman and Wyalong.
1071. You did not propose to take the southern line indicated by the red dotted line on the map? No; if the line were going west at all it ought to be somewhere near Cudgellico.
1072. Is there not a large area of land available between Wyalong and any of the points you mentioned? Yes; large quantities of land from Wyalong to Condobolin and between Wyalong and Temora; but there are greater facilities for taking it up further west.
1073. Have you estimated what the probable cost would be for carriage to Hillston direct to Sydney, and by team to Carrathool down the river? It would be largely in favour of the railway, because wheat

- is carried at such a low rate. The rate from Hillston would be about 16s. a ton to Sydney. They cannot carry it for anything like that by road and rail to Sydney or Melbourne, or by road, river, and rail. E. G. Grant.
1074. Can you say whether there is any increase in agriculture at Cudgellico? There is very little there. 14 Sept., 1897.
1075. You have been to Condobolin? Yes.
1076. Can you say whether there has been a large increase at Condobolin? There is not any increase this year, but Condobolin has been passing through three very unfortunate seasons, and has suffered severely from drought. Yet Condobolin has 6 inches more rainfall than Hillston.
1077. Is the district round Condobolin better adapted for agriculture than the district round Euabalong? It is excellent agricultural land, but it wants more rain. It is not as retentive of moisture as the land further west. In considering rainfall, you have to take into account the nature of the soil.
1078. You say that at Hillston, with less rainfall, the land is equally adapted for wheat cultivation? Yes; because the soil is more retentive of moisture.
1079. Will you explain why a less rainfall at Hillston would produce as good a result as a greater rainfall at Condobolin? Perhaps because the land at Hillston is peculiarly retentive of moisture, so that cereal crops can thrive at Hillston on a less rainfall than they would require at Condobolin. At Condobolin the water gets away more freely than it does at Hillston. At Hillston last year they grew a large crop with 9 inches of rain, getting 13 bushels to the acre. In other places, with a 9-inch rainfall, there would have been no crop at all.
1080. You say that round Hillston the land can be used for agricultural purposes with a very small rainfall? Yes; very small rainfall.
1081. That is your reason for advocating a railway to Hillston? Yes.
1082. That the crops there would be more certain, even with an apparently insufficient rainfall? Yes; even in the last three seasons, which have been admittedly bad seasons, they have had crops that paid them, and when they had practically no rain at all they got 9 bushels to the acre.
1083. *Mr. Clarke.*] You say that at Hillston they had good crops in comparison with Condobolin, where the rainfall was larger? Yes.
1084. You attribute that chiefly to the retentive soil? Yes.
1085. Does it not sometimes happen that rain falling at regular periods is more conducive to the growth of cereals in one district than in another? Yes; but they had a very small rainfall in the growing portion of the year, from May to November.
1086. You heard what Mr. Donkin said? Yes; he approved of the line of railway from Koorawatha to Hillston.
1087. Do you approve of that, or do you prefer one to come from Young and on to Grenfell and Wyalong? No; I approve of it going on from any point south of the river at Cowra, or south of Koorawatha. It is a little nearer, and will serve all interests.
1088. I understand that the land under cultivation at Grenfell is on the share system? Yes; the large areas.
1089. That seems to suit both the landlord and the tenant? Yes.
1090. But if land were available towards Hillston, would it be taken up by farmers? Yes; by a class of people who would farm on the halves system.
1091. You think there would be a large settlement all over that country? Yes.
1092. You think it would be to the interest of the public to have a line of railway to enable the present settlers to get their produce to market? I do.
1093. I suppose there are no great engineering difficulties in the way? None at all.
1094. You stated that the country at present is not very much occupied by squatters in consequence of rabbits and other pests? A great many runs have been abandoned.
1095. Was that the sole reason? I should not like to say that.
1096. *Mr. Fegan.*] Do you represent the same company that you represented when you were here before? No; I represent another company.
1097. Do you know much about Cudgellico? Yes; I know it fairly well.
1098. But for the rabbit pest, that is very good country? Yes; very good country.
1099. Is it not a fact that in dry seasons they take cattle down to Cudgellico, where there is plenty of grass? There is generally a fair quantity of grass.
1100. And as a rule, a fair quantity of water? Yes; but the Lachlan there last year was practically a string of water-holes.
1101. Would it surprise you to hear that they have not only grown 13 bushels to the acre, but that we have had in evidence that they have had 28 bushels to the acre in that district? I should not be at all surprised. Mr. Campbell has a farm near Euabalong, and he has a fair crop every year.
1102. Were it not for the rabbits, that country would be good agricultural country? Yes.
1103. Do you know Merri Merrigal station? Yes.
1104. Is it good country? Yes; most of it.
1105. Which would be the better route on which to construct the line to deal with the traffic from Hillston and Cudgellico? A line from some point on the Blayney line.
1106. Do you know Wyalong very well? I have been there three or four times.
1107. There is not much agricultural country about there? There is quite a large area now.
1108. Between Hillston and Wyalong, what kind of country is it? Good agricultural country nearly all the way. There are patches not very good, but taking it all through it is fair agricultural country.
1109. Do you think there is any prospect of the proposed line from Condobolin to Euabalong paying? I do not.

WEDNESDAY, 15 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq., (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
 The Hon. JAMES HOSKINS.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 JOHN LIONEL FEGAN, Esq.
 THOMAS HENRY HASSALL, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.
 FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

C. E. Rennie. 1110. *Chairman.*] What are you? Chief Draftsman in the Department of Lands.

15 Sept., 1897. 1111. *Mr. Humphery.*] Have you brought a map showing the character of the land between Condobolin and Euabalong, between Koorawatha and Hillston *via* Grenfell, and between Young and Hillston? You mean the tenures.

1112. The tenures and the character of the country? I have not sufficient information to show all that.
 1113. Are you able to distinguish the pastoral lands from the agricultural lands? Hardly that. I can give you the different classes of tenure; but we could not distinguish on our maps the pastoral and agricultural tenure.

1114. Will you explain your map? Yes. The map shows the lands for 20 miles on either side of the northern line from Koorawatha *via* Grenfell to Wyalong; the same with regard to a southern line from Koorawatha to Wyalong; the same with regard to a line from Condobolin to Euabalong, from Temora to Hillston, and from Temora to Cudgellico.

1115. Commence by stating the tenure of the holdings for 20 miles on either side of the line between Condobolin and Euabalong? The alienated land within 20 miles on either side of the trial line from Condobolin to Euabalong is 450,030 acres. The area held under settlement and improvement leases is 190,500 acres. There are 173,270 acres of reserves, and 741,460 acres of Crown lands.

1116. Can you say how many holdings there are? I can give the tenure, but have not the number of holdings. Of holdings under leasehold, the leases of which will expire between now and the year 1900, there are in the Central Division 122,030 acres. The area held under leasehold, the leases of which will not expire until 1918, in the Western Division is 236,470 acres; 142,180 acres are held under occupation license, and 240,780 acres are untenanted.

1117. Can you say why it is untenanted? Probably on account of its being found unprofitable, in consequence of scrub, rabbits, and low rainfall.

1118. Is there any power of resumption in the Western Division? There is within a radius of 10 miles of any township of 50 inhabitants or over.

1119. Can you tell us how many holdings there are within 15 or 20 miles of Condobolin to the west? It is practically impossible for us to say.

1120. You have no means of obtaining that information? Not accurately.

1121. Is that all the information you can offer to the Committee in regard to the extension from Condobolin to Euabalong? That is all the information that I have with regard to the tenures of the land.

1122. Will you give the Committee similar information as to the tenure between Euabalong and Hillston? I have not got that prepared; that is not one of the lines for which information was asked.

1123. Have you information upon that subject within 20 miles of Hillston? I have information respecting the tenures within 20 miles on each side of the line from Temora to Hillston.

1124. I was speaking of Hillston as the objective point? I have the information only in the totals for the whole route across from Temora to Hillston. From Temora, *via* Barmedman, straight across to Hillston: within 20 miles of each side of that line there are 1,098,030 acres of alienated land; of land held under settlement and improvement lease, 269,470 acres; of reserved land, 727,930 acres; and of Crown land, 1,783,360 acres. The particulars of that Crown land are as follows:—In the Central Division, 816,100 acres under pastoral leases; in the Western Division, 133,930 acres held under pastoral leases, the former being available between now and the year 1900, and the latter not until 1918; the area held under occupation license is 292,090 acres, and the area untenanted, 541,240 acres.

1125. Now, will you give us the tenures of the line *via* Wyalong? Within 20 miles of each side of the line from Temora *via* Barmedman and Wyalong, and across to Cudgellico, there are of alienated land, 1,029,360 acres; land held under settlement and improvement leases, 147,490 acres; reserved land, 515,490 acres; Crown lands, 1,259,470 acres. That Crown land is made up as follows:—In the Central Division, under pastoral lease, 656,410 acres; in the Western Division under pastoral lease, 81,370 acres; the former becoming available between now and the year 1900, and the latter not till the year 1918. The area held under occupation license is 226,850 acres; the area untenanted is 294,840 acres.

1126. What proportion of the land which you have described would be included in the route previously dealt with? I could not tell you without figuring it out.

1127. Would a very large proportion of it be served by a railway between Barmedman and Hillston? Roughly speaking, about two-thirds of it.

1128. Will you describe the line and the tenure of the lands from Koorawatha, *via* Grenfell and Wyalong to Hillston? There are two lines *via* Grenfell to Wyalong, from Koorawatha. I have information only respecting the line from Koorawatha to Wyalong, *via* Grenfell, but not going on to Hillston. My information does not extend more than 20 miles to the west of Wyalong. The figures are as follows:—Alienated land, 1,186,230 acres; land held under settlement and improvement leases, 58,440 acres; reserved land, 400,680 acres; Crown lands, 68,890 acres. Between Grenfell and Wyalong there is another line deviating to about 12 miles south at its furthest point from the one I have referred to—it goes from Grenfell to Wyalong. We got this from the railway authorities, who showed us these trial lines. I have got the information respecting both. For the southern line, that is a line from Koorawatha to Grenfell, and then south to Wyalong, the figures are as follows:—Alienated land, 1,156,460 acres; land held under

under settlement and improvement leases, 55,420 acres; reserved land, 386,980 acres; Crown lands, 450,170 acres. That Crown land along these two lines is held as follows:—Northern line under pastoral lease, 380,460 acres; occupation license, 65,580 acres; untenanted, 22,850 acres. Along the southern line under pastoral lease, 365,030 acres; occupation license, 62,290 acres; untenanted land, 22,850 acres. That is all the information that I have got out as regards the tenure of land along these lines.

C. E. Rennie.
15 Sept., 1897.

1129. That is all the information that you are prepared to give the Committee? Yes; I might mention that there is a very large area of abandoned holdings.

1130. Can you say approximately the area of the abandoned holdings? Between 700,000 and 800,000 acres. That is in the country between 20 miles north of the line from Condobolin to Euabalong and 20 miles south of the line from Temora to Hillston, and between Wyalong on the east and Hillston and Euabalong on the west. Between those limits there are between 700,000 and 800,000 acres of abandoned country.

1131. Can you say why that country has been abandoned? I believe largely on account of scrub and rabbits.

1132. How many miles of the route that you first described between Barmedman and Hillston would run through untenanted country? I do not know what the length of the line is. I should have to find that out.*

1133. You could not give that information with regard to any of the indicated lines? Not without a great deal of trouble.

1134. *Chairman.*] What area of land is there running west from a line running north and south to Wyalong to the Lachlan and Cudgellico and Hillston? I should have to find that out.†

THURSDAY, 30 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Euabalong.

Joseph Clarke, Inland Mail Clerk, Postal and Electric Telegraph Department, sworn, and examined:—

1135. *Mr. Lec.*] How many mail services have you running on the route of the proposed extension from Condobolin to Euabalong? We have two services, one on each side of the river.

J. Clarke.
30 Sept., 1897.

1136. Take the one on the north side first? That goes from Condobolin to Cugong, and Euabalong along the north side of the Lachlan River *via* Kiakato. It is 45 miles, twice a week; two-horse coach; cost, £58 10s.

1137. What is the route of the service on the south side of the river? From Condobolin and Wardry to Euabalong, 45 miles; twice a week; two-horse coach, £70. These are the only two lines going from Condobolin to that point.

1138. Are there portions of the service going beyond Euabalong? There are services beyond Euabalong, going to Hillston, but Euabalong is the terminus of these two contracts.

1139. It is proposed to make the line on the north side of the river, so I presume that the service would have to be discontinued on that side if the railway were made? Yes.

1140. Do you think that the one on the south side would have to be discontinued? It is just possible that it would, because they might get their mails more conveniently from the railway.

1141. What is the object in having a service on each side of the river? It affords Euabalong a mail four times a week. If they had platforms on the railway, people might prefer to get their correspondence from there.

1142. You would have to provide some branch mail service? It might be continued in some way, but it would not be if you could possibly help it if there were a railway.

1143. You are not in a position to give a definite opinion as to whether the southern line would be discontinued? No.

1144. You are quite certain about the northern service? Yes.

1145. Then as the railway charge would be £540, you would practically be paying an additional £481 10s. a year to take the mails? Yes.

1146. Is there any movement in your Department to have these mails concentrated, so that one service will do all the work instead of two? I am not aware of any.

1147. If there is not, the inference would be that there is a necessity to keep up both these lines, and if the railway usurps the coach traffic in the north, you will still have to keep up your coach line on the south? It is just possible.

1148. Is there much mail matter carried on these lines? It is not a very heavy mail; it is a fair mail, because it goes from Euabalong towards Nymagee and Lake Cudgellico once a week, and to Hillston twice a week.

1149. Euabalong is an unimportant place? Comparatively so, I think.

1150. What is the revenue of the Euabalong Post Office? £180 a year.

1151. Do you know whether settlement has been increasing in that direction to necessitate the establishment of a post office during the last few years? Not out of Euabalong.

1152. Are the mails frequently delayed between Condobolin and Euabalong? After heavy rains they are delayed, not otherwise.

1153. Taking the year round, the mail service is carried out very regularly? Yes.

* NOTE (on revision):—For about 60 miles east of Hillston there are along the route, and within 20 miles of each side, a total area of approximately 500,000 acres of untenanted country.

† NOTE (on revision):—The area of Crown land within 20 miles north of the line Wyalong to Cudgellico, and 20 miles south of the line Barmedman to Hillston, and between a line north and south through Wyalong and the Lachlan River, is approximately 2,490,700 acres, of which about 575,900 acres are reserved.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Condobolin to Euabalong.

APPENDIX.

A.

[To Evidence of H. Deane, Engineer-in-Chief for Railway Construction.]

ESTIMATED COST AND LENGTH OF LINES TO HILLSTON.
Railway Construction Branch, Public Works Department, Sydney, 29 September, 1897.
Condobolin to Euabalong Line.

I AM directed by the Engineer-in-Chief to forward herewith a statement giving the information asked for in questions 70 and 71 of his evidence before the Public Works Committee.

E. HUNGERFORD.

The Secretary, Public Works Committee.

APPROXIMATE estimated cost of lines to Hillston.

Name of line.	Length, miles.	Estimated cost	Average per mile.
		£	£
Temora to Barmedman	23	52,900	2,300
Temora to Wyalong	40	92,000	2,300
Barmedman to Hillston direct*	130	299,000	2,300
Wyalong to Cudgellico	69	158,700	2,300
Cudgellico to Hillston	54	124,200	2,300
Cudgellico to Condobolin	59	135,700	2,300
Wyalong to Grenfell	58	145,000	2,500
Grenfell to Koorawatha	29	72,500	2,500

* Additional length of 8 miles allowed to get an easy line, as per Mr. T. Kennedy's report, 23rd December, 1893.

Distances.

Orange to Hillston, <i>via</i> Molong and Parkes, Euabalong	251 miles.
Sydney to Hillston <i>via</i> Temora, Southern route	449 "
Sydney to Hillston <i>via</i> Temora, Western route	506 "

Blayney, Koorawatha, Wyalong direct is the shortest and probably through the best country, but *via* Condobolin and Cudgellico nearly as short. Grades of new line about the same in both cases.

H. D., 29/9/97.

A1.

OFFICIAL DESCRIPTION OF THE PROPOSED LINE.

Railway Construction Branch, Public Works Department, Sydney, 25 October, 1897.
Condobolin-Euabalong Railway.

I AM directed by the Engineer-in-Chief to forward herewith a description of the above line, which was inadvertently omitted to be handed in when he was giving his evidence.

E. HUNGERFORD.

The Secretary, Public Works Committee.

Condobolin to Euabalong Railway.

(Length, 48 miles 8 chains. Estimated cost, £108,225, or £2,250 per mile, exclusive of land and compensation.)

THIS line is an extension westward of the Parkes to Condobolin railway, now under construction. It begins at 320 miles 62·50 chains from Sydney, and skirts to the north the maximum flood area of the Lachlan River, bearing slightly northwards for that purpose up to 355 miles. The Cugong Range is crossed at 359 miles, when the line takes a slightly southerly course towards Euabalong, terminating at the Mount Hope-road at 377 miles 70·50 chains.

The country is flat almost throughout, 1-in-100 grades being used.

H. DEANE.

18 June, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

RAILWAY FROM CONDOBOLIN TO EUABALONG.

REPORT.

THE Sectional Committee appointed on Friday, 17th September, 1897, to inspect, take evidence, and report with reference to the proposed Railway from Condobolin to Euabalong, have the honor to report to the Parliamentary Standing Committee on Public Works that they left Sydney by train at 8 p.m. on Friday, the 24th September, and arrived at Condobolin at 3.30 p.m. on the following day.

The Committee opened their inquiry at the Royal Hall, Condobolin, at 10 a.m. on the morning of the 27th September, and, proceeding westward by coach on the 28th, inspected the route of the proposed Railway to Euabalong.

They examined witnesses at Cugong and Euabalong and proceeded on the 1st October to investigate the practicability of extending the proposed line from the projected terminal point to Hillston. In the course of their inspection beyond Euabalong the Committee examined witnesses at Cudgellico, on October 1st and 2nd; at Uabba, on October 4th; at Hunthawong, on October 5th; at Hillston, on October 6th and 7th; at Rankin's Springs, on October 9th; at Yalgogrin, on October 11th and 12th; at Ungarie, on October 12th; at Wyalong, on October 14th and 15th; at Barmedman, on October 16th; at Morangarell, on October 18th; at Bimbi, on October 19th; and at Grenfell, on October 20th and 21st.

PROPOSED RAILWAY FROM CONDOBOLIN TO EUABALONG, WITH PROSPECTIVE
EXTENSION TO HILLSTON VIA LAKE CUDGELLICO.

The proposed railway traverses alienated and reserved lands to Cugong, a distance of 29 miles; thence to Euabalong, a further distance of 19 miles, the land is in the Western Division and is partially reserved. The pastoral holdings on which the line is located are Gulgo, Micabel, Kiagarthur, Kalinga, and Booberoi. The line has been run as close to the river as possible, having regard to the flood limit, and the extent of the area liable to flood may be gathered from the fact that at a point 18 miles from Condobolin the railway would be fully 8 miles from the Lachlan, and that it has also been found necessary to run the line about 4½ miles north of Euabalong. The river-flats, which within this area run back from 7 to 8 miles, are composed almost entirely of black clay intersected by strips of light sandy loam. They are generally pastoral land. The better portions are adapted to the growth of lucerne; but the country, as a whole, excepting a limited area in the vicinity of Cugong, is not suitable for agriculture. A very small acreage within the influence of the proposed railway is at present cultivated. Droughts have been attended by such disastrous results, and the depredations of vermin have been so serious that many holdings which were at one time regarded as fair fattening country in average seasons are now either abandoned or are poorly stocked. The tract which will be more immediately served by the railway is timbered, where red soil occurs, with box and pine. To the westward of Booberoi is the fringe of a great mallee belt stretching from the westward of Mount Hope to the north of Cugong. The belt

belt encroaches upon the northern 20-mile limit of the projected railway to the extent approximately of one-fourth of the area. This mallee country is not only waterless, but, from the loose nature of the soil, tank-sinking is difficult and generally profitless. For a distance of 5 miles out of Euabalong, on the north side of the river, the country is open, being lightly timbered with box in a sandy chocolate soil. Thence to the river crossing—the probable route of an extension to Hillston *via* Lake Cudgellico—it opens out into extensive plains of heavy black soil of a clayey nature. Up to the crossing the land traversed is more suited to pasture than to agriculture; but from this point for a considerable distance it has been alienated. Taking a direct line from the river crossing to Lake Cudgellico, and thence westward to Uabba Gap, the country is timbered with box, pine, and oak, and comprises large areas of fair agricultural land. From the westward of the Range to Merri Merrigal and the Willanthra Weir, black clayey soil, with occasional stretches of sandy loam occurs. The road afterwards passes through red sandy loam, timbered with box and oak, to a point 5 miles beyond Munthawong; thence to Hillston good agricultural land is met with. Taken as a whole the description of country traversed from Lake Cudgellico on to Hillston offers better opportunities for close settlement than does the country between Condobolin and Euabalong on the northern side of the river, the flats being invariably backed by red soil, whereas a great extent of the flats on the opposite bank runs into mallee.

The residents of Condobolin and the surrounding districts do not view with favour railway extension in the direction of Euabalong, and it is evident that their interests would in many cases conflict with any proposal to remove the existing terminus. The Committee were impressed with the fact that Condobolin is at present the depôt for an increasing volume of traffic which formerly found its way to Sydney *via* Nyngan, and, according to many witnesses, the small quantity of new freight attracted to the railway system by the proposed extension, would not justify the outlay. The railway from Parkes to Condobolin has stimulated agriculture within a considerable area; but it was pointed out that blocks available to the eastward of Cugong were too small in extent, local conditions rendering mixed farming an essential to profitable occupation by agriculturists. The waterless condition of, and the expense of clearing the back country, would also discourage small settlement. Some witnesses were of opinion that the projected railway would be a means of introducing much settlement upon the halves system; but 1,000 acres of Borambil, through which holding the railway from Parkes to Condobolin passes, were cleared with a view to this class of settlement two years ago, and up to the present season only one application has been received. A few references were made to mining enterprise on the north of the river. Small parcels of ore had recently been despatched to the Clyde works; but there is at present no prospect of considerable freight from this source. Although the recent drought has largely reduced the rabbit pest, wallaby and wild dog, breeding upon abandoned holdings and upon reserves, are very destructive. The witnesses did not think it probable that the extension would intercept much traffic having a tendency to Victoria. In their judgment a line constructed partly with that object should proceed to Hillston, as nearly as possible in the centre of the country, between the Lachlan and the South-western Railway.

On the southern side of the Lachlan, at Cugong, several settlement leases have been occupied since January last. The settlers are preparing for cultivation in association with dairy-farming. In the district generally there are no indications of agricultural settlement. A number of selections on the frontage have been abandoned, and have been secured to adjacent runs. Mining operations, with fair results, are in progress in the back country.

The population of Euabalong has lately decreased. The most active agency in this result has been the drought. Increased economy in the management of station properties is said to have been another cause. The rabbit pest alone has rendered some of the poorer holdings almost valueless. It was suggested to the Committee that the choicest frontage blocks being alienated, the Government should accompany the construction of a railway by resumption, with a view to close settlement. Unless this were done, or the lessees could be induced to introduce the halves system, very little freight from agriculture could be expected pending the termination of the existing leases. Wool traffic is in process of diversion from the South-western and
Western

Western Railways, especially from the latter, to the Parkes-Condobolin extension. The Committee were unable to visit Mount Hope, and the residents, therefore, sent several representatives to tender evidence at Euabalong. The active copper-mines of the district are, the New Mount Hope and Great Central mines. The Mount Allen and Erribendery gold mines are under suspension, pending the introduction of new machinery. The New Mount Hope mine is worked on tribute, and at present forty men are employed. Operations were suspended eight years ago owing to the then current price of copper; but the Committee were assured that a reduction of haulage charges would admit of the treatment of a vast quantity of ore which is at present unpayable. The output of the mine is sent to Sydney *via* Cobar, but would be taken to a railway at a reasonable distance on either side of the Lachlan. The Great Central mine has recently undergone a change in proprietorship; the new proprietors commenced operations in May last, and it is expected that when these are in full swing the output will be 8 tons of copper per week. The soil in the immediate neighbourhood of Mount Hope has been tested for fruit-growing with excellent results. Grape-vines especially have thriven, and wine-making is regarded as probably the most lucrative of future local industries. Victorians with experiences of mallee country describe portions of the belt surrounding Mount Hope as the best land of the class which has come under their observation.

The Committee opened the branch of their inquiry having reference to an extension of the proposed line to Hillston *via* Lake Cudgellico, Merri Merrigal, and Hunthawong, by the examination of witnesses at the Lake township, which would be the only considerable centre of population along the route. The present population of the police district extending 60 miles to the north, 35 miles to the east, 30 miles to the west, and 10 miles to the north of the township, is 580; there has been a decrease of 150 within the past two years. The area under crop within these boundaries is 800 acres. The mining industry of the district is now at a standstill. A number of improvement leases situated to the south, south-east, and south-west of the town, have been offered, but only three or four have been taken up. Two settlement lease areas containing ten farms, varying from 1,087 to 2,560 acres, and two homestead selection areas comprising thirteen blocks varying from 35 to 982 acres, have also been opened to settlers, but of these only three 40-acre blocks have been applied for. These unsatisfactory results are said to be due to the expense of preparing the land for the plough, and to the stringent conditions imposed by the Crown; but it is evident that improved land can be very profitably farmed. Great value is attached to a railway as a means of removing stock in time of drought. It is asserted that in the summers of 1895 and 1896, particularly, severe losses might have been averted, had means been at hand for the transportation of stock eastward, and that the knowledge that in unpromising seasons, fats could be sent away at short notice would induce landholders to stock with greater confidence. In an average spring there would be a large fat-stock traffic upon any railway within a fair driving distance. A quantity of stock now leave the district fat, and frequently lose condition before reaching the nearest railway point. Here, as on the opposite side of the river, the recent drought has greatly reduced the rabbits; but the large areas of Crown lands scattered among the freeholds are still a fertile source of trouble to those who adopt stringent measures to rid themselves of the pest. It seems probable that in the absence of concerted action on the part of the Crown and landholders, in fencing and poisoning, many additional holdings will be abandoned. It is estimated that if steps were taken to secure a permanent water level in the lake by means of the Lake Creek, and if facilities for rapid transit were afforded, a livelihood would be opened-up to a large number of fishermen. There has been no appreciable rise in the Lachlan for three years, and the maximum depth of water in the lake is now 3 feet. A small party of fishermen have within three months despatched 13 tons of cod, perch, bream, and cat-fish, to such distant centres as Newcastle, Sydney, Young, Grenfell, and Wyalong. There being no handy railway carriage, the industry is necessarily confined to the colder months of the year. It is held that the lake and district present attractions to tourists, and those in search of a sanatorium, and that this circumstance would considerably augment the returns of a railway. Most of the residents favour a line from Wyalong to Hillston, *via* Lake Cudgellico. It is claimed that such a railway would traverse the Wollongough country which, as the Committee ascertained from subsequent inspection, comprises first-class agricultural land. The

The witnesses examined by your Committee upon the pastoral holdings of Uabba and Hunthawong were strong advocates of a railway to Hillston from either Temora or from Koorawatha *via* Grenfell and Wyalong. In their opinion the line would be used chiefly for the trucking of fat stock and for wool; with existing facilities the best stock is sent to Melbourne, where as a rule, it is said to command higher prices. The average cost of transit to Melbourne would be 4s. 3d. per head, including commission, trainage, droving, duty and yard dues, the cost of conveyance to Sydney being 2s. 9d. per head. The time occupied in getting the sheep to the Melbourne market favours their arrival in a condition which is a great factor in determining the higher price generally realised. A railway would divert almost the whole of this traffic to Sydney. Although the rabbits have been kept in check by the recent drought and systematic poisoning by phosphorised pollard, the depredations by wild dogs upon Merri Merrigal account for losses of sheep to the extent of $3\frac{1}{2}$ per cent. and the abandoned resumed areas of Naradhan, Merri Merrigal, Cowl Cowl, Conapaira, Belandry, and Hunthawong, embracing 700,000 or 800,000 acres are breeding grounds for these pests. In the month of August, the Merri Merrigal leasehold and resumed areas were both offered under improvement lease, but the conditions attaching to that form of holding are so stringent that no applications were forthcoming. It is suggested that the abandoned areas should be cleared by the Crown, and should be offered in 640-acre blocks upon the assumption that the ensuing close settlement will practically exterminate both rabbits and wild dogs. At Hunthawong the Committee examined the acting Director of Agriculture, who has completed a careful inspection of the Hillston district with a view to the establishment there of an experimental farm. Mr. Campbell was surprised at the uniform richness of the soil and its suitability to agriculture and fruit-growing. He anticipates a large fruit-growing and fruit-drying industry among the many possibilities of the district. The local lessees, having regard to present conditions of transit, have not prepared any areas with a view to farming upon the halves system. The tract of country immediately to the south of the river is fitted almost exclusively for pastoral pursuits, and except for station purposes there has been no cultivation.

RAILWAY FROM KOORAWATHA TO HILLSTON *via* GRENFELL AND WYALONG.

At Hillston, Mr. Thomas Kennedy, of the Railway Construction Department, submitted to the Committee a report dealing with a route—the result of a recent exploration—from Hillston *via* Rankin's Springs, and Yalgogrin to Wyalong, where it would join the survey from Temora to Wyalong, and also the survey now approaching completion from Koorawatha *via* Grenfell to the same point. The length of line as located by Mr. Kennedy, would be about 112 miles, making the total length between Hillston and Koorawatha approximately 200 miles, the distance from Hillston to Sydney *via* Blayney, being 436 miles, and *via* Harden, 477 miles. The cost of the section from Hillston to Wyalong is estimated to be £262,700, or about 2,300 per mile; this amount, added to the estimated cost of the section from Wyalong to Koorawatha, £217,500, gives a total expenditure of £480,200 or an average cost of £4,280 per mile from Koorawatha to Hillston. Leaving Hillston, the line takes a course almost due east, passing to the south of the Lachlan Range, and along the stock-route to Rankin's Springs, and in a north-easterly direction to Malonga homestead; thence to a point a mile to the north of the township of Yalgogrin and in a direct line to Wyalong. A deviation is suggested to serve the Lake Cudgellico district, bringing the line to a distance of 28 miles from the Lake township. Commencing at a point 4 miles to the eastward of Rankin's Springs, it runs in a north-easterly direction and joins the original trial survey from Wyalong to Lake Cudgellico at Youngara Creek, and follows that survey thence to Wyalong; it would add about 4 miles to the more direct route which Mr. Kennedy has explored, making the length about 118 miles. The section of 45 miles from Hillston to the commencement of the rough country adjacent to Rankin's Springs traverses land presenting no engineering difficulties. Of this length 34 miles are fit for close settlement being timbered with box, pine, and yarran, the remaining 11 miles of the section is through comparatively inferior mallee land. The line for a distance of 12 miles then passes through broken country, less than one-half of which is fit for cultivation. Here the only engineering difficulties upon the whole route are met with. The grade obtained is 1 in 100 with an allowance of £700 per mile

mile above the average cost of light line construction. The rough country is left at a point 57 miles from Hillston. The line would then pass along a level stretch of 20 miles to the foot of the range dividing the waters of the Mirrool and Humbug Creeks. The land is here timbered with box, pine, and yarran, and is suited to agricultural settlement. In crossing the range a belt of 3 miles of inferior stony ground is passed; the following 19 miles is good agricultural land with occasional ironbark ridges in which construction would be moderately easy. This embraces the area between the Dividing Range, the Yalgogrin township, and Wyalong homestead; thence into the township the land is inferior with a dense growth of small mallee. From Wyalong to Bimbi, the line goes through a level stretch of country, the first 8 miles of which is densely scrubbed with mallee and pine. This is succeeded by fairly open forest land, and from that point to the Bland by open plains. Open country is passed for some distance on the eastern side of the creek when thin belts of pine again occur. A large area of the undulating country thence to Grenfell is improved; the intervening country between this point and Koorawatha is also undulating. Several creeks are crossed but none would involve expensive construction. Officers of the Railway Construction Department who are engaged upon alternative surveys between Grenfell and Wyalong to the north and south of the Weddin Range informed the Committee that no engineering difficulties had been met with, the flood waters of the Bland having a maximum depth of 2 feet, and being without current. Ballast is obtainable at several points, and the ironbark forest on the lower slopes of the Weddin would furnish a good supply of sleepers.

The municipal district of Hillston was incorporated in December, 1888; it comprises an area of 50 square miles; the population according to the census of 1891 was 741, it is now 794. The smallness of the apparent increase is attributed chiefly to the largely decreased employment afforded by surrounding pastoralists; this decrease is estimated generally at one-third. The estimated capital value of the freehold of improved property is £106,133 and the capital value of the freehold of unimproved property £18,024, or a total of £124,157. The municipal revenues from all sources for the past year was £589. The approximate receipts of the Post and Telegraph Office for the same period were £1,387. The Hillston sheep district extends on the south to Gunbar; on the north to the northern boundary of Wirlong; eastward to the boundary of Uabba, and westward to the western boundary of Willandra. It is about 170 miles long by 120 miles wide. It is estimated that on the basis of present stocking—900,000 sheep and 4,000 cattle—there would be 2,000 tons of wool contributed to a railway at Hillston by the sheep district, and that the annual output of fat stock would be 100,000. In 1895, 120,000 fat stock were sent to Sydney and Melbourne, the greater portion being trucked at Carrathool. In the same district there are about 10,000 acres under wheat crop, the average yield being 14 bushels to the acre with an average rainfall of 17 inches. The chief sources of railway traffic would be wool, a relatively small percentage of which would be diverted from Victoria, and fat stock. The stations now sending their wool to the Melbourne market, which it is represented would be induced to send it to Sydney, if there were a railway at Hillston, are among others, Roto, Coombie, Yathong, North Marowic, Willandra, Hunthawong, Little Willandra, Moolbong, and Trida. A local estimate credits these holdings with a total of 3,700 bales for the present season, and it is thought that this would represent about one-half of the new wool traffic from the north and west of Hillston which would be brought to the New South Wales railway system. It appeared from the evidence that a railway through the district would be extensively used for the transportation of starving stock from the westward of Hillston. Experience has shown that during severe droughts in the Lower Lachlan, stock could have been removed to well-grassed country on the higher reaches of the river had railway facilities existed. The Committee examined several settlers in the neighbourhood of Hillston who have had experience both in South Australia and Victoria, and who are unanimous in thinking that the agricultural prospects of the district are superior to those of the localities with which they are familiar in the adjoining colonies. The demand for land in the absence of railway communication certainly justifies the belief that with improved means of transit available land would be rapidly occupied. Experiments have been made in both fruit-growing and dairying with satisfactory results. The soil of the district seems especially adapted to viticulture. There is ample testimony to the high quality of the
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the wheat grown in the district. Last year 55,000 bushels of this wheat were milled at Hillston, the flour being distributed westward 140 miles, northward 120 miles, southward 20 miles, and eastward 65 miles. The graziers and farmers of Hillston, in common with their neighbours, have suffered severely from the rabbit pest, and more recently from destruction to sheep by wild dogs. They regard close settlement as the sole means of relief.

Proceeding eastward to Wyalong by way of Monia Gap, Rankin's Springs, Yalgogrin, and Ungarie, the Committee had an opportunity to inspect the character of the country, and to examine a large number of witnesses as to the capability of the soil. From the tenor of the evidence it would appear that the cost of clearing, when green, the most thickly timbered areas fit for the plough, would be from 35s. to £2 per acre. In the case of open forest and pine scrub the cost would average from 12s. 6d. to 25s.; where pine scrub exists without any heavy timber the cost would be about 3s. per acre. The mallee country would require special treatment. While there are considerable areas of small mallee which could be rolled and burnt, there are also belts of big mallee, the grubbing of which would be an expensive item. The Committee passed enormous areas of land which had been ringbarked and scrubbed, the cost of clearing which, ready for the plough, would be comparatively small. Excepting the hilly country, subdivision would generally include an area which could be cultivated at very small cost, and, given reasonable prices for produce and transit facilities, it may be assumed that the remaining area could be readily cleared by settlers with small means. The Committee, on their journey to Wyalong, inspected several wells. In a large tract of country directly eastward of Hillston, permanent water is found at a depth of from 100 to 150 feet; in exceptional cases it has been found necessary to sink 200 feet; in no case is sinking difficult. The water is slightly brackish, but it is fit for stock. The Committee learned at Tin Hut, an outstation of Naradhan, that during the recent drought one of these wells, at the average depth, and containing the average quantity of water, supplied 5,000 sheep. The Committee also inspected several springs in the neighbourhood of Rankin's Springs, some of which are said to be permanent. One spring on Naradhan after fairly heavy rains floods an extensive flat, and sometimes runs for twelve months. In the event of railway construction it would be necessary to supplement these sources of stock supply by the sinking of tanks at suitable intervals on the route; this would not only meet the pressing requirements of settlers in a new district devoid of natural surface water, but the tanks would also be indispensable for railway purposes. As bearing upon the foregoing remarks as to water supply, and illustrating the fitness of the climate for agricultural pursuits, it may be noted that the average rainfall from Hillston to Rankin's Springs for the past 12 years has been approximately 17½ inches, and upon the area from the Springs to Wyalong in the same period, 21 inches. A striking example of the advantages of close settlement in a district which has suffered severely from the rapid growth of scrub, and from noxious vermin, is afforded by the experiences of a selector upon Naradhan, who, for six years, has held an area of 1,800 acres, only 5 acres of which is under cultivation. His present stocking is on the basis of a sheep to two and a half acres. On the surrounding pastoral leasehold the stocking is on the basis of a sheep to four and a quarter acres, and in both instances the properties are considered to be stocked to their present capabilities. The disproportionate results of the two forms of occupation are emphasised by a comparison with the adjoining holding Conapaira, the rent per acre of which is nearly double that of Naradhan, and the stocking of which is now equal to a sheep to six and a half acres. Prior to the advent of the rabbit and the growth of scrub, the runs traversed by the suggested railway, not having a frontage to the Lachlan between Hillston and Wyalong, carried, approximately, 356,000 sheep. They now carry a little under 100,000. Their carrying capacity has therefore decreased to the extent of 72 per cent. It would therefore seem that close settlement may be relied upon to restore the country to its capability prior to the advent of the unfavourable conditions with which the lessees have had to contend during the last ten years. The majority of the leases which would be affected by the proposed railway expire in 1900, and judging from the failure of the recent attempt to secure occupation of both abandoned and resumed areas by means of improvement leases, and the diminishing profits from pastoral pursuits under the stress of local circumstances, it is evident that the Government will shortly have to undertake the reclamation of a very large area of abandoned country.

Yalgogrin

Yalgogrin has within the past three years made some progress in mineral development. Within a radius of 5 miles of the township there is now a population of 300. Of the fifteen or twenty mining claims which are being worked, twelve are payable. The average return is 3 oz. per ton. The stone generally is refractory, and is sent to Wyalong or Sydney for special treatment. The road carriage to Temora, a distance of about 70 miles, is £2 10s. per ton; the shorter distance (23 miles) to Wyalong is therefore taken advantage of for the despatch of the stone. A quantity of ore is at grass the returns from which would not warrant the expense of road carriage at existing rates; and the Committee were informed that a railway would ensure an increased output of low grade ores which cannot now be profitably mined. The want of a railway has also been felt by those who have upon a small scale attempted mixed farming. The quality of the soil and the rainfall are such as to ensure payable wheat crops, with reasonable transit facilities.

The Committee inspected and took evidence concerning a large area of excellent agricultural land lying to the north and north-east of Yalgogrin, to which their attention had been specially directed by witnesses who were examined at Lake Cudgellico. This area extends from Yalgogrin northwards to Bygalorie, and thence in an easterly direction through Wollongough and Hiawatha to within about 4 miles of Wyalong. Some witnesses who are well acquainted with the Brookong estate were of opinion that the soil is superior to that of Riverina. Almost the whole of the land referred to has been alienated. The township of Ungarie, which is on the extreme northern border of the described area, is in a direct line, 17 miles from the recently explored route from Pillston to Wyalong *via* Rankin's Springs. It is alleged that communications from settlers who are now working on the halves system in other districts of the Colony show that they would at once abandon their present holdings and settle in this neighbourhood, if a railway were brought within 20 or 25 miles, and in the opinion of experienced farmers, 320 acres would be ample to provide a livelihood. The rainfall exceeds that of the major portion of Riverina, and the records show that the fall occurs at a period of the year most beneficial to wheat crops. As illustrating the fertility of the soil, it was mentioned that a paddock near the Wollongough homestead had been cropped continuously from 1872 to 1894, and that it had in the latter year yielded 3 tons of hay per acre. Adjoining land has an average carrying capability of a sheep to 1½ acre. Most of the paddocks under cultivation were ringbarked and scrubbed from seven to ten years ago at a cost of about 5s. per acre, the subsequent cost of clearing being approximately 10s. per acre. The total expenditure to render the land fit for the plough has averaged 15s. per acre. This mode of preparation is preferred in the district to the removal of the green timber, the cost of which, as in districts further to the westward, is from £1 10s. to £2 per acre. In the course of their journey from Wollongough to Wyalong the Committee passed through one of the belts of ironbark to which reference is made in Mr. Kennedy's report. The appearance of the crops fully warranted the statements of witnesses as to the fitness of the district for agriculture.

The evidence tendered to the Committee at Wyalong pointed to a decided improvement in the field. The present population is 4,250; 395 claims are at work, of which 200 have been declared payable, the number of miners employed being 2,100. The output of gold for the current year has reached the value of £156,000, but this amount by no means represents the total yield, the results of treatment of the tailings and concentrates by the cyanide and chlorination processes being unknown. The evidence tendered to the Committee would seem to show that the returns upon these processes are highly satisfactory; one company has paid £6 per ton for tailings, and have been perfectly satisfied, according to their representative, with the result obtained. The aggregate yield for 1897 will probably place Wyalong in the position of the premier gold-field of the Colony. The general impression of mining experts on the ground is that with greater depth prospects of permanency will improve. The results obtained, for instance, from a 320-feet level are said to be superior to those from any stone yet raised, and a trial shaft has now reached a depth of 470 feet. The value of the machinery on the field is estimated at £70,000, and large investments recently made in improved machinery and winding-plant may be accepted as an indication of confidence in future development. It is stated that many claims, chiefly from the want of capital, are not being systematically worked, but even with the largely improved output which may be shortly looked for, it is pointed out that
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the field would not contribute any great quantity of mineral freight to a railway. One company has within the last six months expended £20,000 in the erection of machinery for the local treatment of ore, and it is anticipated by some witnesses that outward ore traffic will have practically ceased within twelve months. On the other hand, it is asserted that ore of a certain grade can be more profitably hauled to the source of supply of fuel and flux. The traffic in coal and coke and chemicals required for the local treatment of ore would, however, be large, and stone would be despatched to Wyalong instead of to the seaboard from Yalgogrin, Grenfell, and other mining centres. The expense of road carriage has proved fatal to agriculture. In one instance, a local farmer, whose railway station was at Temora, obtained a yield of 15 bushels per acre from 42 acres, and sold at 2s. 11d. per bushel. At that rate the crop was unremunerative. The local demand for hay has led to the cultivation of small areas, and quite recently as high a price as £9 per ton has been paid in Wyalong for chaff. Victorian farmers describe the land as equal to any in the Goulburn Valley. Paddocks have been cleared with a view to cultivation when wheat can be conveyed to market upon more favourable terms.

The residents of the Barmedman district favour the selection of Temora as the point of departure for the western country. The advantages claimed for the Temora-Wyalong section as compared with the Koorawatha section are chiefly economy in construction and maintenance, combined with more direct access to Victorian markets. It was also contended that the line would afford a valuable outlet for starving stock, and that traffic such as might be anticipated from a trunk line to the extreme west could be more advantageously worked upon the main Southern than upon the main Western railway.

At Morangarell, the Committee obtained reliable information as to the liability of the Bland country to flood. At the point where the lines of alternative survey are supposed to cross the creek there is said to be a flooded area of 6 or 7 miles. In an average flood the first mile on each side would have a depth of 2 feet; from that point to the flood limit the depth would vary from 1 foot to 3 inches. The drainage is towards Lake Cowal, but there is no appreciable current. Flood records show that with saturated ground, from 1½ to 2 inches and under normal conditions, from 4 inches to 6 inches of rain will flood the creek. The flood-waters generally drain away in from a week to a fortnight. At no time has there been serious delay to the mail upon the Marsden Road. Bimbi, a thriving settlement on the south-eastern edge of the Bland country, affords striking testimony to the capabilities of the soil. According to present returns, the Bimbi district within a radius of 8 miles of the township, would contribute to a railway 2,631 bales of wool, 37,950 fat sheep, and 1,700 head of fat cattle annually. In the same radius 5,642 acres have been prepared for cultivation, and there are 74,000 acres of Crown land.

Your Committee obtained ample evidence that agriculture is seriously impeded in the Grenfell district by the want of railway communication. Producers have sustained severe losses through their inability to take advantage of a favourable market. Road carriage rates are frequently prohibitive. At the close of last season teams were unobtainable, and local buyers and producers still hold a large quantity of the yield. In the case of machinery, road carriage from Young or Cowra, a distance of 50 miles, has been known often to exceed the railway charges from Sydney. The area under cultivation in the police district in 1895 was 27,248 acres. Several thousand acres have since been added, and from their inspection of the land which has been prepared for the plough, the Committee do not doubt the assurance of several witnesses that, on the advent of a railway, the total cultivated area would at once be doubled. The larger landholders have introduced the halves system with highly remunerative results. The system has, in fact, become so general, as to be responsible for almost the whole of the annual increase of tillage.

RECOMMENDATION.

The local considerations which affect the proposed extension from Condobolin to Euabalong are subordinate to its importance, as committing the Colony to a point of departure in a scheme having the objects of establishing railway communication with the extreme western districts, at the same time developing a tract of country in course of rapid abandonment and securing to the New South Wales railway system some proportion of the traffic now attracted to Victoria and South Australia.

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The new traffic likely to be secured by the comparatively short length of line between Condobolin and Euabalong, may be gauged by the inferior country traversed, by the circumstance that a great portion of it will be under pastoral lease, and therefore not available for small settlement until 1918, and by local climatic conditions. Accepting the traffic upon the Parkes-Condobolin extension as the basis of receipts upon the new length of railway, it may be predicted that a large portion of the earnings of the latter would be represented by leakage from the main Western line and the Cobar branch. Condobolin is already the depôt for a large quantity of this traffic. The frontages in the Central Division upon which agriculture could be prosecuted with the best results, have been secured by the adjacent leaseholders; and the presence of vermin and expensive clearing render it doubtful whether the available back country to the north and within the influence of a railway, could be profitably occupied by agriculturists. It is therefore evident that the occasional carriage of fat stock and passenger and mail receipts must almost exclusively be depended upon to recoup working expenses, and the fluctuations of season are so great that no reliance can be placed upon traffic derived from the chief of these sources. The chief centres of activity in the mining industry which are already fairly served by the Cobar branch are not likely to become large contributors to freight. Present rates of road carriage would apparently render it impracticable to impose remunerative local rates. These considerations would seem to justify the conclusion that if Euabalong were to be regarded as the terminus of the proposed extension the annual loss upon the line would, if anything, exceed that put forward by the Department, namely £2,500 per annum. If the line were regarded as the first section of an extension *via* Mossgiel to Menindie, the proposal would be utterly unjustifiable in the light of the conclusions arrived at by a Sectional Committee of your Committee which inspected and reported upon that route so recently as October, 1896. There are also strong objections to it considered as the first section of a railway to Hillston. For some distance on the northern side of the river the line would pass through land which would not be available for settlement until 1918, and any railway from this point through Lake Cudgellico to Hillston must inevitably traverse a large extent of flooded country, entailing not only a heavy first cost, but also burdening the work with maintenance charges quite out of proportion to the service rendered. It must also be borne in mind that a very large area served by such a railway would be equally benefited by a line which, having the same objective point, would more equally divide the tract of superior country lying between the Lachlan and Murrumbidgee rivers, at present in course of abandonment mainly from the absence of railway communication.

It appears to your Committee that a railway to Hillston must be viewed as a section of a trunk line to the western limits of the Colony. It therefore follows that directness of route, easy grades and curves, and the avoidance of country likely to involve expensive maintenance are primary considerations. The Committee believe that these conditions are supplied, as nearly as practicable, by the recently explored route from Hillston to Koorawatha which they have inspected. The local aspect of the proposed work involves several minor requirements, Hillston, an important distributing centre with great pastoral and agricultural resources; Wyalong, a mining field of increasing activity and rapidly improving prospects—the centre of a large auriferous and agricultural area, and Grenfell, already one of the greatest grain-producing districts in the Colony, can establish distinct claims to railway communication. A line serving these centres would also develop and advantageously divide the tract of country lying between the influences of the Parkes-Condobolin and Narrandera-Hay extensions, and the Lachlan and Murrumbidgee Rivers. A large portion of this area has already been abandoned consequent upon the incursions of vermin, and the rapid growth of scrub, and the process has probably been accelerated by the early expiry of the leases. The acreage falling into disuse under present conditions is increasing annually. Assuming subdivision with blocks of a maximum area of 2,560 acres, the cost of clearing would be relatively small. Where ringbarking and scrubbing date back a few years, an average expenditure of 12s. 6d. per acre would fit the land for the plough. The enhanced cost of clearing the more thickly scrubbed and timbered areas including the mallee belts would necessitate occupation under special conditions. Generally a considerable acreage of an ordinary block might be relied upon to yield an immediate return from pasture and tillage.

Experimental

Experimental farming, of which the Committee had abundant evidence between Hillston and Wyalong, demonstrates beyond doubt the fertility of the soil, which will bear favourable comparison with the most productive in Riverina. The rainfall over a large area is even more conducive to successful wheat cultivation than is the rainfall in that part of the Colony. The settlers are mostly Victorian and South Australian, and they are unanimous in pronouncing their holdings superior to those they have vacated in the adjoining colonies. Inquiries for land on the part of those who are now farming in Riverina on the halves system, and by Victorian and South Australian agents point to the fact that an assurance of railway construction would be immediately followed by extensive settlement. The area which will become available in three years hence may be roughly set down at nearly 2,000,000 acres; at least one and a half million acres of this quantity may be classed as adapted for cultivation, the remainder being good pastoral land. This estimate does not take account of the stony inferior land on the ridges, or of the mallee scrub. No natural water exists, but from Hillston to Rankin's Springs—an underground supply—slightly brackish, but most suitable for stock, is procurable; otherwise water would have to be conserved. The opinion formed by the Committee, as to the general capabilities of the soil, is fortified by the information to which reference has already been made, which was conveyed to them by an officer of the Department of Agriculture, who has recently examined the Hillston district, with a view to the establishment there of an experimental farm. Railway freight would consist mainly of wool, fat stock, and cereals. It is difficult to estimate, even approximately, the quantity of wool and fat stock which would be diverted from Victoria, but those most conversant with the present conditions of intercolonial trade make the number of bales from 8,000 to 10,000. Fat stock traffic would be diverted in a still greater ratio under the influence of direct railway carriage. The proportion of new wool, and fat stock traffic, which would be obtained from close settlement may be expected to represent quite as large a factor in the total earnings as the traffic diverted from the neighbouring colonies. If, as seems likely, close settlement will have the effect of restoring grazing capabilities to their normal standard prior to the advent of rabbits, and the growth of scrub—generally estimated to be three times greater than present stocking, and if account be taken of a wheat-yield averaging 14 bushels—a low estimate, it seems highly probable that, excepting the Departmental estimate of the cost of construction, the earnings upon the Hillston-Wyalong section to which the foregoing observations specially refer, would not only recoup interest and working expenses, but would shortly convert the line into one of the most payable in the railway system. The mineral traffic of Wyalong and Yalgogrin, owing to the increasing quantities of ore treated locally, might not be considerable. On the other hand, advantage would be taken of railway facilities to obtain from the western collieries a quantity of coal and coke, in view of the rapidly diminishing supply of wood fuel within a payable distance. This traffic, with the conveyance of goods incidental to the cyanide and chlorination processes, may be expected to contribute largely to the earnings of the Koorawatha-Wyalong section. The extent of agriculture in the neighbourhood of Grenfell, and the well-known pastoral capabilities of the Bland, assure a return which, with the traffic induced by mineral enterprise, will, in the course of a few years, render the total length of line from Koorawatha to Wyalong an important source of railway revenue. The uncertainty of season which obtains on the lower Lachlan and to the west of Hillston renders it probable that the entire length of the projected railway will be of material service in the transportation of starving stock.

The attention of the Committee was directed at Wyalong and Barmedman to an alternative point of departure, namely, from Temora *via* the surveyed route to Wyalong. It being conceded that the capabilities of the country served by the Koorawatha and Temora routes were in all respects equal, the facts relied upon by advocates of the Temora route are the larger area of Crown lands available for settlement in that direction, cheaper construction, absence of engineering difficulties, and convenience in the transportation of starving stock. It may be pointed out, however, that the whole area of Crown land available would be well within the influence of a railway from Grenfell to Wyalong. The Departmental estimate of the cost of construction being, in the case of the Koorawatha-Wyalong section, only £200 per mile in excess of the estimated cost of the section from Temora to Wyalong,
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it is to be assumed that engineering difficulties are inconsiderable upon the former route. This view of the case was confirmed by the inspection made by your Committee. Moreover, the tendency of agricultural settlement is in a north-easterly rather than in a southerly direction, as shown by the comparatively small increase of land under crop within the influence of the Temora terminus, and the rapidly-increasing tillage in the neighbourhood of Grenfell. The chief considerations which weigh with your Committee in selecting Koorawatha as the point of departure for the projected railway are, the extensive agricultural settlement which would be served, the volume of immediate and prospective freight, and accessibility to both the western and southern railway systems. In the opinion of the Committee the advantages attaching to a junction from which traffic from a trunk line to the far west could be distributed upon two main lines cannot be over-estimated.

Your Committee have the honor to recommend—

1. That the proposed railway from Condobolin to Euabalong be not carried out.
2. That a permanent survey be at once undertaken of the explored route from Koorawatha to Hillston, inspected by your Committee, with a view to its consideration in conjunction with existing surveys; and also with a view to the early consideration by Parliament, of the expediency of extending railway communication to the several important centres of population affected, and to the reclamation and settlement of a valuable tract of land now in course of abandonment.

T. H. HASSALL,
Chairman.

26th October, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM CONDOBOLIN TO EUABALONG.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

MONDAY, 27 SEPTEMBER, 1897.

[The Sectional Committee met at the Royal Hotel, Condobolin, at 10 a.m.]

Present:

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR, M.L.C.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee proceeded to consider the expediency of constructing a line of Railway from Condobolin to Euabalong.

David Henry Tasker, Mayor of Condobolin, sworn, and examined:—

1. *Chairman.*] You have heard of the proposal submitted to the Committee for inquiry? Yes.
2. You are well acquainted with the country through which the proposed line will pass? Yes.
3. Are you in favour of or against the proposal? I am against it.
4. Perhaps it will simplify matters if you would as concisely as possible give the Committee the reasons for your objection to an extension of the railway? In the first place I do not think an extension from Condobolin to Euabalong would pay. The land along the river is first-class land, but when you get beyond the river flats there is nothing but dense mallee and pine scrub. The country is also very sparsely populated. To my knowledge there are only two or three farms on the road. The land may be described as good grazing country, but I do not think the returns would be sufficient to pay the working expenses of a railway. In my opinion the only centres which would benefit by the proposed extension to Euabalong would be the Mount Hope and Mount Allen mines. The Mount Allen mine is closed down, and I understand the Mount Hope mine is next door to it. I am positive that agriculture in that country would not pay.
5. What sort of soil do you find in the country back from the river? It is sandy soil with gravelly ridges. A great part of the country, as I have said, is covered with scrub. There is some good soil in places.
6. There are occasional patches of what you would call forest country? Yes; but the bulk of it is densely scrubbed.
7. There is no natural water? No; of course in flood time the water extends a good way back from the river. You will notice that the railway is kept a good bit back from the river in order to avoid the flood waters.
8. I suppose the flood waters would fill the Gilgai holes at the back and provide a supply for a few months? Yes; but there is no permanent supply.
9. I believe a great deal of the country is infested with dogs and rabbits? Dogs, rabbits, and wallabies.
10. Would you call it badly infested? Very badly. I have been informed that some of the selectors a little to the right of the proposed line have erected a dog-proof fence to protect their sheep.
11. Are any of these selectors in scrubby country? Yes; several of them, but I do not think they have done any good.
12. How is the bulk of the country held? It is chiefly under pastoral occupation.
13. Has any of it been thrown up? There is a good deal of abandoned land 15 or 20 miles to the north of the proposed line. It is thickly infested with vermin of all descriptions.
14. That would be the country running through Mount Hope to Cobar? Yes. It runs north towards the Bogan country.
15. The population consists practically of the lessees? Yes. There are very few selectors. They are very scattered.
16. Have you any idea of their number? I have not. The frontage land was originally taken up by selectors, but they have now all sold out to the lessces.
17. And there are very few left either on the frontage or out back? There are very few. Many have not been able to sell; there are no buyers.
18. You think they would sell if they could find purchasers? I feel quite certain they would.
19. Have you any idea of the mining which has been carried on at Mount Hope and Mount Allen? It is copper mining at Mount Hope, and gold and copper at Mount Allen.
20. Do the mines employ any great number of men? Seven or eight years ago they did, but latterly very little work has been going on, and the Mount Allen mine has been completely closed down.
21. What is the reason advanced for the decline of mining at Mount Hope? I cannot say.
22. But the fact remains that the mines referred to are going from bad to worse? Yes.

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- D. H. Tasker. 23. Do you think railway extension in that direction will have the effect of encouraging or developing mining industry? There would be a possibility of it if there were cheap freight.
- 27 Sept., 1897. 24. The heavy cost of carriage has been one of the reasons why mining has gone backward? I should think it very likely.
25. There is not much likelihood of agriculture in that direction? I do not think so. The country is densely scrubbed, and the rainfall is light, varying according to the statistics from 18 to 19 inches. Condobolin is given 20 inches in statistics, and Euabalong 19. Taking the general run of seasons, there would be about 18 inches between the two points.
26. Is there much agriculture carried on round about Condobolin? It is principally to the north.
27. To the north and east, I presume? Yes.
28. Has the country through which the railway passes from Parkes been devoted more to agriculture since the opening of the railway? Yes; the land was thrown open only a few weeks ago; a considerable number then balloted for it. I am referring now to land on the Burrawang run. I believe that the whole of it will one day be under cultivation. It is first-class agricultural country.
29. The railway runs practically through it? Yes; the land fronts the line.
30. Are they erecting a platform or station at Burrawang which will be available for the farmers? Yes; they are also erecting a platform at Derrawang; that is on this side of Burrawang.
31. Have you any idea of the area of agricultural country there? Nearly all the country there is agricultural.
32. With sufficient rainfall for the profitable growth of crops? I think so.
33. To where do you look for a market for this agricultural produce? There is no market except Condobolin.
34. Is it supposed that railway extension to Condobolin will provide a market towards Sydney? Yes; as far as wheat-growing is concerned, the farmers look to a railway to enable them to send their wheat to Parkes, Orange, and Bathurst.
35. I presume a certain portion would be turned into flour here? Yes; we have a flour-mill here, but they only buy the wheat to suit the demand.
36. Is there any market for flour to the west? A lot of flour is sent by team to the west. I could not say how much.
37. Where does it go to? Mount Hope, Mount Allen, Gilgunnia, and Bobedah. Flour has also been sent from here to Wyalong.
38. Do you think railway extension to Euabalong would increase the prospect of a market west for produce? Not much, I think. The population down there is so very sparse that there would not be very much of a market.
39. I suppose that in any case you could not look further west than Mossgiel? No.
40. The Hillston farmers would cut you out there? Certainly.
41. Your market then for flour and produce would be limited to an area extending how many miles westward? About 100 miles.
42. That would be due north of Hillston? Yes; out Mount Hope way. It would be about 95 miles.
43. And beyond that you think you would not be justified in looking for a market? I do not think so.
44. How is the country held round about Condobolin? It is principally freehold in the vicinity of the town.
45. What are the pastoral properties? Condobolin, North and South; Gulga, North and South; Borambil; Mowabla, Burrawang, and Melrose.
46. Upon these holdings, I presume, there is a large area of agricultural country? Yes.
47. Has it been taken up? Every inch of Burrawang which has been thrown open has been taken up.
48. Is there much land available on the other runs to which you have alluded? None open to selection.
49. But it is in the Central Division, and the leases will shortly expire? Yes, in a short time.
50. Do you think there will be any great demand for the land when it is made available? Not for the scrub land, but the river flats and frontage will be snapped up whenever there is a chance.
51. And land, I suppose, within a reasonable distance of the town? Yes; anything within a reasonable distance of a town would certainly be balloted for.
52. As far as agriculture is concerned, there is more than sufficient land in the vicinity of the line between here and Bogan Gate to meet requirements for many years to come? I think so.
53. Is there much traffic between here and Euabalong at the present time? Very little, I think.
54. Have you any idea how many carriers there are on the road in that direction? Four or five, I think.
55. Has the town of Condobolin increased to any extent since the advent of the railway? It has not had time to do so yet. The railway has not yet been taken over by the Government. I think there is an improvement, but it has not gone to any great extent so far.
56. Is the extension of a railway to Condobolin likely to bring traffic from the west which did not previously come in this direction? Yes, from the Mount Hope country, from Lake Cudgellico, and Ungarie; and all the Bobedah traffic is coming this way now.
57. Where did that traffic go to previously? Every bit of the Melrose traffic which went to Nevertire before is coming this way now. The other went to Nyngan.
58. The extension of this line to Condobolin then has set up competition with the Bourke line? Yes.
59. Has it intercepted any traffic which formerly went south? Traffic which used to go from Lake Cudgellico to Whitton is being attracted in this direction.
60. Do you think a further extension to Euabalong would intercept more traffic of that kind? Certainly; the further the line goes the more traffic will be intercepted. The country generally, as I have already told you, is so sparsely populated that I do not think very much new traffic would be created, at all events not for some time.
61. Do you think an extension to Euabalong would intercept any traffic which now goes to Victoria? I am not in a position to say. I do not know very much of the country below Euabalong.
62. Then, under all the circumstances, you think extension hardly justifiable? Exactly; I do not think it would pay working expenses.
63. In view of the character of the country through which the line will pass, the sparse settlement, and the difficulties surrounding the pursuit of agriculture in this direction, you think it would be unwise to construct a line? Yes. Agriculture, in the bulk of the country which would be served by this railway, would be too expensive. In the first place there is clearing to be considered; and then again the rainfall is not sufficient to guarantee crops.
- 64.

64. Does much wool come in this direction for the Sydney market? In consequence of the bad season the clip is very light this year, so that one can hardly form a correct estimate as to what the annual quantity would be; but I have seen wool coming here which did not previously go through Condobolin. D. H. Tasker.
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65. And that you say is due to the extension from Parkes? Yes. There is no doubt that the line will be a good paying line.
66. There has always been a fair amount of traffic from Condobolin to Forbes and Parkes? Yes, and I think traffic will make the line pay well.
67. Has there been much increase of settlement following upon the extension? Yes.
68. *Mr. Farnell.*] You gave evidence before the Sectional Committee which inquired into the Parkes-Condobolin extension? Yes.
69. You know that at one time it was anticipated that the line would not pay interest and working expenses? That may have been so.
70. Do you commit yourself to the policy of not constructing a railway unless it can be shown that it will pay immediately? I think no line should be constructed unless it can clearly be shown that it will pay.
71. Then from that point of view you would not have been entitled to a railway from Parkes to Condobolin? I have always been under the impression that that would be a payable line.
72. You have large interests here? Yes.
73. Do you not think it is well to take into consideration in railway construction the fact that although an extension between particular points may not in itself be payable it will add a certain volume of new traffic to the main line, the whole railway system deriving benefit? To a certain extent that should be considered; but I do not think it is sufficient to warrant the construction of a railway at considerable expense under circumstances which make it evident that there will be very little traffic.
74. Do you know of any case in which a railway has at once paid interest and working expenses? No; I have never gone into that matter. I have never studied that question sufficiently.
75. Do you know that many lines are dependent for the payment of interest upon the earnings of the suburban lines, and of the sections between Bathurst and Sydney and Goulburn and Sydney? I daresay that is to some extent true.
76. There is not much difference in the rainfall in Euabalong and Condobolin? Not very much difference.
77. What do you consider a fair average rainfall, admitting of the carrying on of agricultural pursuits? Nothing less than 20 inches.
78. Do you not think that if the Government were prepared to allow the occupation of scrub land upon very favourable and liberal terms that occupation would be a means of opening up and developing this part of the country? As far as some parts are concerned the terms offered would be very favourable indeed before anyone could be induced to take up the land.
79. The chief drawback to the occupation of a great deal of the land which would be served by this railway is that it is covered with pine and mallee scrub? Yes.
80. Do you not think it likely that would be removed under liberal conditions of tenure? I think the expenditure would be too great. I would not take a 1,000 acres of that country if it were made a present to me, upon the condition that I improved it.
81. In giving your evidence you are not influenced by the consideration that you do not want to see the terminus removed from Condobolin? Personally, I would rather see the railway stop here.
82. At the present time is much wheat sent from this district to other towns? Not a great deal; the cost of transit is too great.
83. Can you tell us what the yield per acre has been here? About 15 bushels.
84. Does it pay to grow wheat at that rate? It pays to grow wheat here in good seasons, but of late the seasons have been so bad that you could grow scarcely anything.
85. What is the average price you obtain for your wheat? The prices range from 4s. 6d. to 1s. 8d.
86. Do they grow nothing but wheat? Very little else. I have a large orchard myself, but it has not yet got into bearing.
87. Do you know what the yield of wheat has been here for the last five years? I could not give you that average.
88. Have you suffered much from rust? Very little.
89. I should say from what you are doing with your own property that the soil is capable of producing anything under proper treatment? That is certainly so, in the neighbourhood of Condobolin.
90. But you say that those conditions do not apply further on towards Euabalong? Not when you get into the scrub country.
91. You think that that as a rule is a poor class of land for agriculture? Some of it will grow crops very well, but the cost of clearing would be very great.
92. What do you think would be a fair amount to pay for the clearing of that land per acre? You could get it cleared for the stump-jump plough for 10s. per acre; but if you were to get it thoroughly cleared it would cost about £2 10s. per acre.
93. Are you yourself engaged in farming pursuits? Yes.
94. What do you consider a fair payable price for wheat? I have only grown hay.
95. What is considered a fair payable price for wheat in the district? Half a crown.
96. What is a fair price for oats? Oats are not grown here.
97. Those who took up land between Condobolin and Euabalong, according to your evidence, must be possessed of considerable capital, and must be prepared to spend about £2 10s. per acre in rendering the land fit for agriculture? It would cost that to thoroughly clear it, but as a rule the farmers do not go in for thoroughly clearing, they go in for Yankee-grubbing. The stumps are left in the ground to rot, and they are taken out by degrees.
98. And you think land can be prepared in that way for 10s. per acre? Yes.
99. *Mr. Fegan.*] Things have changed considerably since the Sectional Committee took evidence here in reference to the construction of a line from Condobolin to Broken Hill? They have changed for the worse. We have had nothing but drought ever since.
100. As Mayor of Condobolin you think that there would be a risk attaching to the extension of the railway beyond this point? Yes. I feel confident that the line to Euabalong would not pay.
101. Do you think it would be well to take the line beyond Euabalong? If it went beyond Euabalong it might be a better paying line.
102. How far would you extend it beyond Euabalong to make it pay? I could not say. I do not know the country beyond Euabalong.
- 103.

- D. H. Tasker.** 103. Then upon what ground do you say that if the line were taken further it would probably pay? It might pass through better country, but I do not know definitely that it would.
- 27 Sept., 1837. 104. You say you are getting trade from the Lake Cudgellico district;—what does it consist of? Wool.
105. Where would that wool come from? From Brotheronery and Wooyeo; all stations between here and those points will fetch their wool here. I could not say whether or not the wool would come from any point lower than Wooyeo.
106. You know Euabalong well? Yes.
107. Are there any stations of importance there? Booberoi is the principal one.
108. Is there not good country round about Euabalong? The river frontages are good land.
109. How far back does that land extend? Eight or 10 miles, perhaps 12 miles in places.
110. Is it occupied chiefly by small settlers? There are hardly any settlers there at all now. They have sold out to the lessees.
111. What is the road carriage from here to Euabalong? About £2 a ton.
112. Do you think a railway would be the means of settling more people on the land in that direction? It might, but I hardly think so.
113. Do you think railway extension to Condobolin has had the effect of settling more people here? So far it has not had that effect, but it has induced a certain amount of settlement between here and Parkes.
114. Was not some land recently thrown open between here and Bogan Gate? Yes; it was all balloted for.
115. Would not the same thing be likely to happen in regard to available land if the line were extended to Euabalong? Yes; so far as the river frontages are concerned.
116. And do you not think that that settlement would be the means of making the line pay? I do not think so; there would not be enough of it.
117. You say that less than 20 inches of rain will not grow wheat; but do they not grow wheat at Hillston with a much less rainfall? I believe they do grow wheat there with a smaller rainfall.
118. But is there not much less rainfall at Hillston than at Condobolin, and do they not grow wheat there? Yes.
119. What is the comparison in the matter of wheat-growing between Condobolin and Hillston? I should say that the Condobolin climate was far superior for wheat-growing.
120. And yet you say you have not been successful in growing wheat here? We have grown it very well, but we have no market.
121. You have had a mill here for some time? Yes; but they only buy a certain amount.
122. I suppose they please themselves whether they buy or not, and they have it in their power to make the crops profitable or unprofitable? It sometimes happens that the prices they offer have that effect.
123. Do they ever refuse to buy? When they have bought enough to supply the demand they do not buy any more.
124. Have you ever known them refuse to buy wheat? I could not say personally; but they have cut prices down to 1s. 8d. and 1s. 10d., and they have refused to buy any after that. They have quite a monopoly.
125. Do you not think it would be good enough to start another mill? I do not think it would pay.
126. You say your average wheat yield here is 15 bushels an acre,—would you be surprised to know that the average in the Hillston district is higher? At certain seasons it may be.
127. But have not both districts the same seasons? Practically.
128. Therefore if they can grow wheat to advantage at Hillston, ought you not to be able to grow it to greater advantage here, seeing that you have a railway? No doubt we shall.
129. Do you know whether there is a greater acreage under wheat here than formerly? I believe there is. I might say that had it not been for the severe drought we have gone through there would have been a greater amount of cultivation than we now have, but the rain came too late for cultivation.
130. You say that the mill here has a monopoly;—could you not overcome it by sending your wheat by train to Parkes, Orange, and Bathurst? Yes. I daresay we could.
131. What would the rate of carriage be? The railway is not yet taken over to Condobolin; no rates are yet fixed.
132. *Mr. Farnell.*] Was it not understood that there was to be a local rate? I think so.
133. Did not the residents express themselves satisfied with the establishment of local rates? It is very likely.
134. *Mr. Fegan.*] Then you think it quite possible that the opening of a railway may be the means of obtaining better prices for your farmers at the local mill? Yes.
135. What price would they have to pay to Forbes, per ton? It would vary from £1 to £2, according to the season.
136. Therefore it would be a great deal better for the farmers to leave their wheat here than to take it so far? Yes; and to sell it at a reduced rate.
137. *Mr. O'Connor.*] What is the distance from here to the Mount Allen and Mount Hope mines? About 100 miles—they are equi-distant from Condobolin.
138. Would they be served by the proposed line? Yes.
139. What are the principal towns near you? Euabalong would be the nearest town.
140. You said that if the river-frontage land were thrown open it would be readily taken up;—under what conditions is it now held? Under lease.
141. How long have the leases to run? In many cases, about eighteen months in this division.
142. *Mr. Fegan.*] Who are the millers here? Nicholas and Reymond, of Forbes.

John Coppock White, general commission agent, Condobolin, sworn, and examined:—

- J. C. White.** 143. *Chairman.*] How long have you been in the district? My knowledge of the district extends over twenty-two years.
- 27 Oct., 1897. 144. Then you are pretty well acquainted with the district in all directions outside Condobolin? Yes.
145. *Mr. O'Connor.*] You have heard of the proposed line from Condobolin to Euabalong? Yes; and I would like to say at the outset that I am quite an independent witness; I have no interest in any particular line.
- 146.

146. What do you think of the proposed line paying? I do not think there is any necessity for the line. J. C. White.
147. Upon what do you base that opinion? All the land fit for agriculture between here and Euabalong which is available has been taken up. Some land upon Kiacatoo has been surveyed and will be thrown open directly; a number of people are waiting for it, but Condobolin would catch the whole of the traffic from that direction. 27 Sept., 1897.
148. By whom has the land to which you have referred been taken up? All the land worth taking up has been taken up by selectors.
149. Would not that be an additional reason for the construction of a railway to Euabalong? I do not think they want railway communication—they have it already at Condobolin.
150. You yourselves had railway communication at Parkes at one time, but you were not satisfied with that? That was 60 odd miles away.
151. What is the distance to Bogan Gate? Forty miles.
152. You would not have been satisfied had the line stopped at Bogan Gate, and since it has been extended to Condobolin, why should it not be taken from Condobolin to Euabalong? There is settlement all the way between here and Bogan Gate. If you take the length between here and Euabalong the principal part of the settlement is from 2 to 25 miles from Condobolin.
153. From your long experience do you not know that railway facilities induce settlement? But in the case of the railway into which you are inquiring there is very little land to take up. Most of the river frontage has been secured, and out back settlement is not practicable.
154. Will not a large area of land between here and Euabalong be thrown open within the next eighteen months? Some land will be thrown open, and a number of people are waiting for it. If you were going to take the railway westward, however, I think it should be constructed in a direction in which it would serve more people, and open up better country. You might at the same time serve Euabalong.
155. In which direction do you think such a line should go? I do not know much about the Grenfell country, but I do know Wyalong, and I think that a line might be taken from Wyalong to the lake, and from the lake to Hillston. Such a line would open up a vast area of country which could be settled upon, whereas the proposed line would open up comparatively none.
156. Are you well acquainted with the country between Wyalong and Hillston? Yes.
157. Do you consider that land in that direction is better adapted for settlement than is the land between Euabalong and Hillston? Between Euabalong and Hillston, the river land is, of course, the best; but the bulk of that land is secured. People will have no chance of settling there.
158. Do you say that the land generally between Wyalong and Hillston is good agricultural land? It is some of the best country in New South Wales for wheat growing.
159. How is it held? Most of it is under lease. I do not quite know when the leases will expire, but I should think in a few years. There is a large area of first-class country between Wyalong and Lake Cudgellico, and from the lake to Hillston it is all good country.
160. Do you know the North Condobolin run? Yes.
161. Is it a fact that there is an intention on the part of the management to cultivate a large area of it now that the railway has been opened to Condobolin? It is the intention of Mr. Officer and of several others to do so. Had it not been for the drought there would have been a large area of Borambil under wheat this year—that is, 10 miles up the river on the other side. They had a regiment of men clearing the land for cultivation, but it was of no use in the present season to put the wheat in.
162. You mean they thought it of no use to grow wheat until the railway was here? No; of course, the selectors who were dependent upon wheat put it in.
163. Now that the railway is open I suppose every man who has land fit for wheat-growing will cultivate? Yes; a large quantity is being grown in the district now.
164. You ascribe that to the existence of railway facilities? Yes.
165. Mr. Fegan.] You gave evidence twelve months ago against the extension of a line from here to Menindie? Yes.
166. You then spoke of the proposed extension to Euabalong? Yes.
167. You said that most of the land had been secured? I think I said that most of the river frontage had been secured by auction purchase and selection.
168. But the leaseholds will be thrown open to selection shortly? In the course of a few years; but the leaseholds are not on the frontage.
169. The land at the back is poor? Very poor; all the eyes of that part of the country have been picked out. Any land worth taking up has been taken up there years ago.
170. Therefore, while a certain area will be thrown open to settlement, it is not likely that intending settlers will run after that inferior country? No; I do not think it will be taken up. It is too thickly infested with vermin.
171. Are there many rabbits about here? Yes; they are getting pretty thick.
172. You were inspector at one time? Yes.
173. The rabbits have increased considerably in numbers of late years? Yes.
174. Are there any reserves between here and Euabalong? Yes.
175. Do those reserves contain good land? Yes; on the river frontage.
176. Is there any possibility of their being thrown open? They are of no great extent; but there is some good land on Kiacatoo to be thrown open shortly, and a number of people are waiting for it.
177. You think there will be a rush for that land? Undoubtedly.
178. What distance would it be from Condobolin? From 20 to 30 miles—about half the distance to Euabalong.
179. How many acres are to be thrown open? From 7,000 to 8,000, I think.
180. Are the rabbits numerous there? Yes; they are bad on all the stations about here. The dogs are also bad in the mallee and pine country.
181. Do you think the throwing open of this land to selection will aid considerably in getting rid of the rabbits? No doubt it will. As the land is at present held it is a very difficult job to keep them in check.
182. A settler would be put to considerable expense in rabbit destruction? He would have no chance unless he fenced in his holding. If he fenced he might be able to deal with the pest.
183. Can you speak as to the price of rabbit-proof fencing? Not definitely. I know that it is regarded as being too costly for the majority of selectors.

- J. C. White. 184. You say you cannot favour the construction of a line from Condobolin to Euabalong? I could not conscientiously do so.
- 27 Sept., 1897. 185. I suppose it is not that you do not want the terminus to leave Condobolin? No, not at all; that does not affect me in any way.
186. Do you think the extension of the line from here to Hillston would pay? I do not think it would for a number of years. All the river frontage land is secured, and at the back of the river there is nothing but mallee and inferior land.
187. You said a number of reserves were held by the Crown? Yes; but they are very small; the average would be about 640 acres. There are six of those reserves between Condobolin and Euabalong, and if the whole of them were thrown open it would not amount to much settlement, because 640 acres is not area enough.
188. Is there any good timber out there? On the river there is some gum, but the best of it has been cleared.
189. The remaining timber is rather poor? There is some good timber left. There is plenty of pine in the back country, and there is some good gum along the river.
190. Therefore, what you would have to rely upon to make a railway pay would be agricultural produce and wool? Yes.
191. And at present the position is that there can be very little new settlement with river frontage? Very little. There are a good many settlers on the back of Kiacatoo, but they have taken all the best of the land, and have cut the poor land out.
192. Mr. Farnell.] There are a number of stations between here and Hillston which at present send to Condobolin? Yes, as far as Uabba, below Wooyeo. Previously, a lot of this wool was sent to Whitton and Carrathool; now Condobolin will get it.
193. So that Condobolin is actually robbing the south-western line of traffic? If you like to put it in that way. Of course, all the freight goes to the railways.
194. In the event of this line being extended to Euabalong, would it not be the means of inducing these persons to send their wool to that section instead of it coming on to Condobolin? Unquestionably.
195. So that we might rely upon a great deal of traffic which now comes to Condobolin going to the new section? Yes; all the wool and wheat.
196. Would you say that no railway should be constructed unless it is absolutely certain that it will pay from the start? I think that if that policy were adhered to very few railways, indeed, would be made.
197. You know that it is anticipated that upon the proposed new railway there will be a loss of about £2,000 a year? Yes.
198. But that a certain amount of new traffic will be brought on to the main line, which will help to balance the loss? Of course, that is true to some extent.
199. Chairman.] You say that the river frontage between here and Euabalong is nearly all purchased land? It is for the most part. There are a few selectors who have been fortunate enough to get river frontages.
200. Is the purchased land suitable for agriculture? Yes; but I do not know that it would be so suitable for wheat-growing as is some of the back country.
201. Would it not be possible for some of this land to be worked on the halves system, as is done further south? There seems to be a disposition on the part of the squatters to go for that system of cultivation since the advent of the railway.
202. Do you not think that the extension of the line to Euabalong might induce further cultivation upon that system? No doubt it would.
203. Do you not think it probable that intending selectors, finding they could not get land of first-class quality, would enter into an arrangement with the lessees to occupy land on the share system? Many of them no doubt would do so.
204. You think it would be more practicable to do that than to take up the inferior land, and make it ready for the plough? Quite so. Many selectors have been kept so long waiting for land to be thrown open that they have gone away in despair.
205. You think, therefore, that the construction of a line to Euabalong might have the effect of putting under cultivation a considerable area of land which is now used for grazing purposes only? No doubt it would to a certain extent.
206. The bulk of the land you have spoken of on the suggested line from Wyalong to Lake Cudgellico is first-class land, but I suppose there are some bad patches? Yes; there are some stony hills.
207. And, I suppose, that, from the lake to Hillston, the line would mainly follow the river flats? Yes; and all the frontage is secured.
208. Is not a good deal of that land liable to inundation? Some of it is; but not so much so as is the land between here and Euabalong. There is a lot of flooded land between here and Euabalong, and it goes a good way back.
209. How far back at the time of high flood? Three or 4 miles in some places.
210. All the plain country is liable to inundations until you get a good way back from the river? Yes.
211. What water supply is there in that back country? None, except station tanks here and there.
212. It is all artificial? Yes.
213. So that the difficulty and expense in the way of selectors in that part of the country would be very great, and, independently of railway construction, you do not think settlement would be likely to take place? That is my opinion. Selectors with a limited amount of capital could not afford to settle in the back country.
214. The only prospect of agricultural settlement would be from persons entering into some arrangement with the owners of the land upon the halves system? That would be the main prospect; but, as I have said, the land shortly to be thrown open on Kiacatoo will be rushed.
215. You think that all the good land between here and Euabalong, as well as between here and Hillston, will be taken up immediately it is available? Yes.
216. So that after all there is a prospect of largely increased settlement in the district? I would not say largely increased settlement.
217. The present conditions attaching to settlement will not enable persons to deal with the land as they have done in years gone by? No; they will have to make homes upon the land.

218. Whatever land is taken up will have to be occupied? Yes; but sometimes the original occupier cannot stop. J. C. White.
27 Sept., 1897.
219. Do you think the proposed extension to Euabalong would intercept any traffic which now goes to Victoria? I have no doubt it would. I think the Hay line intercepts a lot of traffic which formerly went to Victoria. A number of squatters beyond Hillston formerly sent to Melbourne, but of late years they have sent their wool to Sydney.
220. You think the construction of the Hay line intercepted that traffic to a certain extent? Yes.
221. And that an extension to Euabalong from Condobolin would have a still further effect in that direction? Yes.
222. If the line were taken still further to Hillston you think the volume of traffic intercepted would be very considerable? Yes.
223. There would then be a large quantity of entirely new traffic upon a line to Hillston? Yes.
224. You think that if a line were extended to Euabalong it would be advisable to take it still further and tap the Hillston country? It would, but at the same time I do not think the wool traffic of itself would pay, and passing along the river from Euabalong to Hillston there is no scope for settlement.
225. Do you think the probable development of the country, and the new traffic attracted in this direction would warrant the construction of a railway, although for a few years it might not be a paying concern? Yes; there is no comparison between the lines from Condobolin to Hillston, and Wyalong to Hillston. A line from Wyalong to Hillston would serve a large number of persons who are already settled, and would at the same time open up a large area of country which is practically closed to settlement at the present time.
226. Having a good knowledge of the country, you think that that would be the better point of connection? Yes. I was managing a station out there for seven years, and I am intimately acquainted with the capabilities of the country. There is a large number of selectors already settled upon the land I speak of, and there would be more if we could get the railway.
227. Have they had much difficulty with the rabbits? Yes, they have been pretty bad; they are continually increasing. I had it on the authority of Mr. Strahorn, the superintending rabbit inspector, ten years ago, that at a place where about two years previously they counted 12,000 scalps a month, they are now counting them at the rate of 150,000 a month.
228. *Mr. Farnell.* Do you know of any development in the mining industry near Cugong? No; Cugong is practically deserted. I am told that there is only one mine at work.
229. How many people are there working? One of the tributors told me that there were only three or four working in the mine.
230. You do not know of any mining centre where there is a large number of miners at work? No; unless it be at Bobedah—that would be north-west from here.
231. How far from Cugong would that be? Forty or 50 miles.
232. Do you think that any mining settlement on Bobedah should be taken into consideration as likely to contribute a quantity of traffic to the proposed railway? No; the Bobedah traffic will eventually come here.

Arthur James Taylor, selector, Cugong, sworn, and examined:—

233. *Chairman.* You are a selector at Wheatacre Farm, near Cugong? Yes. A. J. Taylor.
27 Sept., 1897.
234. Have you resided long in that locality? Since 1890.
235. You settled in this district in that year? Yes.
236. Where did you come from? From Victoria.
237. What is the area of your selection? 2,560 acres.
238. Have you any under cultivation? 200 acres; 180 acres of wheat, and 20 acres of barley.
239. Is this the first year in which you have grown wheat? No; I have been growing it for five years.
240. What has been your average rainfall? About 20 inches.
241. Have you been successful in growing wheat? Yes; I have not had a failure since I put it in. In the last two seasons it has not been good, on account of the drought, but in 1894 off 120 acres I got 500 bags.
242. How many bushels to the acre? Twenty-six bushels.
243. Your only other crop is barley? Yes.*
244. You have some sheep? Yes, 1,000.
245. Where is your market for wheat? In 1894 I had to send it to Forbes by team.
246. What did you have to pay for it? Sixpence a bushel, or 2s. a bag.
247. What price did you get? 2s. 2½d. was the biggest price I ever got in Forbes, and that was in 1894.
248. What did you get last year? 4s. 7d. in Condobolin.
249. Are you much troubled by rabbits? There are hardly any rabbits, but I have to wire-net my property against other vermin.
250. What does your fencing cost you? The netting cost me £25 a mile in addition to the ordinary fencing which would cost me £30 a mile.
251. What would your fencing cost altogether per mile? I could not tell you at this moment, but I should think about £55.
252. What is generally the price of road carriage from your place to Condobolin? Wheat is generally 1s. a bag.
253. What do you pay for wool? About £1 a ton.
254. Do you find the extension of the railway to Condobolin of much assistance to you? Yes.
255. To what extent will it reduce your carriage? It will not reduce the cost in the case of wheat, because it will be our market. Of course if the market were oversupplied the wheat would have to go to Sydney as it did in 1894.
256. How far are you from Forbes? Eighty miles; and I am 25 miles from Condobolin.
257. What is your opinion in reference to the construction of a railway from Condobolin to Euabalong? I think it would open up a lot of country and cause a great deal more farming.
258. What country will it open up chiefly? Land on Kiacatoo; but there is a number of leaseholds to be thrown open shortly, and altogether I think the railway would cause a lot of settlement. There is a lot of open country on Melrose which would be taken up; I am referring now to the resumed area.
- 259.

* NOTE (on revision):—I am stripping the wheat and barley, wheat yielding 6 bags to the acre and barley 8 bags.

- A. J. Taylor. 259. Do you know how much there will be? I could not say precisely, but there is an enormous quantity of land there to be taken up, and land would also be taken up on Mowabla.
- 27 Sept., 1897. 260. That is the full extent of country you think that the line to Euabalong would serve? Yes; on this side of the Western Division line.
261. What sort of soil is it? Red loamy soil.
262. Is it the kind of soil that you have? Yes.
263. You said you had an average of 26 bushels? That was in 1894, but that would not be my general average; the average in the district would be about 15 bushels.
264. At what price would a yield of 15 bushels pay? At about 3s.
265. You think that when the price goes below that it would not pay? No.
266. In how many years has the price been less than 3s.? I fancy that 1894 was the only year when it was less. I got 2s. 2½d. in that year.
267. In five out of the six years you have been here wheat has been more than 3s. a bushel? Yes.
268. How do you get your water? By tank. There is no river frontage; my place is about 8 miles from the river and about 1 mile from the proposed line.
269. To what extent would the line improve your position? I should be able to put in 1,000 acres of wheat if the line were constructed.
270. You would be able to get your wheat to market more cheaply? Yes; I should regard Sydney as our market.
271. I suppose you are aware that when it was proposed to construct a line from Parkes to Condobolin the Railway Commissioners proposed to charge 1d. per bushel over that length? Yes.
272. Would your carriage be much cheaper if, in the event of a line being constructed to Euabalong, you had to pay 2d. a bushel? Yes.
273. You think it would give an impetus to agriculture out your way? The existing railway has already done so. There would have been a great deal more wheat in this year but for the season.
274. Could you give us an approximate idea of how much more wheat has been put in consequent upon the railway to Condobolin? No, I could not; but I know that in 1894 1,000 bags of wheat were stripped on my own and my father's selection. We have 500 acres under wheat this season.
275. How much more than last season? About 70 acres more.
276. *Mr. O'Connor.*] And you say that if a railway were constructed to Euabalong you would make the area 1,000 acres? Yes.
277. *Mr. Fegan.*] Do you grow fruit and vegetables? No; but I was about to say that I think we could do a good business in breeding early lambs for the Sydney market if there were a railway. We have grown cabbages, peas, beans, and potatoes.
278. Do you think that if a man gave up his time to it he would be able to grow sufficient vegetables to serve the district instead of their being obtained from Sydney? I think so.
279. Is the soil fitted for the growth of vegetables and fruit? Yes.
280. Have you any fruit trees? I have a few trees in. Wherever I have seen trees here they have always appeared to be doing well. Certain fruits do splendidly, especially peaches, apples, plums, figs, and grapes. I have seen better fruit grown here than I have seen grown in Victoria under irrigation.
281. The Euabalong district is not very thickly populated? No.
282. But you think that with the prospect of railway extension from Condobolin to Euabalong land will be thrown open, with the result that a greater population will settle there? On this side of the Western Division line I think an enormous quantity of wheat will be put in.
283. On account of the cheaper carriage? Yes.
284. *Mr. Farnell.*] You are on the Kiacatoo holding? Yes.
285. Do you think that the land there which will shortly be available for settlement will be put to the use to which you have put your land? Yes.
286. Do you know of any other leases which will shortly fall in, and whether the land is likely to be put to similar use? Yes; on Mowabba there are some 34,000 acres of land which will be put to similar use.
287. What should you say would be the area upon which a man in your district could get a decent living from wheat-growing? 1,280 acres.
288. He would combine sheep-farming with wheat-growing? Yes; and he would require grass for his stock.
289. Have you rested any portion of your land during your six years' cultivation? No; I have my fifth crop in now. I intend to leave out a portion next year.
290. Do you propose to sow any other crop on that land? Yes; I am trying ambercane.
291. You keep it as fodder for cattle in drought? Yes.
292. Do you think there is any possibility of dairy-farming in your district? Yes; I am sure that if there were a railway dairying would be started on the river flats.
293. You and those who are likely to take up land on Kiacatoo would use without doubt a railway from Condobolin to Euabalong? Yes.
294. *Mr. O'Connor.*] How long were you in Victoria farming before you came here? Thirty years.
295. You considered the inducements offered in this Colony were such as to warrant you in coming here to farm? Yes.
296. You are well satisfied with the change you have made? Yes.
297. And with your future prospects? Yes.
298. Farming is more remunerative here than in Victoria? Yes.
299. *Chairman.*] You learnt your farming in Victoria? Yes.
300. I presume your family outgrew the area you could obtain there, and you had to come to this Colony to obtain a larger area? Yes; our area was too small.
301. Having heard that there was good country here you came over and looked round until you found something to suit you? Yes; I travelled all through the Temora, Wyalong, and Young districts, and I liked the country here better than any I saw there for farming purposes. I was up here four or five times altogether in the course of ten years.
302. Have you induced any friends to come over from Victoria? Yes; my father and brother hold selections near me.
303. What area of selection is held jointly by your family? 5,120 acres.

304. Have you any other settlers near you? Yes; all the country round me is taken up by selectors.
305. Have they all the full area? No; they have from 1,000 acres upwards.
306. They will have an opportunity to get their full area when the leasehold of Kiacatoo falls in? There are quite enough looking for that land without present selectors looking for it.
307. You think that when the leaseholds of Kiacatoo and Melrose fall in there will be a strong demand for the land? Yes.
308. You think that the combination of agricultural and pastoral pursuits is suited to the district? Yes; by working the two together you can keep the ground clean, and obtain a better return.
309. I suppose that you and your neighbours all farm on the same system? Yes; we all go in for mixed farming. The last two seasons have been a great drawback to everyone in the district; they have lost most of their stock. I got through without any great loss.
310. I suppose your cultivation helped you through your difficulty? Yes.
311. Was the line from Parkes in course of construction when you first thought of settling here? No; my nearest railway was at Cowra. It cost me £9 a ton for road carriage; but that was an exceptionally bad year.
312. The construction of the railway to Condobolin has improved your position materially? Yes.
313. Do you think that if a railway were extended further to the westward a lot of the country there would be farmed on the share system? Yes.
314. Even if a line were not constructed I suppose that is likely to be done? Yes.
315. The land being, in your opinion, eminently suitable for agricultural pursuits? Yes.
316. You think the demand for land being so great the owners of freehold will enter into an agreement with those desirous of settling to work their land on the share system? Yes.
317. You think that can be done with advantage to each party? Yes.
318. Have you had any experience of the share system? No.
319. But you have met farmers who have? Yes; I have been in the Riverina country, and the farmers there express themselves as being highly satisfied with the system.
320. Do you wish to add anything to your evidence? I think the mineral traffic on a railway to Euabalong would be considerable. There is a number of mines working all along the route from here to Mount Hope. I think, with a lower rate of carriage, mining would increase considerably. A parcel of 11 tons of ore left here last week for the Clyde Works.
321. Where did it come from? About 15 miles out—4 miles on the north of the line.
322. Was it gold-bearing stone? Yes.
323. What is the name of the place? I think they call it Mowabla.

A. J. Taylor.
27 Sept., 1897.

John Whittaker, carrier, Condobolin, sworn, and examined:—

324. *Chairman.*] You are a carrier, residing at Condobolin? Yes.
325. How long have you lived there? I shall have been here sixteen years on the 15th January next.
326. *Mr. Farnell.*] How many teams have you? Three.
327. Are they ten-horse teams? Sometimes ten, sometimes twelve, sometimes fourteen, according to the road.
328. What is the average load you take? It depends entirely upon the weather; generally about 4 tons. I might have 7 or 8 tons on, but that would be when the roads are good.
329. You do not combine carrying with free selection? No.
330. Between what parts do you carry? I have carried from here to Nymagee, Errimeran, The Overflow, Nangybone, Melrose, Tara, Methumble, and other places.
331. You bring goods from these points to Condobolin? It has been coming to Condobolin since the line opened. Errimeran used to get return traffic through here up to the last two years, but not the whole of it. The same thing applies to Nangybone. A great deal depends upon the price of carriage either way.
332. To what stations have you been recently carrying? I am carrying for Melrose now. I am bringing the wool clip in here.
333. What number do they shear? They are shearing, I think, about 45,000.
334. Do you think the traffic to which you are now referring would go towards Euabalong if there were a railway there, or would it come on to Condobolin? I think it would come on to Condobolin; it would be shorter, and there would be less freight to pay.
335. I suppose other carriers are bringing produce from the different stations to the terminus here? Yes.
336. Do you think any of those stations would use a railway from Condobolin to Euabalong? I think not, unless it were Tara. They would prefer Condobolin, because they would have more freight to pay if they went to the westward. Here they would have less freight and the same road carriage.
337. Do you know the district towards Euabalong? Yes; I have been up and down it during the last fifteen years.
338. Has much settlement taken place there within the last three or four years? Yes; within the last five years.
339. Do you think the construction of the railway to Condobolin has been an incentive to settlement in this district? I think it has.
340. Are you aware that large areas of land will become available for settlement in the district within a reasonable time? I believe so; but I cannot speak as to the areas.
341. Assuming that a large area of that land is suitable for wheat production, do you think the construction of a railway to Euabalong would bring about much *bona fide* settlement? I daresay it would.
342. The construction of the proposed railway is asked for on the ground that the district is good wheat-producing country;—is not the soil capable of producing many other things? I have been here for fifteen years, and have seen one or two crops since I have been here. They have had, at the outside, three of what I should call crops.
343. What would you call a crop? About 20 bushels to the acre.
344. It is said that with a fair price 16 bushels would pay handsomely? I think there is room for difference of opinion on that point.
345. Do you carry much wheat? No; I carry no wheat. Reymond was giving 1s. 3d. for it. They came to me on several occasions, and wanted me to cart wheat from here to Forbes—60 miles—for 10s. a ton.

J. Whittaker.
27 Oct., 1897.

- J. Whittaker. ton. I would not take it, as I reckoned that if I did I should be only making a rod for my own back. I said, "If I cart your wheat to Forbes for 10s. in the wool season they will say that if I can cart wheat for 10s. a ton I can cart wool for 10s. a ton." They pointed out that they wanted to leave an amount which would pay them. A lot of the wheat was taken to Forbes for 12s. a ton, and that left them 1s. 9d. in Sydney. Raymond raised the price here to 1s. 10d., but it was through the carrier taking it away at 12s. a ton that they got their 1s. 10d.
- 27 Sept., 1897.
346. Means of transit not being at the disposal of the farmers, they were in the hands of the miller, who could practically give them what he liked? Yes.
347. But now that railway communication has been established, and there are facilities for getting the wheat to market, is it not possible that a greater area will be put under crop? I believe so; still I would not depend upon the district for wheat. If you get a decent season the land will grow anything.
348. Has the soil ever been examined? No; but I know that in a fair season you could not beat it. In a dry season you could flog a flea from here to Euabalong, and not miss it once. Most of the landowners here have too much land; they do not want any more.
349. You mean they have a certain amount of land idle? Yes; and they have to contend with the scrub, and with rabbits and wallabies. I think that 5s. an acre is quite enough to give for some of the back-country land.
350. Your opinion of the district is not a good one? It is not as far as agriculture goes, but every year I have been here the seasons have been improving. For the first two years I thought the grass would never grow in the back country, and I was wondering how the sheep kept alive.
351. You do not want a railway beyond Condobolin? I should not care whether the railway were made to-morrow; it would make no difference to me; but if you went to much expense to put it down, I do not think it would pay, although it might do so in years to come. When they are getting road-carriage as cheaply as they are getting it now, there is no reason to sing out for a railway. The rate to Forbes is from 12s. 6d. to 25s., yet they are asking for a railway. They are charging 25s. on the railway from Bogan Gate to Condobolin. That, however, is an arrangement with the contractors, and has nothing to do with the railway authorities. It is the contractors' rate for general goods.
352. Do you think it was a mistake to construct a line from Condobolin, and that it ought not to go any further? Yes; and I think a good many people in Condobolin are of the same opinion by this time.
353. Where a charge of 12s. a ton was made to Forbes, I suppose return carriage was guaranteed? No; we had to chance back loading.
354. *Mr. O'Connor.*] What is the distance between Nymagee and Condobolin? About 101 miles.
355. How far off is Tara? About 80 miles. It would be nearly as far from Euabalong as from here.
356. Do you know the country between Euabalong and Hillston? No; but I know it between Euabalong and Mount Hope, and that is about the worst country you ever put your foot upon. The scrub is full of rabbits, wallabies, and wild dog, and there is any a quantity of porcupine grass. If you want to know what the back country is like, you want to go into it after a fall of rain. What will carry you is fit to cultivate, and what will not is no good.
357. You do not think there is much chance of people taking up the land for agricultural purposes out there? Not if they knew what the land is like.

David Scott, grazier, near Condobolin, sworn, and examined:—

- D. Scott. 358. *Chairman.*] You are a grazier? Yes.
- 27 Sept., 1897. 359. How long have you been in this district? Seventeen years.
360. What are your stations? Mowabla and Gulgo North.
361. What do you carry? From 20,000 to 25,000 sheep on the two stations.
362. What is your average clip? From 250 to 300 bales.
363. What is the area of the stations? Gulgo North is 12,000 acres, and Mowabla 32,000 acres. There is some conditional purchase and conditional lease land which is not included in that area. There are about 6,000 acres of that.
364. What is the average carrying capacity of the land? In its natural state, about a sheep to 8 acres.
365. I presume that in a good season it would carry a few more? Not in its natural state. In its improved state it is equal to about 3 acres.
366. Where is your water supply? The river frontage. We have 6 miles of river frontage.
367. Is it good holding ground? Yes.
368. Does the proposed railway pass through any of your holding? It passes through Gulgo North, about 2½ miles back from the river.
369. Does it pass through good country? Through good agricultural land.
370. What is the country like further back? It is yarran and box, with patches of mallee. There are also some low-growing scrubs, such as gooma; that is an edible scrub.
371. What is the country like at the back of your run? To the north and west it is rough country until you come to Melrose.
372. Is it occupied? A good part of it is under conditional purchase and conditional lease, and the other part is abandoned areas.
373. What are the abandoned areas like? There is mallee and some timbered country, which, if cleared, would be fair agricultural land.
374. Do you think there is any prospect of agricultural settlement there? Only on condition that the land is put up at a fair price and railway communication is afforded.
375. Is the land in that direction much infested with rabbits? It has been, but rabbits are now nearly a thing of the past; you see a few here and there.
376. Is that due to the drought? Yes; and the measures which have been taken to exterminate them. My own place is wire-netted, and I have been keeping them down to a considerable extent for some years past; but even outside my wire-netting now it is very hard to find them.
377. Are the abandoned areas also free of rabbits? They are at the present moment, but the rabbits will soon be back again.
378. Are not the neglected abandoned areas a menace to the surrounding property? Undoubtedly.

379. Do you not think something might be done to get these lands occupied;—do you not think people would settle upon them if the conditions were liberal? That is a hard question to answer. The land is left in such peculiar shapes and areas that it would be rather a bold man who would tackle it.

380. You think it would be almost impossible to deal with these abandoned areas properly? Some of it is fairly good land, and might be profitably taken up again. I know of one area of 4,500 acres which was part of my holding at one time. You will have to give a bonus to anyone to induce them to take some of it up.

381. Do you think there is no possibility of dealing with the land under a scheme under which it would be held for a long term at a peppercorn rental with improved conditions? If the Government could see their way to give an extended tenure of this inferior country at a peppercorn rate, the isolated blocks might be taken up by the adjoining lessees; but I do not think any man would take them up by themselves.

382. Do you think the proposed line to Euabalong would be a profitable undertaking? Not in the immediate future, but it would benefit the country to a large extent. It seems to me necessary to bear in mind, in connection with railway extension, that besides inducing settlement it is necessary to keep men on the land. There is a large number of men on the land now who ought to receive consideration, and if they do not get railway facilities many of them will be unable to stay where they are.

383. Past experience shows that? It is being demonstrated every day.

384. The original selectors have not been able to fight against the adverse conditions, and they are selling out to those in a position to purchase? Yes; there has been an inducement to make large estates.

385. With regard to the freehold land, do you think the construction of a railway might have the effect of putting some of it under cultivation on the share system? I can only speak for myself. Since the railway came to Condobolin I have been clearing as fast as I can. My intention is to put 3,000 acres under crop, and I think others will very likely follow suit. I know that many others are clearing with the intention of putting in crops. Without railway facilities that would be impossible. The extension of the railway beyond Condobolin does not affect my own case at all, because Condobolin would be my station. I have no personal interest whatever in the matter. The extension would not benefit me in the smallest degree.

386. Do you think the extension of the railway to Euabalong would attract more traffic in this direction than has come here up to the present? Decidedly. I know the country from Condobolin to Hillston, and I know that for a distance of from 20 to 30 miles from the river it is all good agricultural country. When you get further back, towards Mount Hope, you have a light, sandy soil, which is not good for anything. Without a railway this land would never be taken up.

387. You are in favour of the proposal then? Yes. I heard a former witness speaking of the crops which could be obtained in this district. I have been growing crops here for fourteen or fifteen years—sometimes for hay, but latterly for wheat—and my lowest return, last year, was 14 bushels to the acre. Before that I never had under 20 bushels. Last year was an exceptionally bad year. I was about the only one who had a crop last year, and I had about 14 bushels to the acre. I was the first in the district to send wheat away when the railway came to Forbes; that was in 1894. The price was very low that year. The wheat returned me 1s. 9d. a bushel net, and even at that low price I was left with a clear profit of 4s. 6d. an acre. It was a small profit, but it showed that even at that small price wheat-growing will pay. At 2s. 6d. a bushel it will pay well. The land in this direction is also suitable for malting barley. Cape barley is not worth growing.

388. You have had some experience in agriculture? I had an experience in the old country for thirty years. I farmed in Scotland long before I came to this Colony. I might add I am a little interested in mining at Mowabla. Some ore was sent to Sydney the other day. It is all highly auriferous country, away back from the river. Between the river and the ridges there is what I should call good agricultural country; beyond that you come on to auriferous country, which extends to Mount Hope. It is good grazing land, but it is not suitable for agriculture. I am interested in gold-mining, but there are also silver and copper, and the country is as new as are many parts of West Australia. It has never been prospected.

389. It is comparatively untried? Yes.

390. You think a visit by fully-equipped prospecting parties might result in discoveries? Yes. Mr. Sleco was out there not long ago. He thought highly of the country, and recommended that it should be tried for alluvial, but no one has tried it yet. The fact is, no one has the money with which to make the experiment.

391. *Mr. Farnell.*] You are badly off for water? There is no reason why we should be badly off for water. The catchment is good, and the holding ground is good. As to the rainfall, on my station, taking the last fourteen years, it has averaged 19 inches 40 points. The following are the particulars:—1882, 16·05; 1883, 12·51; 1884, 13·78; 1885, 19·37; 1886, 21·31; 1887, 32·62; 1888, 9·89; 1889, 21·99; 1890, 31·65; 1891, 21·34; 1892, 19·44; 1893, 16·50; 1894, 30·89; 1895, 11·28; 1896, 15·27;—or an average for 5 years of 19·59. Mr. Russell puts the rainfall for Condobolin at 23 inches, but according to the figures I have given it is 19 inches.

392. *Mr. Fegan.*] If a line were constructed from Wyalong, *via* Lake Cudgellico, would that be better for the people of Euabalong than the proposed railway? No; the proposed line would be nearer to them, and they would have a shorter haulage to Sydney.

393. What is the distance from Euabalong to Cudgellico? Twenty miles.

394. What is the distance from Euabalong to Condobolin? It is 40 miles, I believe.

395. But if there were a line to Cudgellico, would it not suit the people of Euabalong better than the terminus here? Yes.

396. For what distance would the proposed line to Euabalong go through your land? For 3 miles.

397. Would you be willing to give any land which might be required for a railway? It would be leasehold land; the line would not touch my freehold.

James Brown Milne, wool-scourer, Condobolin, sworn, and examined:—

398. *Chairman.*] You are a wool-scourer at Condobolin? Yes.

399. *Mr. Fegan.*] How many men do you employ? About eighteen during the season.

400. Where do you chiefly get your wool from? From the Condobolin district—north, south, and west.

401. They only give you a small percentage of the wool? The percentage usually scoured would be about 15 per cent. I should say we scour about 15 per cent. of the clip every year.

J. B. Milne.

27 Sept., 1897.

- J. B. Milne. 402. You are acquainted with the proposal before the Committee for the construction of a line from Condobolin to Euabalong? Yes.
- 27 Sept., 1897. 403. In which direction do you live? About 6 miles up the river from Condobolin.
404. Do you know the country there? I know it all round about Condobolin very well.
405. Do you think there is any prospect of a line from Condobolin paying? I do not think it would pay in the immediate future. Ultimately I dare say it might pay.
406. The river frontages having been secured, there would not be much land to throw open for settlement? There would be a lot of land open for settlement. All the resumed areas have been abandoned.
407. Is it good arable land? Yes; I have lived for several years in the Western Division, and I have seen quite as good crops there as I have seen round about Condobolin. I am talking of the country to the north of Euabalong, in the Western Division.
408. You think that if the proposed railway were constructed, a large area of land, which is now unoccupied, would be taken up? I believe so. I think the line would assist the Government in getting rid of the abandoned resumed areas in the Western Division.
409. Do you think the people would be willing to pay local rates—that is, rates higher than the usual rates—so that there might be some prospect of the line paying? It would be a question with them whether they could get their produce carried more cheaply by team or by railway. Once a railway is constructed people naturally like to get their produce carried at the lowest rates. They do not like to be handicapped as against other lines.
410. Have you had any experience of teams competing successfully with the railway for any length of time? No.
411. Have you heard of such a thing? I have heard of teams running against the railway; but I do not think they have been able to do so for any length of time.
412. A railway gives certainty of carriage? Yes; and with teams there is no certainty.
413. In the case of a railway you can rely upon your produce being at a certain place on the date named? Yes; and in the case of teams that would depend very much upon the season and upon the state of the roads.
414. With teams a great deal of produce is lost or wasted? I would not say that; but you cannot rely upon your getting your produce brought forward on any specified date.
415. If the roads become impassable it depends upon what goods are being carried whether there will be a loss or not; take general goods, for instance? I have known loads of potatoes go bad; that was at a time when we had to cart from Orange.
416. The roads in this district are in a fair condition? Yes, in good weather; in bad weather they are very bad. In flood time the river roads are quite impassable.
417. Do you think the people of Euabalong would be willing to contribute what might be called a local rate, with a view to the railway paying working expenses? It would all depend upon the difference between the railway and team rates.
418. It is estimated that there will be a considerable loss on the line;—do you think that under such circumstances its construction would be warranted? If the railway were going to stop at Euabalong I should say it would not be justifiable; but if the Euabalong section is regarded as part of a national line, I should be in favour of it. The proper course would, no doubt, be to extend the line to Hillston from Euabalong. One reason for a line in that direction is that it tends to divide the country in halves. It seems to me to be about midway between the Hay and the Bourke lines. Any line on the southern side of the river would give an undue preponderance of railway communication to the people living there.
419. If a line were constructed to Hillston, *via* Lake Cudgellico, do you think it would supply local wants? I still think that in the future something will have to be done with that enormous area of country to the north-west of Condobolin, which would be without railway communication.
420. Would not a line through Cudgellico meet all requirements? You must remember that those using it would have to get across the river.
421. Where are the crossings? There are two crossings. There is one bridge at Euabalong, and another 10 miles further down.
422. Neither of them are good enough to take a railway over? I think not.
423. In your opinion, the best way to serve the people of Euabalong and to induce settlement upon a large area of land would be to construct the proposed railway? I think so, as a step in a line further westward.
424. Do you not think the people would be willing to pay local rates? It is quite certain that they will not send their goods by railway if they can get them carried more cheaply by team.
425. Where would be the market for general produce if the railway were constructed? I suppose the market for wheat will very soon be where our market for wool is—Sydney.

George Daniel Woodall, postmaster, Condobolin, sworn, and examined:—

- G. D. Woodall. 426. *Chairman.*] How long have you been stationed here? Two years next Christmas.
427. *Mr. O'Connor.*] You are acquainted with the proposal to extend the railway to Euabalong? Yes.
- 27 Sept., 1897. 428. Have you formed an opinion in regard to the proposed extension? The evidence I can give you relates only to mail matters.
429. You send mails to Euabalong? Yes.
430. What is the amount of mail matter passing between Condobolin and Euabalong? About 400 letters weekly, 250 newspapers, and twenty parcels. We receive from Euabalong 200 letters, twenty-five papers, and six parcels.
431. You have telegraphic communication with Euabalong? Very little.
432. What do you pay yearly for the mail between Condobolin and Euabalong? On the north side of the river, £58 for a bi-weekly mail; on the south side, £78 for a bi-weekly mail; in all, £136 annually.
433. Have you noticed any appreciable increase in the postal business since you came here? Yes; in Condobolin.
434. To what extent has it increased? I think that during the last twelve months there must have been an increase of 20 per cent.
435. I suppose that if the population increases your business would also increase? Yes.

436. *Mr. Farnell.*] Can you give us any information as to the quantity of traffic now going to Victoria which would be intercepted by the continuation of the proposed railway to Hillston? The tendency of the Hillston trade, as a whole, is to go to Victoria, because the stations there are largely held by Victorian companies, but there are places situated between Euabalong and Hillston which would sooner come here. They would rather drive here and go by train to Sydney than go to Carathool and take the Southern line. The road in this direction is better for stock.

G. D.
Woodall.
27 Sept., 1897.

437. From your experience in the district, and your knowledge of its trade, do you think it likely that a railway to Hillston would divert much traffic now going to Victoria, and bring it to Sydney? I think that if a railway were constructed to Hillston the trade of the district would come to Sydney.

438. *Mr. O'Connor.*] Do you know the character of the land between Euabalong and Hillston? There is not much agriculture on the river between Euabalong and Hillston. Agriculture is carried on more to the south, towards Gunbar.

439. I understand that you were in the Hillston office at one time? Yes; eight years.

440. During your eight years at Hillston what quantity of trade was done in this direction? All the trade then went to Hay and Carathool.

Lachlan McLean, grazier, Boona West, sworn, and examined:—

441. *Chairman.*] Have you been long in the locality? Twenty years. I am situated about 25 miles north of Condobolin. L. McLean.

442. *Mr. Farnell.*] To what railway station do you send your produce? Until this year we had to do business with Trangie, on the Western line. Last year we sent to Parkes. 27 Sept., 1897.

443. And immediately the railway is opened to Condobolin you will use that section? Yes.

444. Will the proposed extension from Condobolin to Euabalong benefit you to any extent? Not at all.

445. It will not offer you further facilities than those you already have? No.

446. Have you a pretty good knowledge of the country between here and Euabalong? I have.

447. Do you carry on agriculture at Boona? I merely grow hay for local consumption.

448. Do you think the country between Euabalong and Condobolin is suitable for close settlement? A great portion of it is.

449. You think it would be worth while to clear the land of scrub and put it under cultivation? Yes; if the land were under certain conditions. Of course, some scrub land is the best of agricultural land when cleared.

450. Which scrub land would you say would be the best for agriculture? The yarran and gooma country.

451. Would you consider pine scrub land when cleared inferior? No; in some cases the pine country is the best agricultural land; there is generally a good depth of soil.

452. You think, then, that the proposed railway would be an incentive to a large number of persons to engage in agricultural pursuits? I think it would.

453. Have you considered the question from a broader standpoint than that of affording railway communication to Euabalong;—have you considered the question, for instance, of railway extension to Hillston? Yes; in my opinion the railway should go further than Hillston—right through to the Darling and Broken Hill.

454. Having a knowledge of the Hillston district, do you think a railway in that direction would be a means of diverting a good deal of traffic from Victoria to Sydney and intermediate stations? I think it would; I can only speak of the matter as it affects myself. I know that if I were there, I would not send my produce to Melbourne if I could send it to Sydney.

455. You think, then, that confining ourselves to this particular section, if the obstacles to settlement were removed, it would have the effect of putting a number of agriculturists on the soil? Yes.

456. What is the land capable of producing besides wheat? It would produce anything at all with irrigation. The seasons here are a great drawback and no railway will alter them; we shall always be subject to dry seasons.

457. Do you think the average rainfall is suitable for the growth of wheat? Yes; we have an average of about 22 inches.

458. I suppose your idea is that those who go on to the soil in this district must combine farming with pastoral pursuits? Yes; a good portion of the land between here and Euabalong, on the northern side of the river, would be suitable for settlement only in comparatively large areas.

459. What do you regard as the minimum area upon which an agriculturist could support himself and family? If the land is really good, a man might do with 640 acres; in other parts he would want 6,000 acres. But taking a radius of 10 or 12 miles from the river all the land is pretty good.

460. But is it available for settlement? A great portion of it is.

461. Where land is not available, do you think freeholders would be likely to prepare their land for the halves system if a railway were constructed? I think they would do so. Many of them will have to do something; wool-growing does not pay now; they must turn their attention to something else.

462. On the whole, do you think the line is a necessity? It would be a great advantage; In fact, I think it would benefit the whole country.

463. You do not think the fact that the line will not pay interest and working expense would be a justification for refusing to construct it? I do not think so.

464. You think the advantage derived by the main line from the traffic which would pass over this section would be sufficient compensation? That, and the settlement which would follow railway construction.

465. Can you speak as to the quality of the wheat grown in this district? Yes; and I had some experience in wheat-growing. I have seen cultivation carried on here for a number of years, and have watched the result.

466. Is the quality of the wheat considered good? Yes.

467. Is it equal to the Molong wheat? I would not say that it was; in some years it would be as good.

468. Have you known the crops to be attacked by rust? I have seen rust here; but it has been only in very wet seasons.

469. Have you tried growing lucerne, or ensilage? Yes; I am growing lucerne.

470. Have you made it a success? Yes; I put in some 12 acres by way of experiment some three years ago. It was put in in only a primitive way; but it grew very satisfactorily, and it is now as thick as it was the first year.

- L. McLean. 471. Had the land upon which you grew lucerne been previously under wheat? I have been growing hay crops upon the land for nearly ten years.
- 27 Sept., 1897. 472. Is your experience in the production of barley and oats as satisfactory as in the case of wheat? I have never tried barley; but I have grown oats successfully. I have seen them 6 feet high.
473. I take it then that you are in favour of the construction of this railway, although it will not materially benefit you, seeing that you have already railway facilities? Yes; the construction of the line would not benefit me. Condobolin is the nearest point at which I should touch the railway.
474. *Chairman.*] What is the size of your holding? My leasehold is 38,000 acres.
475. What number of stock do you carry? I had as many as 45,000, but this year the number is very much reduced.
476. You have had a rough time of it with the drought? Yes.
477. What area have you under cultivation? Somewhere about 50 acres. I am preparing 300 or 400 acres for the plough.
478. You intend to increase the area now that the railway is at Condobolin? Yes; I intend to put in some more lucerne.
479. The advent of the railway has induced you to put a considerably larger area of land under cultivation? Yes.
480. *Mr. Farnell.*] Do you think dairy-farming could be carried on successfully here? Dairy-farming could be carried on very successfully on the river, because you could always irrigate, and have green food for your cattle.
481. In a fair season the natural grasses and herbs are splendid for dairy purposes? Yes; but they very soon dry up, and you want green food for milking cattle.

John Henry Pears, Bookkeeper to the Railway Contractors, Railway Extension from Bogan Gate to Condobolin, sworn, and examined:—

- J. H. Pears. 482. *Chairman.*] I believe you have some figures to give the Committee with reference to the traffic of that line? Yes; up to the present we have carried about 150 tons of wool from Condobolin to Bogan Gate in about three weeks. During the last three weeks we have carried 900 bales. That is greasy wool; it would average about six bales to the ton. Since April last we have been carrying goods. In the six months we have carried between 600 and 800 tons of goods; that would be inward.
- 27 Sept., 1897. 483. Could you give us an idea where the bulk of those goods would go to;—within what radius of Condobolin would they go, for instance? The bulk of the goods would come into Condobolin.
484. It is practically a distributing centre? Yes; and it is only within the last few weeks that the stations have been getting in there shearing supply.
485. It is a particularly busy time of the year with them? Yes.
486. What extent of passenger traffic have you? The passenger traffic has been pretty fair.
487. What number of passengers have you carried during the six months to which you have referred? We have carried between 600 and 700.
488. An average of about 100 a month? Yes; judging from the amount we have collected for fares.
489. *Mr. Farnell.*] Do you carry any stock? Our stock-yards are not yet completed, so that we have very little stock traffic. We have had about fifteen or twenty truck loads from Orange and Melbourne. Persons here have been getting cattle from Orange, and stud rams from Melbourne.
490. Do you think you will have considerable traffic in stock when your yards are completed? Yes, because the stations out towards Nymagee will bring their stock this way.
491. You think the construction of a line to Condobolin will divert traffic from the Western line? Yes; they prefer coming this way.
492. Is that on account of the better road or the shorter distance? I think it is on account of the better road, from what I can gather.
493. What would be the effect of railway extension to Euabalong do you suppose? I do not know the district well enough to say. There is a portion of Mr. Whittaker's evidence which should be corrected. He spoke of Melrose shearing on 40,000 sheep. Four years ago they shored 130,000. It is a property of a quarter of a million acres.

James Rabinowitch, storekeeper, Condobolin, sworn, and examined:—

- J. Rabinowitch. 494. *Chairman.*] How long have you been resident here? Fourteen years.
- 27 Sept., 1897. 495. *Mr. O'Connor.*] I suppose you do an extensive business? I do a fair business; it is slack at times.
496. With what portion of the district do you do business chiefly? With the floating population.
497. You are well acquainted with the proposal to extend the railway to Euabalong? Yes.
498. Do you know the country in that direction? Pretty well.
499. Has it increased in population since you have been here? Not a great deal, and it is not likely to.
500. Are you any judge of the quality of land? I know good land when I see it.
501. Have you any land of your own? Yes; I have 1,870 acres within 4 miles of the town, and I also rent some paddocks.
502. Is your holding freehold? Yes; with the exception of the selections.
503. Have you any land towards Euabalong? No; and I should not like to have any either. It is rabbit-infested country. The rabbits died out considerably during the drought, but they are now increasing again.
504. Would you join a syndicate for the construction of a railway between Condobolin and Euabalong? No.
505. And you do not think it would be a good thing for the State to make a railway in that direction? No.
506. You do not think a railway to Euabalong would induce much settlement? No; in my opinion it would be a decided failure.
507. What was the condition of Condobolin when you came here first? There was more population before we ever saw the railway. Now it is decidedly decreasing. Ten years ago there was more money in the place, more population, and more traffic.
508. How do you account for the decline? In the first place the railway was extended from Dubbo to Bourke, and a number of stations such as Melrose sent traffic in that direction. Then Wyalong broke out, and we lost the entire trade that way. People who formerly did business with us now go to Wyalong, Barmedman, and Temora.
- 509.

MINUTES OF EVIDENCE—RAILWAY FROM CONDOBOLIN TO EUABALONG.

509. Before the discovery of the Wyalong field you did a large trade in that direction? Yes.
510. You attribute the decline of trade in Condobolin, then, to a variety of circumstances? Yes.
511. You do not think the railway has done the district of Condobolin any good? In my judgment it will not do so. It is a mode of easy transit, but it does not contribute to the welfare of the country from a practical point of view. I regard it as a waste of public expenditure. The line from here to Molong will never pay, and the proposal to construct a line to Euabalong is simply outrageous.
512. Do you know the country from Euabalong to Hillston? No; but I know that some selectors out that way have not been able to make their holdings pay. It is right enough in a moist season, but as a rule it is anything but an agricultural district.
513. You get your supplies from Sydney direct? Yes.
514. What is the rate from Sydney to Bogan Gate? The rate for third-class goods would be about £6 15s. per ton.
515. What would they comprise? Sugar, tea, general groceries, rock salt, fencing-wire, and other things of that sort.
516. I suppose that when the Government take over the line from Bogan Gate to Condobolin the total charges will be about £7? Yes.
517. What do you consider that the land near Condobolin is best suited for? Grazing. Until a few years ago the district was never dreamt of in connection with anything but sheep.
518. Do you think that the existence of the railway would induce graziers to plant wheat? I think not.

J.
Habinowitch.
27 Sept., 1897

Richard Whitehead, station manager, Borambil, sworn, and examined;—

519. *Chairman.*] How long have you been resident in this locality? Eleven years.
520. How many years have you been engaged in managing stations? Twenty-one years.
521. What is the acreage of the run you are now managing? 80,000.
522. What is the freehold? 36,000.
523. How many sheep have you? This year we shored 35,000; but we have shorn 70,000.
524. Does the present line go through your freehold? It just touches the freehold land.
525. Have you any land under cultivation? Yes; with lucerne and hay.
526. You have never tried wheat-growing? Yes; we tried it on the halves system last year. I had 1,000 acres prepared for the plough, but there were no applications for the land.
527. Had you any applications this year? I put in 100 acres this year myself.
528. But had you any applications on the share system? Yes; one man from Corowa has taken 400 acres.
529. What are the terms? I prepare the land and get ready for the plough, and find all the seed. The farmer puts it in and takes it off, and gets the first 4 bushels. After that we halve it; if there were 10 bushels, there would be 5 bushels for each of us.
530. How far are you from the river frontage? The river goes right through the run.
531. Where is your cultivated land? On the river frontage.
532. Do you think there is a probability of the share system being generally adopted in this district? I do not think so; I do not think it would pay very far off the river.
533. So that really you are cultivating under the most favourable conditions? Yes.
534. Do you think a line from Condobolin to Euabalong would benefit the district very much? It would benefit the few settlers who are here, no doubt.
535. Do you think they would object to pay local rates? You may be sure they will get their produce carried in the cheapest way possible.
536. Do you think that if local rates were charged competition would set in between the carriers and the railway? Yes.
537. Therefore you cannot look to local rates as helping to recoup working expenses? No.
538. You think the rates would have to be ordinary rates? Yes.
539. Are you troubled with rabbits on your run? No; we are fenced in.
540. Could you give the Committee any idea of the cost per mile of rabbit-proof fencing? It would be £60 or £70 per mile.
541. What water have you on your run besides the river frontage? There are creeks; we have weirs on the river which turn the water into the creeks.
542. Have you any tanks? A few.
543. It wants a fair amount of capital to cope successfully with the rabbits on the big holdings here? Yes; our run was fenced in ten years.
544. You made yourself secure from the rabbits to a great extent? Yes; there were very few rabbits when we fenced in.
545. You do not think there is any likelihood of the settlers who would be served by the railway agreeing to pay local rates? I think it would be a mistake to rely upon that.
546. Have you any cattle? 400 cattle and 100 horses.
547. Have you any cultivation at the homestead? About 1,200 acres of lucerne.
548. You do not think there is much possibility of a line to Euabalong paying for some years? No.
549. You think the line goes far enough west now? Yes.
550. You are on the right side of Condobolin, so far as railway communication is concerned? Yes.
551. The extension to Euabalong would not benefit you in any shape or form? No, not a bit.
552. You are acquainted with the country towards Euabalong? I know it well.
553. Do you think railway extension to Hillston would be beneficial? It would divert a lot of wool which now goes to Victoria. I do not say which way such a line should go, whether *via* Euabalong or some other point.
554. As a resident of the Hay district before you came here, you are able to speak with authority in regard to the diversion of traffic? Yes.

R.
Whitehead.
27 Sept., 1897.

James Dunn, butcher, Condobolin, sworn, and examined:—

555. *Mr. Farnell.*] You have been here, how long? Four and a half years.
556. Have you noticed any development in the district since you came here? In a few odd places. The mineral resources are not developed; it would require capital to do that.

J. Dunn.
557. 27 Sept., 1897.

- J. Dunn.
27 Sept., 1897.
557. Have you noticed that consequent upon the extension of the railway the cultivated area has increased? The season has been so bad that you can scarcely say what the effect of a railway would be. We shall have to wait a year or two before we know what the result will be. No doubt more wheat will be grown here than has been grown before. Between here and Euabalong I know of only one or two persons who have any crop in. I suppose there might be 200 acres cultivated between here and Euabalong. Outside of a radius of 5 miles of Condobolin, no increased area has been put under cultivation towards Euabalong. The Taylors are the only two I know of who have any crop in.
558. But within a radius of 5 miles of Condobolin the cultivated area has been increased? Yes.
559. And you think that that is owing to railway extension? Yes.
560. Is it not natural to suppose that further cultivation will ensue if the line be extended to Euabalong? No doubt that would be the case if they could get the land, but all the land suitable for agriculture has been secured.
561. You do not think sufficient land will be available for agriculture to afford a reasonable prospect of the line paying? No.
562. Have you any practical knowledge of farming? Yes; I was brought up to it in the old country.
563. From your knowledge of the district, then, you think a railway between Euabalong and Condobolin would be unjustifiable? I cannot see how it would pay. There are very few settlers between those two points.
564. Do you think that if a railway were taken on to Hillston it would be likely to pay? Not if it were taken down on the northern side of the river. The land beyond Euabalong is very poor until you get about 20 miles from Hillston; then it is good country. On the southern side the land is much better.
565. I suppose the persons settled between here and Euabalong are mostly graziers? Yes; with two exceptions they are all graziers.
566. Are the selectors dependent entirely upon what they make from their selections? Not many of them work for the stations; they make their living on the land. I am always moving about them, buying stock; so that I am able to say pretty well what they do.
567. Do you think that if a railway were taken to Hillston, *via* Lake Cudgellico, the people of Euabalong would be likely to use the line? Yes; it would be only 18 miles away.
568. *Chairman.*] From your knowledge of the country do you think there is any prospect of stock traffic increasing if a railway be constructed? The plain country here is good fattening country, and the back country, when improved, is very passable; but it is of no use whatever before it is improved. It is not worth 1s. a section; it is infested with vermin. If you go through the scrub you can see rabbits and wallabies by the thousand; and they will continue to be a nuisance as long as the scrub remains. I have about 300 acres for a home and for business purposes. No one would take up the land, it was so badly scrubbed and infested with vermin. I have applied for it as a scrub lease, but have received no answer.
569. *Mr. O'Connor.*] You would improve the holding if you obtained a scrub lease? Yes; I should destroy the vermin to begin with.
570. You think the cost of putting the back land in order, and making it fit for the plough, is too great for ordinary settlers? Yes.
571. Therefore, the only country you could depend upon to return freight to the railway would be river-flats and patches of open country? Yes; the open country, after it has been improved about five years is very fair country.
572. You have a fairly good stock route to Condobolin along the river? Yes.
573. Do you think the construction of a line to Euabalong would bring any more stock in this direction than comes now? It would not bring more stock; but it might induce a little more settlement, although the available areas are rather small. In this part of the country a man cannot make a living on a small area; he must combine agriculture with grazing.

Richard Volkman, brewer, Condobolin, sworn, and examined:—

- R. Volkman.
27 Sept., 1897.
574. *Chairman.*] You have some knowledge of the proposal before the Committee? Yes; I have been travelling about the district between Cudgellico, Mount Hope, and Condobolin for about fifteen years, but for the last twenty-one months I have been resident in Condobolin.
575. Do you favour the construction of the proposed railway? I do;—I think it would induce settlement in that direction wherever land was available, and that it would be beneficial to the country generally.
576. Do you think it would attract any more traffic than comes in this direction at the present time? It would not attract more traffic here, but it would bring traffic to Euabalong, and might induce people to settle on the land in that direction.
577. Do you think it would be justifiable to construct the line in view of the probable loss of nearly £4,000 a year? There would be a great loss for a considerable time, but it would be recouped after a certain number of years, when people were settled upon the land. It would take a considerable time.
578. Do you think the extension to Condobolin will induce people to settle in the district, and thereby set up a claim to further extension as time goes on? Yes.
579. If the line is extended beyond Condobolin you think it should be taken as far as Hillston? Yes; there is plenty of good soil down there, which, with a rainfall of 20 inches, will grow anything; but there is an average rainfall of only 18 or 19 inches. In my experience, if the sandy red loam you find there is looked after in a proper manner, it will grow anything in the fodder line. The same observation applies to the country between Mount Hope and Condobolin. I know of a crop of 10 acres out at Mount Hope which averaged in one year 3 tons to the acre and 40 bushels of wheat. That was an exceptional season, but with a rainfall of about 20 inches you might expect a yield of from 25 to 30 bushels.
580. How far back from Euabalong would that be? About 40 miles. I am speaking now of the country at Mount Hope. The surrounding country is patchy; it is heavily timbered with fine scrub, yarran, and box. The land must be good to carry the timber it does.
581. Is there much mining being carried on at Mount Hope at the present time? It is improving, and I think that if a railway line went anywhere near the place further employment would be given on account of the reduced rates of haulage. If they paid less carriage they would also be able to give better wages.
582. But the land you are speaking of at Mount Hope is in the Western Division, and will not be available for settlement until the year 1918? It is so.

TUESDAY, 28 SEPTEMBER, 1897.

[The Sectional Committee met at "Byrne's Hotel," Cugong, at 8 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq., M.P. (CHAIRMAN).

The Hon. DANIEL O'CONNOR. | JOHN LIONEL FEGAN, Esq.
FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Edward Byrne, farmer and hotel-keeper, Cugong, sworn, and examined:—

583. *Chairman.*] How long have you been here? It is seven years since I took up the hotel here.
584. Have you been carrying on farming operations all that time? Yes; in a small way.
585. What area of land have you here? I have only 40 acres of purchased land. I have no leased land.
586. Have you a pretty good knowledge of the country through which the proposed railway would pass? Yes.
587. You know the surveyed route? To a certain extent, as far as Hillston; I also know it all the way to Condobolin.
588. What sort of country is it? The soil is principally sandy red loam.
589. Is it chiefly freehold or leasehold land, or how is it held? I cannot speak as to that, but from here to Condobolin it is all good country, it is sandy soil, and it is in the Central Division.
590. Is there much settlement? There is a good bit of Crown land going back a bit from the river.
591. Are there many settlers here besides yourself? There are not many handy; but there are a good many on the back of Kiacatoo, about 12 miles from here.
592. Do you know of some selectors named Taylor? Yes; they are 12 miles from here to the north of the surveyed line. There are the father and two sons. They combine grazing with farming.
593. Do they farm on a fairly large scale? Not very large. I think they have about 200 acres each under cultivation; they are increasing the area under crop every year.
594. Do you think the construction of a railway would lead to more settlement of that kind? I think so.
595. Is there any great demand for land about here? Yes. There is a good demand.
596. Do you know of other settlers besides those to whom you have referred? Yes; there is a settler named Austin a little further north, and another named Waite. There are a good few settlers about there, but I forget their names.
597. They are all in the Central Division? Yes.
598. The line passes from here to Hillston through the Western Division? Yes; the boundaries of Kiacatoo and Booberoi are the boundaries of the Western Division.
599. The land between this point and Euabalong being in the Western Division would not be available for settlement until 1918? A portion of it would not be.
600. So that even if a railway were made from Condobolin to Euabalong there would be no land available for settlement beyond Cugong? The lessees further back towards Mount Hope have abandoned portions of their runs.
601. Has anyone taken up any of the abandoned land? No; the leases are too big for small holders. They would not take up 10,000 acres; that is where the difficulty comes in.
602. Then there is very little prospect of close settlement between here and Euabalong for some years to come? Not unless the land law is altered.
603. Is the land about here fit for agriculture? Yes.
604. You have an exceptionally good patch? Yes; it is a very good patch.
605. How did you acquire your 40 acres? It was an old selection before the divisions were proclaimed. I think it was taken up under the Act of 1861.
606. Is there much cultivation between here and Condobolin outside of the settlements you have named? Not until you get further north. There are not many settlers between here and Condobolin.
607. Is that owing to the nature of the country, to the want of railway communication, or what? I suppose the distance from market has something to do with it. There is a difficulty in getting produce away.
608. Do you think the construction of a line would increase settlement in any way? It would increase where land is available in the Central Division.
609. The river frontages are practically freehold land, are they not? Yes.
610. They have been bought up by the lessees? Yes.
611. The selectors have sold out? Yes; but a lot of land is to be thrown open upon Kiacatoo shortly.
612. Do you think that, from what you have heard, there will be much demand for it? Yes.
613. Is the land far back from the river? Some of it fronts the river, but it is not surveyed yet. I do not know the exact location.
614. What crops do you principally grow? I have been growing only hay.
615. Do you think a line through this country would pay? I think it would.
616. Do you think it would be of any advantage to remove the terminus from Condobolin to Euabalong? Yes; it would benefit the mining at Mount Hope.
617. In what way? It would give them a chance to get their copper away; they have now to cart it 100 miles, and they can only send away the best of the ore.
618. Is there no machinery for treating it at the mine? I do not think so. They turn it into copper matte and it is then sent away for treatment. I do not know where it is treated.
619. Have you any idea of the extent of the mineral deposit at Mount Hope? No.
620. You do not know how many men are employed there? No.
621. It is questionable whether the construction of a railway would be justified, having regard to the freight it is likely to receive from mining? Quite so.
622. Do you think a railway to Hillston would intercept much traffic that now goes to Victoria? Yes; I think a lot of it would come this way instead of going to Carathool.
623. You think that if the railway is extended beyond Condobolin it would be advisable to go a little further than to Euabalong? Yes.

E. Byrnes.
28 Sept., 1897.

- E. Byrnes. 624. You do not think it will be advisable to leave the terminus at Euabalong? No, certainly not. I think the line should be extended to Hillston.
- 28 Sept., 1897. 625. Has the opening of the railway to Condobolin increased the traffic along this road? Not much yet, because the wool season is only just starting. I have heard that there are two or three sheds further along which formerly sent wool in the other direction which are sending it to Condobolin this year. They seem to think there may be some difficulty in getting it away from Condobolin, in consequence of the line not having been handed over by the contractors.
626. You think then that when it is generally known that the line has been handed over by the contractors there will be a general increase in traffic? Yes.
627. Do you think a terminus at Euabalong would secure more traffic than the terminus at Condobolin is likely to secure? It would get a little more.
628. Do you not think there would be a great increase? I do not suppose it would make very much difference.
629. But if the line were extended towards Hillston, you think there would be a big increase of new traffic? Yes.
630. I suppose it would attract traffic from Ivanhoe and Mossgiel that now goes to Victoria? Yes. This would be the more direct route.
631. *Mr. O'Connor.*] Do you know anything at all of mineral development at Cugong? I have heard a lot about it, but I do not take much interest in it. As far as gold is concerned, there is nothing very striking going on.
632. There is nothing to indicate a likelihood of much mineral development? There has not been up to the present. There is one mine working here—the Yellow Streak. It is being worked on tribute, but there have been only three working there for the last five months.
633. Is that the mine known as Winter's mine? That is further back still.
634. Is that a recent discovery? It has been discovered for some time, but being on private property it has not been possible to work it until lately.
635. What kind of land is it between here and Hillston—agricultural or pastoral? It is all good land for cultivation from here to Hillston, until you get within a few miles of the town, then a portion is grazing country.
636. Do you think that, with railway communication in that direction, there would be much increased settlement? Yes.
637. Is the country between here and Hillston settled? There are not many small holdings. It is principally under pastoral occupation.

Herbert Evans, miner, Cugong, sworn, and examined:—

- H. Evans. 638. *Chairman.*] You are a miner, resident at Cugong? Yes; I have been here for the last twenty-four years.
- 28 Sept., 1897. 639. *Mr. Fegan.*] You were examined by the Sectional Committee which took evidence here with reference to railway extension from Condobolin to Broken Hill? Yes.
640. There has been no alteration in mining prospects here for some time? No; things have been very slack; nothing has been tried for. There has been some mining at Bobedab, some 60 miles north from here; they have had a very good show there, and it promises to be a rich field.
641. *Mr. O'Connor.*] Whose mine is it? Tyndall, I think, was the original prospector; but I cannot be sure; I have not been out there since it started. I know they have been getting working appliances.
642. *Mr. Fegan.*] You know the route by which it is proposed to take the railway to Euabalong? Yes.
643. Do you think there is any prospect of that line paying? Yes. It might not do so at first; but it would be a means of opening up a lot of country for agriculture which is now used for pastoral purposes.
644. Have you noticed any difference in the traffic passing towards Condobolin since the line was opened there? I have not seen much difference. It has not been there long enough yet to make any difference; besides, it has not been taken over by the Government yet. There is nothing but wool to be sent that way, and one half of the wool is not yet off.
645. What do you mean, then, when you say the line will pay in the near future? I think wheat will be grown.
646. Have you any interest in mining about here? None whatever.
647. Have you much faith in the mines here? I have. There is the Cugong mine, four miles from here. There is gold to be got in leaders running parallel with the Yellow Streak; they have been getting gold, but not in payable quantities.
648. You were working there for some years? Two or three years.
649. You found it useless to go on? I gave up working there because I had not the means to prospect. I believe the gold is there.
650. You think that if prospecting were carried on there payable gold would be found? Yes.
651. What is the extent of the mineral country? It extends nearly to the Darling.
652. You do not think mineral freight would be a factor worth thinking of in any railway returns? I do not think so.
653. Is there any land about here which could be thrown open for close settlement? Well, there would be the river frontage, which has been locked up on the travelling stock reserve. Of course, the best land has been secured by the stations.
654. Is not a large portion of the river frontage freehold? It is now.
655. The remaining land will not be available before 1918? I do not think so; but homestead leases could be taken up.
656. What area would be enough to support a man with a family? 2,560 acres.
657. There would not be many leases taken up if everyone were compelled to take 10,240 acres? There is a tremendous area of country open now to homestead leases, which has not been taken up. The area is too big.
658. You do not think the absence of a railway is the cause of its not being taken up? That may have something to do with it. You cannot expect people to start growing wheat without a market.
659. You know that the Taylors are growing wheat without a railway here? Yes; but they would be all the better off if they had one.

660. What is there to hinder other persons from showing their *bond fides* in the same way;—has there been any cultivation here during the last twelve months? At Euabalong station, but not in this neighbourhood. At Boöberoi they are growing some wheat; but there is none grown just at Cugong. H. Evans.
28 Sept., 1897.
661. *Mr. O'Connor.*] Have you a lease? No; I am a selector. I have 140 acres on the river.
662. What portion of it is under cultivation? I have only about 2 acres now; but I have 10 acres ready for next year.
663. Do you think, from the little cultivation you have done, that the land is fit for agriculture? Yes; it is good soil as far as I have tried it in the garden.
664. Do you think that soil is a fair specimen of the soil in the district? Yes.
665. You regard the land as valuable, then? Yes; I think it is worth £2 per acre.

William Hezekiah Crouch, Cugong, sworn, and examined:—

666. *Chairman.*] You are a resident here? Yes; I have a settlement lease on the southern side of the river, about half a mile from Cugong. W. H.
Crouch.
28 Sept., 1897.
667. What is your area? 1,957 acres.
668. How long have you been here? Since January last.
669. *Mr. Farnell.*] Do you know the route of the proposed railway? Between here and Condobolin, but not further down.
670. I suppose you would use the railway? Yes.
671. What is your nearest station? Condobolin.
672. What area have you under cultivation? None at present. I have only just fenced the land in.
673. Do you propose to put any land under cultivation? I certainly should if I had the railway near me; but in the present state of matters I cannot carry out much cultivation, because I could not get my produce to Condobolin in a wet season.
674. How would you get across from the southern side to the railway? Until a bridge was made we should have to cross by boat; but it would pay me better to do that than to haul the produce to Condobolin by team.
675. Are there any settlement leases adjoining you? Yes; three.
676. Have they the same area as yourself? One has 3,200 acres, and another 1,920 acres.
677. Have either of those lessees any land under cultivation? Not at the present time. They are newcomers.
678. Do you know of any other areas in the district likely to be thrown open to settlement within a reasonable time? I do not.
679. You are in the Central Division? Yes; the Central Division goes further down the river on the south side than on this side.
680. Do you know of any leases within the Central Division falling in within the next year or two? No.
681. Then, supposing a railway were constructed here, what chance would there be of farmers taking up land for cultivation? I should put in 200 or 300 acres, and I daresay others would do the same.
682. Are you a practical farmer? Yes; I have been farming all my life. I have been on Milby, about 30 miles from here in a south-easterly direction.
683. Would that district be served by this railway? No; Condobolin would be the nearer station.
684. I suppose that if there were a railway here you would not confine yourself to wheat-growing? No; I think the soil is good enough to produce almost anything with a regular rainfall. Oats and barley, and oven corn, will grow.
685. At what price would wheat pay you? At from 2s. 10d. to 3s. 6d. per acre.
686. You regard 2s. 10d. as the lowest paying price? Yes.
687. Do you think the land here would be suitable for dairying purposes? No doubt it would on the river frontage, on account of the green feed.
688. What would you call the river frontage;—how far would the land go back on each side? Say 5 or 6 miles.
689. You think that within that distance the land could be utilised for dairy farming? Yes.
690. Supposing there were a railway to Euabalong,—upon what would it have to depend for traffic? I cannot say; but as I pointed out, there would be a large area put under wheat. I myself would put in 200 or 300 acres.
691. You yourself would send away about 120 tons of wheat? Yes.
692. You propose to go in for mixed farming? Yes.
693. What run are you on? Brothertonery.
694. Supposing there were a railway station just about here, how far would you have to come with your produce? One and a half mile, because I do not propose to build on the river; I should be back a short distance.
695. How far are you from Condobolin? Thirty miles.
696. Supposing wheat-growing failed, to what use could you put the land? I should go in for dairying. I think the land is suitable for that within certain limits.
697. Is there any land near you which could be settled upon at the present time? No.
698. How many settlers within a radius of 10 miles of you would be likely to use the railway if it were cleared? Perhaps half a dozen.
699. They are settlers who have recently come here? Yes.

WEDNESDAY, 29 SEPTEMBER, 1897.

[The Sectional Committee met at the Court-house, Euabalong, at 4 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

FRANK FARNELL, Esq.

JOHN LIONEL FEGAN, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Henry Cabot, storckeeper and hotel-keeper, Euabalong, sworn, and examined:—

- H. Cabot.
29 Sept., 1897.
700. You have some knowledge of the proposal before the Committee? Yes.
701. How long have you been residing in the district? Twenty-one years.
702. You have been carrying on business here during the whole of that period? Yes.
703. Then you can give the Committee some idea as to the progress or otherwise of the district? Yes; business has gone back during the last few years.
704. Are you in favour of the proposed railway? I am.
705. Will you give your reasons for thinking that the railway should be constructed? It will, no doubt, promote settlement. A lot of traffic will come in this direction from Mount Hope, Errimeran, and Tara.
706. Do you think the proposed railway would bring any traffic in this direction which now goes to Victoria? I think the traffic from Errimeran, which has gone to Nyngan, would come this way, and, in my opinion, wool between here and Hillston would also be attracted.
707. Where does that wool go to now? Across to Whitton.
708. One effect of the proposed railway, I gather, would be merely to bring traffic on to our railways at a different point from that to which it now goes? Yes.
709. Has the extension to Condobolin had any appreciable effect in bringing traffic in this direction? It is bringing more wool this way.
710. Clips are coming this way now which did not come here before? Yes.
711. You think that is a direct result of the extension to Condobolin? Yes.
712. You do not know the quantity, I suppose? No; I do not think the line has been long enough opened to enable us to form an opinion as to the traffic yet.
713. Being at the commencement of the shearing season, you have not an opportunity to form an opinion as to the points from which the principal increase would come? No.
714. How do you account for business going back here during the last few years? Most of the selectors have left the district.
715. From force of circumstances they have sold out and left? Yes.
716. The result of attempted settlement in this part of the country has been, therefore, to increase large estates? That is so.
717. Do you think there is any prospect of the land here being worked under the share system? If the railway comes here I think persons will prefer to go on to the land on their own account to entering into an agreement of that sort.
718. Where are they going to get the land? Of course, if the Government do not resume they cannot get it at present, because the leases do not expire until 1918. Of course, the law might be amended, or the Government might resume within a certain distance of the railway-line. If land could not be obtained there might be a certain amount of settlement on the share system.
719. Do you think the land is fitted for agriculture? I think so.
720. Up to Cugong the line would run through the Central Division? Yes; but we were led to suppose the Government would resume land in this direction on each side of any railway which might be constructed. It is all Crown land this way.
721. Does any traffic come in this direction from Lake Cudgellico now that the railway is at Condobolin? Yes; a small portion of it.
722. Then the extension to Condobolin has been of some advantage to the district? Well, it seems to be drawing a little traffic from the South-western line.

Donald Cameron, station manager, North Wooyeo, sworn, and examined:—

- D. Cameron.
29 Sept., 1897.
723. *Chairman.*] How long have you been in the district? About seven years.
724. You have a pretty fair knowledge of it? Yes.
725. *Mr. O'Connor.*] Do you know the country between Condobolin and Euabalong? Not a great deal of it.
726. Are you in a position to form an opinion in regard to the proposed railway? I am in favour of the line. I think it would benefit the district, although I do not suppose it would increase settlement very much in the present state of the land law. It would certainly be of advantage to station-owners in assisting them to get their produce to market.
727. There are not many settlers about here? No.
728. Supposing a railway was constructed from Condobolin and Euabalong and on to Hillston, do you think any of the stations would put under cultivation such of their lands as might be fit for that purpose? I have no doubt they would.
729. What is the area of the run with which you are connected? There are about 70,000 acres of leasehold.
730. And you will have a lease of that for the next twenty-one years? Yes; the station belongs to a company.
731. You think that if they had a railway they would certainly cultivate? Yes.
732. You know the country between Euabalong and Hillston? Pretty well. Most of the country through which the line would pass is fit for agriculture.
733. Where do you send your wool at the present time? To Whitton, on the South-western line.
734. Would the construction of a railway from Euabalong to Hillston intercept any wool which now goes to Victoria? No doubt it would. A good deal of wool from the Hillston district now goes to the Murrumbidgee.

735. How many sheep do you shear? In good seasons from 20,000 to 30,000, but within the last two or three years we have been shearing down to about 17,000. In good seasons we send away from 400 to 500 bales of wool. D. Cameron.
29 Sept., 1897.
736. If the present season had been more promising you would have increased your number of sheep? Yes.
737. What is the carrying capacity of your run? About one sheep to 5 acres.
738. Your wool goes to Sydney? Yes; the firm to which the station belongs is established in Sydney as well as in Melbourne.
739. *Chairman.*] You think that with railway facilities the stations hereabouts would be able to grow wheat to greater profit than they could grow wool? Yes.
740. And, of course, cultivation would mean increased employment, and more money would be circulated in the district than is circulated here now, to the advantage of both property-owners and the State? Yes.

Frederick Small, post and telegraph master, Euabalong, sworn, and examined:—

741. *Chairman.*] How long have you been here? Seventeen years. F. Small.
29 Sept., 1897.
742. Have you any particulars as to the revenue of the Post and Telegraph Office? The gross total for the year ending the 29th September, 1897, was £2,431 17s. 11d. Of this amount, £2,377 16s. 5d., was for money orders and postal notes issued and stamps sold, and Savings Bank deposits; and the amount for telegrams, £54 1s. 6d.
743. Having been seventeen years in the district, you know a little about the business done here? Yes.
744. Is the district progressing or otherwise? It has gone back rather during the last five or six years.
745. How do you account for that? I attribute it to the general depression as much as anything, and the want of settlement.
746. A number of people have gone away? Yes; small holders. I think the rabbit pest has had a lot to do with it.
747. I suppose when the district was flourishing, a large number of men were employed in erecting rabbit-proof fencing, and so on? Yes; there was more money in circulation while that sort of thing was going on.
748. And, I suppose, more business was done through your office? Yes.
749. Have many old-established settlers left the district? Not in the immediate district, but some have gone away from outside. The place has been, as it were, at a standstill.
750. And you attribute it almost entirely to the general depression and to the rabbits? Yes.
751. Could you furnish us with particulars of the rainfall? The following are the particulars from 1884 up to the present date:—In 1884, 9.7; 1885, 16.88; 1886, 19.25; 1887, 32.33; 1888, 8.41; 1889, 22.57; 1890, 24.9; 1891, 23.47; 1892, 14.86; 1893, 13.91; 1894, 27.10; 1895, 12.7; 1896, 13.67; 1897, 11.12.
752. Have you heard of many persons inquiring for land about here? Frequent inquiries have been made, and if better means of transit existed, all the available land would be very quickly taken up.
753. You think railway extension would assist the district very much? Yes.
754. Your nearest railway station, prior to the extension from Parkes to Condobolin, was at Forbes? The greater part of our business was done at Whitton. The road made railway carriage to Whitton cheaper than to Forbes. I think you might say that Whitton drains this part of the Lachlan.
755. You know that a great portion of the station business hereabouts has been done with Victoria? It used to be so years ago, but that has not been the case during late years. During the last few years a greater part of the produce has gone to Sydney.
756. You think, then, that Sydney is gradually capturing trade which formerly went to Melbourne? Yes.
757. Do you think railway extension here would assist in that direction? I do not think so. At the present time Sydney has the principal part of the business.
758. Then, how do you suppose a railway would benefit people here materially? Large areas of land, not only in the vicinity of Euabalong, but down the river, and in the district generally, would be immediately taken up if there were a railway.
759. The land on this side being in the Western Division, you must be referring to land on the southern side of the river;—do you know what the area of available land is? I cannot tell you what the area is; but I have no doubt that any land available on the other side would be immediately taken up if there were a railway here.
760. You know the route over which it is proposed to bring the line from Condobolin? I have a very fair knowledge of it.
761. Would you be surprised to hear that it is estimated that the loss upon the line would be £3,726 a year? I should imagine that it would be run at a loss for some time, owing to the very small population likely to be served by it.
762. You come into contact with business people here;—do you think they would be willing to pay local rates? That I could not say.
763. Do you think it likely that if local rates were imposed the teams would come into competition with the railway to any extent? Yes; I think that if a special charge were made for the railway it might not be so largely used. People generally would object to it.
764. Within what radius of Euabalong do you think people would be served by a railway here? I think you might reckon that persons due west and north-west, and away beyond Mount Hope, within (say) 50 miles, would be served, and you might also reckon upon an equal distance on the other side of the river. That, of course, is only a rough estimate.
765. I suppose you do not know what land is available within that radius? No.
766. Would the land be sufficiently productive to pay the working expenses of the line? For some time I do not think it would. I should imagine that in four or five years it would be likely to do so.
767. Do you think the line would pay in ten years? I should not like to say positively that it would.
768. The effect of your evidence is that railway facilities would open up a large tract of country, settling unoccupied areas, and giving a great impetus to trade? Exactly.

William McLean, hotel-keeper, Euabalong, sworn, and examined :—

- W. McLean. 769. *Chairman.*] You are a hotel-keeper at Euabalong? Yes; I have been in the district twenty-eight years.
- 29 Sept., 1897. 770. *Mr. Farnell.*] You gave evidence before a Sectional Committee in connection with the Condobolin-Broken Hill proposal? Yes.
771. May that evidence be taken as expressing your opinion with regard to the present proposal? Yes, I think so.
772. During the time you have been here you have watched the progress of the district, and have had an opportunity to form an opinion as to the quantity of traffic which the railway to Condobolin is likely to receive from this way? Yes.
773. Suppose there were a railway at Euabalong, taking a radius of 20 miles, what quantity would go to the South-western line, what quantity to the Western line, and what quantity would come here? It would all come here.
774. Do you think any new traffic would be created here independently of the traffic which would be taken from the South-western and Western lines? To-day three loads of wool went over the bridge here from stations which never sent this way before. There were two loads of Uabba wool and one load from Erribenderry.
775. Where does that traffic usually go to? Usually to Whittou.
776. I was referring more particularly to traffic diverted from Victoria, not from other portions of our own railway system; do you know of any traffic of that nature which would come this way? No; I cannot say that I do.
777. Do you know the country between here and Hillston? Fairly well.
778. Do you think that if the line were taken on to Hillston much new traffic would be brought to our railway system? I do not know much about the traffic that way. I could not say whether it goes to Victoria or not.
779. I suppose the trading relations of the Hillston district are mostly with Victoria? I could not say.
780. Then what justification do you think there would be for the extension of the railway from Condobolin to Euabalong? I think it would induce settlement in this district.
781. Providing the land were available? There is available land on the resumed areas.
782. But that land would be in the Western Division; some of the runs here have been abandoned, have they not? Yes.
783. Do you know the cause of abandonment? I think the rabbit nuisance has had something to do with it.
784. What is the condition of the country at the present time in respect to rabbits and other vermin? In this district the rabbits are very few compared with what they originally were.
785. They have been reduced by the drought? Yes; and some have been destroyed or poisoned.
786. Do you know of any mineral deposits in this district which are likely to be developed to an extent likely to bring traffic to a railway? Yes; there is the Mount Hope copper mine.
787. Do you know whether the country hereabouts has been thoroughly prospected? It has not been prospected to any great extent.
788. Do you think such development as is possible in this district would be likely to bring traffic to a railway which would be worth consideration? Yes.
789. Take land of the best quality here, what acreage would be enough to enable a man to earn a living? If he went in for wheat-growing he would do very well off 300 or 400 acres; of course, if he went in for mixed farming he would want a much larger area.
790. During what period of the year is the road passable between here and Condobolin? It is trafficable with the exception of the winter months; if the weather is then wet the road is pretty bad.
791. You are closer to Lake Cudgellico than to Condobolin? Yes.
792. Supposing a line were constructed *via* Lake Cudgellico, would the traffic from this district go that way? Certainly it would.
793. Have you seen much wheat produced here since you have been here? No.
794. But you think the district is quite capable of wheat production, and that wheat would be produced if there were a railway? I do.
795. Do you think the land would be put to any other use besides wheat-growing in the way of agriculture? I think it would grow anything.
796. Would it be suitable for dairying? Yes.
797. Have you experimented in fruit-growing? Fruit grows very well in this district.
798. Is the fruit of good quality? Yes.
799. I suppose the remoteness of railway communication has retarded experiments of that kind? Yes.
800. Have you made any calculation as to what it would cost you to grow wheat here, and as to whether it would be profitable to engage in wheat-growing? No. I think the line would induce settlement, and where there is settlement there must be traffic.
801. Do you think the fact of the railway not having been extended to Euabalong has been the cause of a good many homestead leases being abandoned? I think so to a certain extent. Wheat-growing would have been carried on on a larger scale if there were facilities for getting the wheat away; but road carriage between the nearest railway station and Euabalong has been too costly.
802. You have a considerable quantity of goods at times coming along the road? Yes.
803. Where do you get them from? Sydney.
804. What do you pay per ton? The last goods I had carried cost me £14 per ton from Sydney to Euabalong.
805. What would be the rate between the railway terminus and Euabalong? £2 10s. a ton.
806. For all classes of goods? Yes.
807. Since the line has been extended to Condobolin the cost of carriage has very much lessened? No; it has been increased.
808. How do you account for that? I do not know what the cause has been, but it was a lot less than it is now.
809. Do you think it has been due to the drought and difficulties in the way of carriers? Possibly that has had something to do with it. I remember that in one year £7 a ton was charged.

810. Have you any idea of the quantity of stock which goes from this district to the Sydney market? Very few fat stock go away from the district now; but if there were a railway there would be a large number going. W. McLean.
29 Sept., 1897.
811. And I suppose a railway would also be used for the transportation of starving stock? I presume that in dry season when it was impossible to drive them the railway would be very largely used, if the stock were worth the transportation. Last year it was a case of letting them die; there was no means of getting them away.
812. *Chairman.*] You have noticed that during the years you have been here the district has suffered from periodical droughts? Yes.
813. They come at regular intervals of years? They have been pretty regular.
814. You suffer from drought a little more than do some parts of the Colony? Yes, I suppose so.
815. Do you know whether the late drought killed off any number of stock? Yes; thousands of sheep.
816. You are only just recovering from its effects? That is all.
817. I suppose the recent rains will enable lessces to stock up again? Yes; things were looking very badly before the late rains.

Albert Henry Conrad Volkman, farmer, Euabalong, sworn, and examined:—

818. *Chairman.*] What area do you hold? 1,245 acres, under conditional lease and conditional purchase. As I explained, when giving evidence on a former occasion, I have been making experiments as well as circumstances have admitted to obtain a knowledge of what cereals can be best grown in the district. My experiments have shown me that, with proper tillage of the soil, cereals can be grown with satisfactory results. We have had an average rainfall of 19 inches for thirteen years, the results being taken from nine stations. A. H. C.
Volkman.
29 Sept., 1897.
819. You think the rainfall is sufficient for the profitable growth of crops? It has been ample, and it has not been necessary to incur any great expenditure for drainage, the natural drainage being quite sufficient. I may mention that fruit cannot be grown here at a profit unless some outlet be afforded for it, the local consumption being practically *nil*.
820. You gave some evidence in connection with railway extension in this district about a year ago? Yes.
821. You confirm the evidence you then gave? Yes.
822. Is there anything you desire to add to the evidence you gave to the Sectional Committee on a former occasion? Yes; I think the construction of a line to Euabalong would cause a great deal of land to be taken up. Some land is available, and if further land were required no doubt settlement could be facilitated by resumption or some other means.
823. Land on the other side of the river is available for settlement? Yes; and it has not been taken up on account of there being no outlet for the produce which can be raised from it. Some of the areas have been abandoned, and have been taken up as scrub and improvement leases.
824. I suppose the nature of the country now necessitates that form of occupation? Yes.
825. The best of the country has been bought long ago? A great part of it; but I would not say the best of it. If any further land beyond that which is now available were required for settlement, there are the Crown reserves. Some, of course, are necessary, but others might be thrown open to selection.
826. The land available is lying back from the river, and it costs a considerable amount to clear it and put it under profitable occupation? Yes; and until an impetus is given to settlement by railway construction, I am afraid the land will remain as it is.
827. Have you travelled west from here? I have been acquainted with Mount Hope district since my boyhood. I was there for twelve years. My father has a small area of land there; 40 acres. Experiments which have been made there show that fruit of nearly every description can be grown, with the exception of the citrus family, without artificial manure. The grape-vine grows just as luxuriantly there as it does in this direction. Cereals will also grow well with proper tillage, and not the mere scratching of the soil which you often see carried out. The hay crops there are, perhaps, superior to those here.
828. Do you think there is a prospect of any large population settling at Mount Hope? I do not see why they should not. The country surrounding Mount Hope is good agricultural land. The tract of mallee country there is superior to the mallee in Victoria. People settle on the malleeland in that colony where there is only an average rainfall of 9 or 10 inches, whereas in the Mount Hope district the average is 17½ inches.
829. It is of no use to grow cereals there, because there is so little local consumption? Men are working in the mines there in preference to tilling the soil on account of the risk attached to the getting rid of the produce.
830. Even if the railway were extended to Euabalong, the Mount Hope people would not be benefited very much;—they would still be a considerable distance away? The chief benefit to that district would be that pastoral areas which are now abandoned would be taken up. The mining resources of the district would also be developed to a greater extent.
831. You think that with the development of the mining resources of the district there would be a certain amount of cultivation arising from the local demand for produce? Yes.
832. Mining at Mount Hope has been carried on for a considerable number of years, with fluctuating results;—do you think there is much prospect of mineral development? From surface indications I should say there would be considerable development. Very satisfactory trials have been made of certain parts of the country, but the prospecting has not been thorough.
833. Do you think that traffic in the direction of Ivanhoe and Mossgiel would be attracted here if there were a railway? I do not think it would. That would go to Carrathool. Last year a great deal of traffic went down the Murrumbidgee from Whitton, through the river being up. It is a question of the cost of road-carriage. Competition amongst the teamsters creates a low rate.

THURSDAY, 30 SEPTEMBER, 1897.

[The Sectional Committee met at the Court-house, Euabalong, at 10 a.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN.)

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Michael Wyer, senior-constable, Euabalong, sworn, and examined:—

- M. Wyer. 834. *Chairman.*] How long have you been in this locality? About five years.
- 30 Sept., 1897. 835. *Mr O'Connor.*] How far does the district of which you have charge extend? Fifteen miles up the river and 30 miles down.
836. What is the population? Of the township and district,—about 300.
837. How are the people occupied generally? On stations.
838. It is principally pastoral country? Yes.
839. During the five years you have been here has the district increased or otherwise? It has gone back since I came here.
840. Have you formed any opinion as to the cause of this retrogression? A variety of opinions are held as to the cause.
841. Do you think the financial depression has affected the district? Decidedly; we suffered in common with the whole of the Colony.
842. This is a pretty healthy climate, is it not? Yes.
843. You would be able to express an opinion as to whether the district is, or is not, fitted for agricultural pursuits? I have heard the opinion generally expressed that with a moderate rainfall it is suited to agriculture.
844. One of the things which has retarded agriculture, I suppose, has been the difficulty of sending the produce to market? I think that has had quite as much as anything else to do with it.
845. The growth of both wool and cereals is affected by the enormous expense of road carriage at certain periods of the year? Undoubtedly.
846. Have you any idea of the number of stock in your district? I keep no record of the stock, but there are 990 acres under cultivation this year.
847. How many acres were under cultivation last year? 945. There would have been a bigger acreage under wheat this year, but on account of the drought people would not cultivate.
848. Are there many cattle in this district? No, the stocking is principally sheep. With regard to the land, I may mention that there are 58,366 acres of freehold, including conditional purchases, and 635,860 acres of Crown lands. The 990 acres cultivated are principally under hay. I have heard that one man is starting 200 acres under wheat, on the chance of a good season.
849. *Chairman.*] Have you a return as to the wheat grown here during the last twelve months? Last year there were 840 bushels taken off 112 acres; that was a very light crop.
850. Have you observed whether the railway extension to Condobolin has brought much new traffic in this direction? Yes. I noticed wool from Uabba, 30 miles down the river, coming this way. Previously it went to Whitton.
851. Do you think the extension of the line to Euabalong would intercept any traffic which now goes to Victoria? I think it would do so to a considerable extent. It would take wool between here and Hillston, and I fancy traffic would come from Mount Hope instead of going to Cobar.
852. What the Committee wish to know is whether a line to Euabalong would intercept any traffic which now goes down the Murrumbidgee to Victoria and South Australia? I do not think it would.
853. The proposed extension would not be far enough west to intercept that traffic? No.
854. It would be necessary to take the railway very much further west to intercept that traffic? Yes.

Charles Light Cawse, manager, New Mount Hope Mine, sworn, and examined:—

- C. L. Cawse. 855. *Chairman.*] Have you been stationed there long? I have lived there fifteen and a half-years. I have been there and at the Central mine, which is from $3\frac{1}{2}$ to 4 miles away. I have been engaged in mining operations all the time.
- 30 Sept., 1897. 856. *Mr. Fegan.*] You have been managing copper-mines, then? Yes.
857. How many men are you employing? The mine is let on tribute. The number of men engaged in mining, wood-cutting, and carting and smelting would be about forty, with six boys. That is about the average.
858. Have you employed more than that number? Yes; some years ago.
859. What is the largest number of men that has been employed in the mine? I should think it would be about 200; but the mine was then under other management.
860. Where is the mineral taken? It is turned into copper on the spot, and sent away as copper at present to Cobar.
861. What is the area of the mine? We have a 40-acre block; I believe it is under mineral lease.
862. You are not paying a royalty to private owners? No.
863. Have you good prospects? They are not so good as they have been. The bulk of the lode was worked out some nine years ago, and since then we have been working in poorer ground which did not pay at that time, the price of copper being much lower, and the expense of working higher.
864. The price of copper has gone down during the last few years? Yes; and the deposit has been partially worked out. The New Mount Hope mine is not a lode. It is merely a deposit; we are getting patches of ore, but at greater cost than we used formerly to do.
865. To what depth did the richer portion go? The richer portion ceased at about 170 feet.
866. How deep are you now? 340 feet.

867. And speaking from your own experience as a practical man, you think there is not the same prospect of successful operations at Mount Hope as formerly? There is a large block of ore between the 170 and 340-foot levels which has not been worked. We know that it is full of mineral, but it is scattered through the ground to such an extent that it does not pay to work it at present. C. L. Cawse.
30 Sept., 1897.
868. Do you think the construction of a railway would assist in the development of the mining industry at Mount Hope? It would be of advantage in this way—if the expense of sending copper to Sydney were reduced, we could work the low-grade ore at a profit.
869. You could not give the Committee any idea of the extent of the lode? No; it is not a lode in the ordinary sense of the word.
870. You do not think the New Mount Hope mine could guarantee any considerable quantity of freight in this direction? The output of the field is now from 300 to 320 tons of copper a year, and it is likely to last at that for a considerable time. There is always a possibility of our finding an extension of payable ground.
871. Of course, you do not limit your mining operations in copper even to your 40 acres? No; the whole of that part of the country is mineralised. I have no doubt plenty of other mines will be found there yet.
872. You think that with railway communication there would be more prospecting, and that other companies would probably come in? I believe so.
873. You send your mineral to Cobar at present;—what is the distance? It is 110 miles. We pay £2 5s. per ton.
874. Why do you send to Cobar? In the first place it is the best road for the carriers;—it is the hardest and firmest road, and the best for feed. In the second place, when the Cobar mine was restarted the Railway Commissioners made a concession to them in respect of copper, of which we also get the benefit. I believe the trainage from Cobar to Sydney is £2 9s. a ton. For 25-ton lots it is £2 3s. 11d.
875. Do you do your own smelting at Mount Hope? Yes; and it is also done at the Central.
876. Do you use the water-jacket smelters? No; a reverberatory furnace; the ore is not adapted to the water-jacket smelter.
877. What is the reason? It does not contain sufficient iron to flux the silica;—in fact, we are obliged to obtain iron away from the mine for use as a flux.
878. It would be much better for you to use the water-jacket smelter if you could; the process would be much less expensive? Much less.
879. Are there any other mines in the vicinity of yours? Only the Central.
880. And you say you have ore which could be worked at a profit if carriage were cheaper? Yes.
881. Do you know how that ore would run? It would average, if concentrated, about 12 per cent.
882. That would not pay? Yes; if we could get it carried cheaply enough; the concentrates and ore we are now working average from 10 to 15 per cent.
883. Have you any sulphides? Yes; that is the poorer portion; we are not working that at present.
884. What are the rates of carriage, apart from ore, from Mount Hope to Sydney? There is very little sent away but the copper. The carriage inwards is the same as outwards from Cobar—£2 5s. But the storekeepers are at a great disadvantage, because most of their goods cost from £9 to £10 per ton from Sydney to Cobar, whereas if they get them at truck-rates at Carrathool they pay only £6. It is estimated by the storekeepers that the import of stores is about the same as the output of copper—that is, from 300 to 350 tons a year. A great deal of the traffic would, no doubt, come to Euabalong, especially the flour, which we get chiefly from Hillston.
885. What is the distance from Mount Hope to Hillston? Sixty-five miles.
886. And from Mount Hope to Condobolin? Eighty-eight miles.
887. So that really the extension from Parkes to Condobolin will be of little benefit to you? I do not yet know what the rate for copper is; and the carriers would rather go the longer distance to Cobar for the sake of the better road.
888. What distance are you from Euabalong? Forty-two miles.
889. So that a line here would reduce your road-carriage by about one-half? Yes; I believe the surveyed line is taken some miles to the north of Euabalong.
890. How far are you from Lake Cudgellico? I think about 52 or 53 miles.
891. So that as far as Mount Hope is concerned, a line to Euabalong or to Cudgellico would serve you equally well? Yes. The distance to Cudgellico would not be very much greater.
892. What do your workmen do for stores? There are two storekeepers at Mount Hope.
893. Your workmen are not forced to buy from any particular storekeeper? No; they are free to buy where they like.
894. What fuel do they use? Wood.
895. Do you find it any disadvantage to use wood for smelting? No, except that it takes more tonnage than coal.
896. Coal would be dearer? Yes; the cost of coal brought here would be too great. A ton of coal is equal to about 4 tons of wood in smelting with the reverberatory furnace.
897. You have an inexhaustible supply of wood, I suppose? The men are going from 7 to 10 miles for wood now; all the wood at the nearer distance has been used up.
898. Has it added to the expense? No; the men go the greater distance for about the same rate. We are paying the same rate which we paid when they had to go about 4 miles away.
899. What is the nature of the country round about Mount Hope? It is generally level. There are a few low ranges, but there is a great extent of agricultural country. We are right in the middle of the resumed area of Coan Downs and Roto station. I have a letter from Mr. Moore, the manager of Coan Down station, who was asked to attend here to-day. He says he could not do so, because they were shearing, but he has sent in a return of the annual tonnage to and from the station; it would be from 50 to 80 tons inwards, and from 70 to 100 tons outwards per annum.
900. Is all your carting done by contract? Yes.
901. Can you give us an approximate idea of the highest and lowest charges for carting during the last two or three years? There has been a uniform charge of 6s. 6d. per ton for firewood.
902. The drought did not make any difference then? Not to us.
903. The carriers had entered into an agreement to cart your fuel and they had to continue? Yes.
904. So that, even if there were a railway here, your fuel would not be any cheaper? No.

- C. L. Cawse. 905. Have you anything to add to your evidence? There is a lot of land between here and Mount Hope which is suitable for settlement, and there is no doubt that with railway communication the land would be settled.
- 30 Sept., 1897. 906. But Mount Hope is in the Western Division? There is an immense tract of resumed area available; it had been nothing but a rabbit warren, but the drought has killed off the rabbits.
907. Do you know anything of the capabilities of the soil? It will grow splendid wheat or hay if there is enough rain at the proper season. I have not seen any wheat stripped, so that I cannot say what it would run. They always grow wheat for hay here.
908. What is the timber near Mount Hope? Principally box and pine. It is a red chocolate soil; a great deal of it is a rich quick soil. If you get sufficient rain it is wonderfully quick. I have grown vegetables there with great success in good years.
909. Without irrigation? Yes.
910. Do you know anyone who grows fruit there? Mr. Volkman has grown peaches, apricots, and grapes to perfection.
911. In a usual season? Yes; they had more fruit down here last year than they had at Parkes. I was passing through Parkes and Forbes, and noticed that the fruit was not so successful there as it was here.
912. Can you give us any information about the Mount Allen mine? I know that at the present time it is shut down.
913. You do not know the reason why? No; but I am satisfied that it will go on again; it is a payable mine.
914. It is a gold-mine? Yes.

Walter Henry Twine, accountant and surveyor, South Mount Hope, sworn, and examined:—

- W. H. Twine. 915. *Chairman.*] Where do you reside? South Mount Hope. I am accountant and mining surveyor to the Great Central Copper-mining Company.
- 30 Sept., 1897. 916. You have been deputed by the residents of South Mount Hope to attend here and give evidence concerning this railway proposal? Yes; and also by the proprietary of the mine.
917. *Mr. Farnell.*] How long have you been resident at Mount Hope? It is six months since the present proprietary took the mine over. Apart from that, I served my time as field-assistant to the surveyor in this district for a period of over two years. I was with Mr. Scott.
918. With what range of country are you acquainted? We took in the counties of Moramba and Blaxland.
919. That would include the whole of this district? Yes.
920. Your two years' experience as surveyor's assistant has given you a pretty good idea of the condition of the country, and its suitability for settlement? Yes.
921. Will you point out to us the advantages which you think the district round Mount Hope would derive from railway extension to Euabalong? The distinct advantage, in my opinion, would be in the shortening of the road distance to a railway.
922. To what extent do you think the mine would promote settlement? In my opinion, railway extension to Euabalong would induce a good deal.
923. Do you know whether there are any areas available for settlement? There are.
924. Are you not aware that areas have been abandoned during the last twelve months? I am not.
925. Can you say whether homestead lease settlement has increased or decreased in this district during the last two years? I cannot answer that question, because in the immediate district of Mount Hope there are no homestead leases; and it has been since my experience here as a surveyor that homestead leases have been brought into existence. I cannot give you any information about them.
926. You have not watched the progress of settlement in this district since 1884? No.
927. Can you speak of the suitability of the soil for cultivation? Only from observation.
928. Have you been in the Mount Hope district long enough to be able to judge of the area required to enable a man to earn a living here? I have only been here six months, and no crops have matured during that period.
929. Do you know of your own knowledge in which direction traffic from Mount Hope goes? To Cobar principally.
930. It is much further from Mount Hope than Euabalong would be? Yes; Cobar is about 110 miles, and Euabalong 40 miles.
931. Can you give us any idea as to the new traffic likely to be obtained by means of railway extension to Euabalong;—I mean traffic which does not at present reach the railway system at Cobar or any other point;—do you think much traffic would be diverted from Victoria? I cannot speak as to the new traffic generally. The Mount Hope traffic would, of course, come here. Apart from that I think the railway would be an incentive to settlement.
932. The mineral deposits are pretty extensive at Mount Hope? Yes; I can speak as to the South Mount Hope mine.
933. Have you any indications of silver or lead? There are slight indications of silver and gold.
934. Have there been any recent developments in the mining industry? Yes; our mine was taken over recently by a new proprietary, who are making extensive arrangements for treating the low-grade ores which have not hitherto been treated.
935. Is that on the account of the cost of the carriage between Mount Hope and the nearest railway station? Yes; road carriage has been a great obstacle in the way of development.
936. You think that if a railway were constructed low-grade ores would be treated, which cannot now be profitably treated? Yes; a railway would be a distinct advantage to the mine in that way.
937. Can you speak as to the permanence of the mine with which you are connected? I made a survey of the whole of the workings which have been proved at present to a depth of 300 feet, but, in my opinion, the greatest test has yet to come in connection with the mine.
938. What is that? The test is this: that the lode has been very much disturbed through an intrusion of rock. The whole of the reefs trend in one particular direction, and the real test would be to sink in that particular bearing to connect the main deposit; but apart from that, altogether, the proprietary intend dealing with ore stowed away in stopes, which it will pay to concentrate, and are treating extensive deposits of sulphide ores already proved. At different positions in the mine there is also a very extensive outcrop of lode formation proved to be of considerable dimensions both in width and depth, composed of carbonate and grey ores (which will average from 6 to 8 per cent.), which it is intended to treat when the concentrating plant is complete.
- 939.

939. I understand that you have no defined reef? We have in one particular part. Of course the strikes are defined in their bearings, but they are scattered. W. H. Twine.
940. You think there is enough then to warrant the supposition that the company will be working for some considerable time? Yes. 30 Sept., 1897.
941. How many men are employed? Between forty and fifty at present. They are only making preparations now; the mine has been idle more or less for a considerable time. The workings have got very much out of order, and the mine is now being put into trim as it were.
942. You are making use of the old workings, but at the same time new developments are taking place with fresh copper? Yes.
943. You think the company will devote their capital to thoroughly testing the mine? Yes.
944. What area do you hold? 400 acres under mineral conditional purchase, 120 acres of which is freehold.
945. Have you seen indications of mineral deposits throughout that area? No; they are confined principally to a length of 60 chains, with a mean width of, I should say, 10 chains.
946. What is the output per annum of the mine? We have just got a start; but I could tell you what we expect for some years, making a reasonable estimate. The proprietary expect, when their machinery is completed at the end of the year, an output of from 8 to 10 tons.
947. About 500 tons a year? Yes.
948. Have you had an assay made to test the different deposits? Yes.
949. How do the ores go? There are a variety of grades. Some go as high as 40 per cent., others are down as low as 3, 4, and 5 per cent.; but I should think the mean of what we term the concentrating ores would be about 6 or 7 per cent.
950. That would pay for treatment? Yes, with the body that is there.
951. Do you think it at all possible, if the permanency of the field is established, that machinery, independently of what is now there, will be erected for the treatment of ore? Yes; I think the present proprietary have an idea of putting water-jackets there apart from the concentrating machinery.
952. Is the ore you mine different in character from that mined at the New Mount Hope? Yes; iron is present in a greater quantity.
953. How far are you from the New Mount Hope Mine? About $3\frac{1}{4}$ miles.
954. What about the water supply? The supply at present is not sufficient for mining operations on a more extensive scale. That has been taken into consideration by the proprietary, and I think they intend to make arrangements for the conservation of an additional supply.
955. Suppose a large population is settled there, what provision could be made for a water supply for domestic purposes? We have a Government tank within 2 miles; but there is no provision whatever in the immediate vicinity of the town.
956. What is your nearest water-course? I think the Booberoi Creek; it is 30 miles from us.
957. Do you think that Lake Cudgellico, being a shorter distance from Mount Hope than is Cobar, the people at Mount Hope would use a railway at the Lake? Yes; I think so.
958. Over what period of the year are the roads trafficable to Cobar? With the exception of the heavy rainfalls, which generally occur about February, they are trafficable all the year.
959. What is the average rainfall at Mount Hope? The rainfall of last year was 18.52 inches.
960. Would that be the average? I think so.
961. Have you any areas under cultivation near Mount Hope? Yes; to meet local demands.
962. You think that if persons could get their produce to market easily, there would be much additional cultivation? I do.
963. You would know the value of the different timbered areas;—take, for instance, the box country and the mallee country—do you think the mallee country could be put under profitable cultivation? If there were railway facilities, I think much of that land would be cleared. It would be splendid land for cereals.
964. Would it produce anything else? I have seen lucerne grown there.
965. Upon what area could a man earn a living in the district? I should think 1,000 acres. If he depended upon the crops for a living he could do with less than that, but he would probably require to combine grazing with agriculture.

Henry McCook, farmer, South Mount Hope, sworn, and examined:—

966. *Chairman.*] You have been requested by the residents to attend and give evidence with regard to this proposal? Yes. H. McCook.
967. Have you been long resident in the locality? I have been at Mount Hope since 1880. 30 Sept., 1897.
968. In what part of the country were you before that? I am a native of the Nepean.
969. And you went from there to Mount Hope? Yes.
970. Upon what grounds do the residents of Mount Hope advocate the construction of a line from Condobolin to Euabalong? The Nepean land is supposed to be good land, and I have seen just as good vegetables and fruit grown at the Great Central Mine as I ever saw grown on the Nepean. The fertility of the soil would be one ground for the construction of a railway.
971. What area of land have you? I have only about 13 acres cultivated this year, but I have a selection of about 250 acres. I was an hotel-keeper for about five years out there, but I was farming on the Nepean nearly half my life.
972. You have proved the capabilities of the district, from the point of view of agriculture, to be equal to those of the Nepean? Yes, stock will fatten there in a month or six weeks—either horses or cattle.
973. What description of country do they fatten on? The general run of the country is not poor. The pine does not grow so well on the ridges as on the flats; there are all sorts of different scrubs.
974. It is not heavily timbered country? The pine is very thick and small—what you would call brushy pine. It was particularly thick upon Coan Downs Station, 10 miles from Mount Hope. I am often in and out there. I was out there last Monday, and I saw a paddock of 25 acres of lucerne, put in eleven years ago by the man who was managing there at that time. The crop when I was there last Monday was about 2 feet high. No doubt the soil out there is splendid; it is a red chocolate, and is easily cultivated.
975. It is almost as easy to deal with as the river flats near Penrith? Yes; I think that if a line were constructed to Euabalong miles and miles of country upon Coan Downs and Roto Stations, which are now abandoned, would be settled. 976.

- H. McCook. 976. It would take a fair amount of capital to prepare that country for the plough, would it not? Yes; it would take money to scrub it; then there are tanks on the resumed areas which intending selectors would have to pay for; but the water supply would be there.
- 30 Sept., 1897. 977. You could do nothing with that country until you had scrubbed it? No; you could not go about through it. Coan Downs is all scrubbed.
978. So that 40 acres would be of no use to make a living on;—you would want a much larger area than that? Yes. I may mention that grapes grow splendidly. There are two Chinese gardens at the Great Central and two at Mount Hope. Peaches and apricots grow particularly well, and all sorts of vegetables grow without watering.
979. How did you get on during the late drought? There was grass on the Great Coan Downs. It was the only station in this part that had grass; it stood the drought splendidly; everything was in good condition all the year round.
980. Was that because it was lightly stocked? No; it was fairly well stocked.
981. The station carried its own stock and others as well? Yes; I had horses there myself. The stock on the resumed area were fat all through the year.
982. It speaks well for the fattening character of the country? Yes; if the scrub were off it would fatten as well as any land you could put a beast on to.
983. It is estimated that there will be a loss of over £3,000 per annum;—do you think that if the Commissioners charge special rates the carriers would be able to compete successfully with the railway? I think that even if local rates were charged the Mount Hope people would come here in preference to going to Cobar, in order to save time and distance.
984. Do you know the trend of the traffic from Ivanhoe and Mossiel? The whole of that traffic goes to Carrathool and Hay.
985. Would the proposed railway divert any of that traffic? No; you would have to take it much further on.
986. So that the Euabalong line would be of service to residents between here and Condobolin, to new settlers who might come into the district in consequence of railway construction, and also to the people of Mount Hope? Yes; I do not think you could rely upon it to intercept any traffic going towards Victoria.
987. Do you think it would be justifiable on the part of the Government to construct this line to Euabalong, in view of the small amount of traffic which could be created, or do you think the line should be taken further on? I think it would be a good line to construct to Euabalong, and it might afterwards be extended. I think it would be a good thing to run light lines through this back country to open it up. In most of the good farming districts the whole of the available land has been taken up, and the rising generation must have an outlet somewhere. If you do not have light railways in these districts the farmers will find themselves in the position of having to carry their produce too far by road. So far as the land round about Mount Hope is concerned, it is some of the finest land a plough was ever put into.
988. Failing markets near Mount Hope, a railway to Euabalong would provide markets elsewhere? Yes; and I reckon that, as far as minerals are concerned, the Mount Hope district is only in its infancy.
989. You think there are prospects of great development in the mining industry? Yes.
990. What is the extent of the Mount Hope field? There is a belt of mineral country running right through to Cobar; commencing at Mount Hope, the distance would be over 100 miles.
991. What would be the width of that belt? I could not say. Mount Allen is only 12 miles from Mount Hope. Gilgunnia is 25 miles from Mount Allen, and Nymagee is 35 miles from Gilgunnia.
992. It is a line of mineral-bearing country all through? Yes.
993. Does the mineral country come in this direction from Mount Hope? Yes. There is a mine only 11 miles out called Creamy Hills; they are prospecting there on a small scale now.
994. And is there a similar character of country between that point and Mount Hope? Yes; it is all mineralised.

Frederick Millthorpe, homestead lessee, Hyandra, sworn, and examined:—

- F. Millthorpe. 995. *Chairman.*] What is the extent of your lease? 8,820 acres.
- 30 Sept., 1897. 996. *Mr. O'Connor.*] How long have you been in this district? Seven years.
997. Your lease will hold good for the next twenty-one years? Yes.
998. How are you utilising it? I have sheep and cattle, and I have gone in for a little agriculture.
999. Is any portion of your lease fit for agriculture? About 5,000 acres out of 8,000.
1000. But up to the present you have not utilised that portion? Only 50 acres.
1001. How is it that you have not put a bigger area under cultivation? There is no way or getting the wheat to market. Whitton is our nearest railway station.
1002. If you could reach, without undue expense, the best markets between here and Sydney, you would put a considerable area under cultivation? Yes; from 300 to 500 acres.
1003. Upon what grounds do you favour the construction of a railway to Euabalong? I think it would open up the country, and do a lot of good to those who are already settled. I also think the line would pay expenses.
1004. How far are you from Lake Cudgellico? About 15 miles from Lake Cudgellico. I should only be 10 miles away if I could cross the river in a straight line.
1005. Are there any settlers near you? Not on this side, because it is in the Western Division.
1006. Taking a radius of 20 miles, what settlement would there be? There are nine or ten stations.
1007. The settlers to whom you refer hold considerable areas of country? Yes, one of them has between 500 and 600 acres under crop this year.
1008. What would be the aggregate area under cultivation on the nine or ten stations? I could not say.
1009. I suppose they are equally desirous with yourself of obtaining railway communication? Yes.
1010. Do you wish to add anything to your evidence? I think that if a railway were brought to Euabalong, a lot of the country would be put under viticulture. It is admitted that grapes can be grown equal to those grown in the Albury district. I have been in the district a long time, and I can see there is more sugar in the grape here than in the Albury district. The grapes are more adapted for wine-making.

1011. How long were you in the Albury district? I was there for nearly forty years. I also think, that if a railway were constructed here a large population would come from Victoria to cultivate the mallee country, if they could get it at a reasonable rate. I saw six men from Victoria here a short time ago. They represented a lot of people over there, and they said the mallee country about here was the finest country they had seen for wheat growing if they could get it at a reasonable rate. F. Millthorpe.
30 Sept., 1897.
1012. At present it is abandoned? Yes, it is merely a breeding-place for rabbits.
1013. You think that if railway facilities existed, people would come from Victoria and take up land? I am confident they would.
1014. Have you a knowledge of the country between Euabalong and Hillston? Yes.
1015. Do you think that if the railway were continued to Hillston the traffic which now goes to Victoria would be retained in this Colony? I do; and I also think there would be a great deal more wheat grown there. I have 5,120 acres about 14 miles from Hillston, and I grow there 200 acres of wheat.
1016. The rest of the area you use for pastoral purposes? Yes. The land is in a south-easterly direction towards Whitton and Carrathool.
1017. Would the extension of the proposed railway benefit you to any extent? Yes; because we have to cart 50 odd miles to the railway at Carrathool.
1018. Therefore, a railway to Hillston would mean a great saving to all the farmers in that district? Yes.
1019. At the present time where do you send your produce? It is sold in Hillston, or taken *via* Carrathool to Sydney? If it is taken to Carrathool when the river is up, we can get it taken down the other way by water carriage cheaper than it can be carried by rail to Sydney.
1020. If there were a railway at Hillston you would not send any of your produce to Melbourne? Quite so; we could not do so on account of the 50 miles of road carriage.
1021. What is the carrying capacity of your land there? I think in an average season about 5 acres to the sheep.
1022. What is the average weight of your fleeces? From 7lb. to 8lb.
1023. It is, therefore, good wool growing country? Yes.

FRIDAY, 1 OCTOBER, 1897.

[The Sectional Committee met at the Court House, Lake Cudgellico, at 4:30 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further consider edthe proposed Railway from Condobolin to Euabalong.

Christopher Davis, farmer, Windmill Farm, sworn, and examined:—

1024. *Chairman.*] You are a farmer at Windmill Farm, on the Lachlan River? Yes; I am about the same distance from Euabalong as I am from Cudgellico. C. Davis.
Oct., 1897
1025. Are you on the northern or on the southern side of the river? On the northern side.
1026. How long have you been residing in this district? About thirty-two years.
1027. Have you been settled on the river all that time? I have been settled where I now am since 1871.
1028. You selected under the Land Act of 1861? Yes.
1029. What is the extent of your area? I have two 640-acre blocks, and 151 acres. It is all conditionally purchased land.
1030. Have you any conditional lease land? No.
1031. What do you generally do with the land; do you cultivate it or graze it? I cultivate a good deal and graze the remainder. This year I have between 400 and 500 acres under wheat.
1032. *Mr. Fegan.*] I suppose you also grow wool? Yes.
1033. How many sheep have you? At the present time I have only about 700, but I have had as many as 2,000.
1034. What is the reason you have such a small number this year? The bad season.
1035. What is the largest crop you have under cultivation? I have the largest area under wheat this year. I had 400 acres last year, and 400 the year before.
1036. Where is your market? Mount Hope, principally. I take my hay and chaff there.
1037. Where do you take your wheat? I only stripped one year. I stripped last year.
1038. Where did you send it then? I sent it to Condobolin. It was milled there.
1039. Where is your market for flour? Principally the Mount Hope Copper Mine.
1040. Do you do anything besides farming and carting? No; I have been carting ten years to Mount Hope.
1041. You combine carting with farming? Yes.
1042. You had 400 acres under hay last year? Yes; I got about 140 tons of hay.
1043. Have you a contract to supply the Mount Hope district? I generally supply Mount Hope.
1044. Do you supply any particular company there? I supply the whole township; I have done so for the last sixteen years.
1045. How far are you from Lake Cudgellico? The nearest point would be about 8½ miles across the river from my place.
1046. What are your views with reference to the extension of railway communication to Lake Cudgellico? I should like to see the railway here. I do not care whether it comes to Lake Cudgellico or Euabalong, because I am the same distance from either place.
1047. Why do you want a railway here? I have a good deal of wheat in this year, and I hope to be able to put in still more, for dispatch to Sydney and other markets. In a good season I should strip it all, and I ought to get about 3,000 bags.
1048. As matters now stand, if you are fortunate with your wheat, how do you intend to dispose of it? If I cannot sell it locally, I shall have to hold it. 1049.

- C. Davis.
1 Oct., 1897.
1049. Your idea is to take it to Condobolin for milling? I do not care for that; there is too much cartage attached to it.
1050. What did it cost you to take your wheat to Condobolin before? It was three years ago; it cost me 1s. a bag there, and 1s. a bag back to my own place.
1051. From your place to Mount Hope what would it cost you? 2s. 4d. a bag.
1052. That would be about 3s. 6d. a bag for cartage alone? Yes.
1053. Having regard to the rates at which the Railway Commissioners carry wheat in other places, do you think it would be a great advantage to the people in this district, in the matter of wheat-production, to have a railway here? Yes; because in other years I could not get wheat carted over the same route for 5s. a bag; that was in consequence of the bad season.
1054. Do you grow anything besides wheat? I grow a lot of fruit. I used to make a good deal out of fruit; but I had to give up growing some of it on account of depredations by vermin.
1055. What fruit can you grow? Nearly every kind.
1056. Without artificial water? Water is impounded in a dam round my garden.
1057. What distance of river frontage have you? I might have a mile.
1058. You have a fair opportunity to grow fruit through being near the river? Yes.
1059. If you were away from the river, could you grow fruit successfully? I have a good orchard 3 miles from the river.
1060. Had you not an opportunity to get water? I used to catch all the water that fell round it. It used to grow very good fruit.
1061. Where is your market for the fruit? Mount Hope, principally.
1062. If there were a railway at Euabalong or Cudgellico, you could send your surplus elsewhere? Yes.
1063. Under the circumstances, a railway would not be of much use to you? A railway would be of use to me. Many times I grow more stuff than I can sell locally, and it is too expensive to send it away by team.
1064. Where do you send your fat sheep? They are sent to Mount Hope, chiefly. A railway would enable many small mobs of fat sheep to be got away. It does not pay at present to send them to Melbourne or Sydney, and they have to be sold locally.
1065. Which would be the best route by which to bring the railway into this district;—do you think it should come from Euabalong? A line from Euabalong would be more convenient to me, I think.
1066. Is there any other information you have to give the Committee? I have been farming here for the last twenty-five years, and with a little care, and with an ordinary rainfall, we can grow anything.
1067. *Mr. O'Connor.*] A railway would be an inducement to you to cultivate more land? Yes.
1068. *Mr. Farnell.*] If a railway were constructed from Lake Cudgellico, would it suit you if it came from any point beside Euabalong? Yes; providing it went through Lake Cudgellico.
1069. *Mr. Fegan.*] In the event of a railway being constructed from Grenfell to Wyalong, coming within a reasonable distance of Lake Cudgellico, even if it did not come quite close to the lake, it would suit you, being the shorter route to Sydney? I do not think it would suit me better than the present line at Condobolin. If a line came from Grenfell I do not suppose it would pass within 40 miles from this place.
1070. Supposing it came within 25 miles? I would rather cart it the few extra miles to Condobolin, on account of having the river for the teams. Even in sending stock away I would rather send them in that direction.
1071. You think, then, that a railway from Euabalong to Condobolin would be of great benefit to you? I think so. It would also benefit the district, because it would induce many more persons to go into farming. I would be prepared now, if I had means of getting the produce away, to put in 1,500 acres of wheat every year.
1072. And are there many farmers similarly situated to yourself who would have increased cultivation? I think many would put in more wheat; but it is of no use to grow more for local consumption, because we cannot get rid of it.
1073. How often can you depend on the crop? I have had wheat in since 1872, and I have missed three crops. I cannot say I missed a crop, because I got 140 tons off 400 acres.

Robert George Jamieson, senior constable, Lake Cudgellico, sworn, and examined:—

- R. G. Jamieson.
1 Oct., 1897.
1074. *Chairman.*] How long have you been stationed here? About twenty-two months.
1075. What is the area of your district? It extends about 60 miles south towards the Murrumbidgee; about 25 miles to the west, including Murrumbidgee; 30 miles to the east, including Dundoo Hills station; and it is bounded on the north by the Lachlan River.
1076. Have you any record of the population within that area, or the acreage of land under crop? There would be about 600 within that area, and 1,800 acres under crop.
1077. It is cultivated principally for wheat? Principally for hay.
1078. Is it used for local consumption mainly? Yes.
1079. During your twenty-two months here, has the population increased or decreased? It has decreased.
1080. To any appreciable extent? There are about 150 persons less than there were when I took charge of the district.
1081. Can you give the Committee any reasons for that decrease;—is it due to dearth of employment, or to what? Poor seasons would be one reason for a number of persons leaving the district.
1082. Were the people who have left part of the floating population, or were they residents of the district? They were residents of the district; but they have left their farms.
1083. Have they had to abandon them from the uncertainty of season, or from what cause? I do not suppose it would be the fault of the seasons altogether; but there is no market for anything they can grow on selections here. The reason so many farms were taken up here at the start was that a number of men were working in the district. When the mines went down there was no market for produce: no doubt if the mines were working to-day many farmers would continue in occupation.
1084. While the mining industry was flourishing here there was a certain market for produce? Yes; for a few farms.
1085. In the present state of the mining industry the farmers have no alternative but to abandon their farms? Quite so.

R. G.
Jamieson.
1 Oct., 1897.

1086. Mount Hope is the principal market for produce from this district? It was our market.
1087. But the Mount Hope mines, like all the other mining centres here, have gone down lately? Yes.
1088. You know the country between here and Condobolin, and also between here and Hillston? Yes.
1089. Supposing the line were taken from here to Hillston, some distance along the northern bank of the river, would there be any cultivation in that direction? Not to any great extent, I think.
1090. Would there be enough traffic along that line to pay expenses? I cannot say.
1091. In view of the estimated loss upon the line and the necessity for local rates, do you think the railway would be used to any extent in competition with the teams? I should not like to say what effect local rates would have; I am not acquainted with the country about Euabalong. I know the country fairly well between this point and Hillston, and also between here and Wyalong. The country between this point and Hillston is good country. A great part of it is under lease, but there are some resumed areas available.
1092. Is the land, on the frontage where farming operations could be carried on successfully, leasehold? It is mostly leasehold, I think.
1093. Do you think it would be justifiable to bring a railway only as far as Euabalong? I do not think so.
1094. You think it would be necessary to extend it further? Yes.
1095. You do not think the line to Euabalong would intercept any traffic that goes to Victoria by river? I do not think so.
1096. If the object of the Railway Commissioners be to attract traffic to our railway system they would have to take this line further west? Yes; to intercept Victorian traffic.
1097. The construction of a line, even as far as Cudgellico, would not bring new traffic on to the New South Wales Railways—that is to say, the main traffic on the line would be traffic which now goes either to Condobolin or to Whitton? Yes.
1098. Is the country between here and Hillston suitable for farming? Yes, on this side of the river.
1099. You do not know much about the other side? No; the country between here and Whitton is also good for farming.
1100. How far is it from here to Whitton? 110 miles.
1101. And to Wyalong? Eighty miles.
1102. What do you make the distance from here to Rankin's Springs? About 40 miles.
1103. And from here to Yalgogrin? About 60 miles; the surveyed line passes close to Yalgogrin.
1104. Rankin's Spring is in a direct line from here to Whitton? Yes.
1105. What sort of country is it about Rankin's Springs? There are barren hills about there; but the land in between them is splendid for cultivation.
1106. What is the country like between here and Rankin's Springs? It is really good country.
1107. How is it occupied? By selectors. There are about ten selectors between here and Rankin's Springs.
1108. What do they do with their produce? They send it to Yalgogrin. I know that one man has 110 acres under crop, and he sells the produce locally.
1109. The settlers are apparently doing well? They are not doing well, because they have no market here in a good season for their hay. They would do well if they always had a market for their crops.
1110. You think there would be a considerable area put under cultivation if the farmers could get away their produce? I am sure there would.
1111. Is the land equally good near Yalgogrin? No; it is not good land about Yalgogrin until you get about 20 miles out, coming this way.
1112. Have you any idea of the country between Rankin's Springs and Hillston? Of a portion of it. There are about 12 or 13 miles I do not know much about from Rankin's Springs to Tin Hut, but going past that it is good land; you get on towards the river.
1113. The good land from Lake Cudgellico in the direction of Hillston extends right on to Merri Merrigal Range? Yes.
1114. That range comes in close to the river? Yes; a railway in that direction would have to go close to the river to get round the end of the range. If you took the line to the westward further down it would have to go through Monia Gap; that is about 40 miles from here.

Alexander Gordon Huie, carpenter, and secretary to the Progress Committee, Cudgellico, sworn, and examined:—

1115. *Mr. Farnell.*] Did you give evidence before the Sectional Committee which inquired into the proposed line to Broken Hill last year? Yes.
1116. Did you give it in your capacity of secretary to the Progress Committee? Yes.
1117. You are aware of the proposal to extend the railway from Condobolin to Euabalong? Yes.
1118. Have you collected any statistics which would show the Committee that there is any justification for that extension? I have collected no general statistics.
1119. Have any been collected by any member of the Progress Committee? The senior constable could give you information about the population, the area of crop that is in, and the storekeepers could give you evidence as to the stores which come into the place.
1120. How many members has your Progress Committee? I think nine this year, but several of them are away just now.
1121. Since you last gave evidence before a Sectional Committee has the district progressed so far as settlement is concerned? No.
1122. Can you give us any reason for the decrease in settlement? The reasons for the decrease have been working for a number of years past; twenty or thirty years ago this part of the country was in a very different state. There was practically no scrub, and a number of sheep were run. When the gold-field broke out, still more people were drawn here, and a good many improvements in the way of tank-sinking and fencing were carried out. When the land was thrown open a good many selections were also taken up. Up to the time of the financial crisis the district got on well enough; after that date it went back, and pastoral occupation did not give the same employment. Mining has also gone down, and there has been nothing to take its place. If the railway had been constructed at that time the district would not have gone back at all; but the farmers, being at such a distance from market, could not grow wheat at a profit. There has been nothing to take the place of the sources of employment before the district went back.

A. G. Huie.
1 Oct., 1897.

- A. G. Huie. 1124. Do I understand that the area under cultivation has also decreased? I think there is less than there was three or four years ago. I know of one selector who had several hundred of acres 14 miles down the river, and he has hardly anything in now.
- 1 Oct., 1897. 1125. You attribute the decrease in cultivation, and the slow progress of the district, to the absence of proper facilities for getting produce to market? That is it.
1126. With what railway station is the trade of the district done, taking a radius of 10 miles of Cudgellico? Up to the present it has been done chiefly with Whitton. Occasional loads have come from Forbes and Parkes, and some from Condobolin. The trade of Naradhan, and Merri Merrigal, would go to Whitton this year; it might go to Condobolin next year.
1127. Do you anticipate any new traffic at Euabalong if the line were extended to that point? There would be a greater area of land put under cultivation, and in the winter months there would be a great quantity of fish and rabbits sent from a station anywhere near here. I do not think any wool which goes to Victoria would be intercepted. A line to Euabalong would not be far enough for that purpose. The North Wooyeo wool, which went to Melbourne one year, would be intercepted, but I do not know of any beyond that.
1128. The railway would gain to that extent? Yes, but that is a trifle. The other increase of traffic would be altogether new. It would not be traffic going at present to any railway. It would be traffic mainly incidental to new cultivation.
1129. You think that in order to divert Victorian traffic it would be necessary to take the railway on to Hillston? Yes.
1130. Any extension to Hillston would probably have the effect of diverting some of that traffic? It would divert a large quantity of it. The traffic as far as Ivanhoe would come to a station at Hillston.
1131. Supposing a line were constructed through to Hillston at a convenient distance from Lake Cudgellico, it would suit the convenience of this district as well as an extension to Euabalong? It all depends upon what you call a convenient distance.
1132. Supposing the railway were 10 miles distant? In that case, I daresay, it would serve the district right enough; but I question whether it would be possible to take a line 10 miles to the south of Lake Cudgellico, on account of the nature of the country to be traversed.
1133. *Mr. O'Connor.*] What would be the difficulty? There are two ranges—the Cudgellico Range, and the Merri Merrigal Range further down.
1134. You say that the settlers have only produced wheat for local consumption? There has been very little wheat production at all. There are only two or three farmers who have gone in for making a living by cultivation.
1135. Do you know what the average yield per acre has been? I can only guess at it. It has been from 12 to 16 bushels, I think.
1136. Have you taken the average rainfall? I have not taken it; but I know that it is from 17 to 18 inches. I believe a record has been kept at Wooyeo, and that would apply to Lake Cudgellico; the rainfall has been as high as 30 inches and as low as from 10 to 12 inches. Probably there will not be much more than that this year unless we have heavy rain towards the end of the year.
1137. Is there plenty of land available for settlement in this district? There is a large area of land available now. A number of improvement leases from the south-east to the south-west have been put up at auction; only four have been taken up. There have been two settlement lease areas comprising ten blocks, varying in extent from 1,087 acres to 2,560 acres, also put up, and not one of them has been occupied. Two were applied for, but the applicants did not go on with their applications. Two homestead selection areas have also been open, and three blocks of 40 acres each have been taken up. It was mainly through my efforts that three of these areas were thrown open. I thought the liberal provisions of the new Act would induce people to take up the land; but that hope has not been realised. A considerable expenditure of money is required to deal with land in this district. There is a good deal of pine scrub, and then there is the rabbit pest to be dealt with. A considerable amount of capital is required to do this, and people cannot make a living on a small area from pastoral products alone—they must combine agriculture with pastoral pursuits. Until farmers can get away their produce quickly, and without much expense, the land will not be taken up.
1138. What does it cost per acre to scrub and clear the land fit for the plough? I could not say; but I believe it was stated in evidence twelve months ago that it would cost from 35s. to £2 an acre.
1139. What area do you think would be sufficient for a person to take up in this district combining pastoral pursuits with agriculture? It depends entirely upon the land. A man might do well with 640 acres in one place and a few miles further on he might require considerably more. The land is surveyed in blocks of varying sizes according to its capabilities. I think these blocks are a fair size with the exception of the 40-acre blocks, which are too small.
1140. Are there any large areas of freehold land in the district suitable for the growth of cereals? On Wooyeo station there is a good deal of land which would be fit for wheat growing, but it is scattered about the station.
1141. Do you think, that if a railway were constructed to Euabalong, it would be an inducement to freeholders to farm their land on the halves system? I think it would be some years before anything of the kind were done here.
1142. Do you know the rate of carriage between here and Condobolin at the present time? It is about £3 per ton, but that is high, and it would be for small lots; the bearings of the traffic between here and Condobolin have not properly settled down, and they will not do so until the railway is taken over by the Government. Probably the rate will be as low as £1 or 30s. The rate is £3 in bad weather, or for stuff which has to come through quickly.
1143. You know it is anticipated that there will be a loss of something like £3,500 a year on the extension to Euabalong? Yes.
1144. You know that it is also proposed by the Railway Commissioners to charge local rates;—do you think there would be any objection to them? Providing they did not come to more than road carriage there would be no objection. I think that if the carriage were as high as by team the traffic would still come by rail on account of the expedition and security.
1145. Do you know of anything else besides wheat which would be produced in the district which would add traffic to a railway? Wheat would be the main thing. There would be a large quantity of rabbits, fish, and wild fowl carried in the winter months.

1146. How many persons are engaged in the fishing industry here? A little while ago there were two men and three boys; but some fishermen will be able to give you evidence on that point. A. G. Huie.
1 Oct., 1897.
1147. Are there any mineral resources in the district likely to be developed? The mine here might be worked again, but to that I have no definite knowledge. The Erribenderry mine, about 8 miles from here, may also be worked again.

SATURDAY, 2 OCTOBER, 1897.

[The Sectional Committee met at the Court House, Lake Cudgellico, at 10 a.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The HON. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Joseph Blacker, saddler, Lake Cudgellico, sworn, and examined:—

1148. *Chairman.*] Have you resided long in the district? Twenty-five years. J. Blacker.
2 Oct., 1897.
1149. You have heard of the proposal to extend the railway from Euabalong to Condobolin? Yes.
1150. Do you favour that proposal? Yes.
1151. Are you yourself the holder of any land here? I have an allotment in the township.
1152. You have no pastoral or agricultural land? No.
1153. Are you well acquainted with the district? Yes.
1154. On what extent can you speak authoritatively? I have been to a distance of 50 or 60 miles all round Lake Cudgellico.
1155. Have you been to Hillston? Yes; I have been to Hillston for the last seven or eight years.
1156. Do you know the country there? Yes; I know all that country well.
1157. Will you tell the Committee why you favour the proposed railway? I believe the line would be the means of settling a number of people in the district; it would be a great convenience in the getting away of stock. I have known farmers here to have had 500 or 600 fat sheep and unable to get them away. A railway would enable them to get their fat stock to market. I have also known of men who have grown wheat similarly situated. They have had a thousand bags of wheat, and have been unable to sell it on account of there being no means of getting it away. It would not pay them to engage carriers on account of the road charges. I have known cattle and sheep, which have been fattened here, kept until they have actually got into store condition again; it has been impossible to get them away.
1158. You know the country from here to Condobolin? Yes; a great deal of it is very good land.
1159. What is the quality of the land from here to Hillston along the surveyed route? Some of it is very good, but there is a lot of mallee country. I am not an experienced farmer, but I am told that the mallee country is very good for wheat growing when it has been cleared.
1160. Is there good pastoral land in that direction? Yes. Of course, the land on this side of the river is better than is the land on the other side.
1161. Do you know of any areas of Crown land in that direction which would be at the disposal of the settlers? There are a number of blocks which can be taken up. One man took up a large block the other day; there is a lot of mallee country which can be taken up.
1162. Has this place advanced or receded during the past four or five years? It has receded.
1163. To any great extent? A good bit.
1164. To what do you attribute it? I attribute it to the growth of rabbits and to the growth of pine scrub, and also to the fact that the farmers have had no market for their produce. Land will not be taken up unless a market is provided for produce.
1165. What is the quality of the land within a radius of 10 miles of Lake Cudgellico? It is all good land; it is all fit for the plough.
1166. Is there any available there? A lot of it.
1167. Is it your opinion that if a railway were taken as far as Euabalong it would facilitate settlement? Decidedly.
1168. What is your rainfall? About 17 inches.
1169. Would that be sufficient for the growth of wheat? Yes; it would be plenty if it came at the right time of the year—in fact, we could do with less than that.
1170. You think the district has gone back not only on account of the pine scrub and the rabbits, but also through the want of a market for produce? Yes.
1171. You think that all the difficulties incidental to settlement would be surmounted if the district had railway communication? Yes.
1172. And that in course of time a railway would pay? Yes. Of course it would not pay at the present time.

George Albert Pillinger, selector, Corrawong, Lake Cudgellico, sworn, and examined:—

1173. *Chairman.*] Where is your holding situated? About 12 miles in the south-westerly direction.
1174. *Mr Fegan.*] What is your area? I have 2,560 acres of conditional purchase and conditional lease, and 2,560 acres of annual lease. G. A. Pillinger.
2 Oct., 1897.
1175. Have you any freehold? No; but all the members of my family are settled on contiguous blocks.
1176. How long have you occupied them? The first block was taken up in 1891. Four of us occupy 2,560 acres each; my youngest son has 1,280 acres.
1177. You said that first holding was taken up in 1891? Yes.
1178. Since then to what purpose have you chiefly put you holding? It has been used chiefly for grazing.
1179. Where did you come from before you occupied this land? From Corowa.
1180. Then you have been resident in the district for a considerable time? Yes; I was resident there for about ten years.

G. A.
Pillinger.
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1181. You have had a fair experience of pastoral and farming pursuits? Yes; I have followed them all my life.
1182. Is any portion of your area under cultivation? I grew sorghum last year; it was too dry a season for wheat.
1183. You have not tried to grow wheat at all? Yes; in 1894 I had about 16 acres of wheat, and it was a remarkably good crop. I put it in for hay.
1184. So that really you have had very little experience of wheat growing on your present holding? Not on my own place.
1185. Do you know there is a proposal to construct a line from Condobolin to Euabalong? Yes.
1186. Do you know the route taken? I do not; but I suppose the line would come within a few miles of the river all the way down.
1187. Do you think it is suitable for settlement? The land is suitable if it is available, but I do not know that it is.
1188. Considering that all the river frontage has been secured to stations, and that there is not much more land to be thrown open, do you think there is much prospect of a line paying working expenses? I do not know about a line paying, but I know the district wants one badly enough.
1189. But you think there should be some prospect of a line paying before it is undertaken? Yes; my own idea is that the railway ought to come in this direction from Wyalong.
1190. You know the country between Euabalong and Cudgellico? Yes.
1191. The greater part of it is alienated, is it not? I could not say.
1192. What would that land grow? Within 10 miles of Cudgellico I do not consider that it is agricultural soil; there is too much small ironstone gravel in it. On the other side of the bridge the land is almost equally unsuitable for cultivation.
1193. Then you cannot look for any great settlement between here and Euabalong? Not agricultural settlement.
1194. It would be fit for pastoral pursuits, but that is all, you think? That is my idea.
1195. How far are you from the proposed terminus at Euabalong? Twenty-six miles, as nearly as I can say.
1196. How far are you from this point? My nearest fence would be about 7 miles, and the furthest from 14 to 15. The average distance would be, say, 10 miles.
1197. You do not see any prospect of much greater settlement than at present exists between Euabalong and Cudgellico? No, I do not.
1198. If there were a railway anywhere near Cudgellico, would you increase your cultivation? If there were a railway within any reasonable distance I would put in five or six hundred acres.
1199. Your cultivation, then, would not bring much freight to a railway? The country out here is all open for settlement; it very suitable for settlement. Although it is heavily timbered, it is pretty well watered. If we had a railway it would soon all be settled.
1200. Even if the railway were brought to Euabalong it would induce settlement near you? Yes.
1201. Where do you get your stores from now? From Sydney, *via* Whitton. They have been usually three months on the road; since the drought set in we have never been sure when we should get them.
1202. And I suppose some of the stores are not fit for very much when you do get them? A good deal of damage is done.
1203. What is the road carriage? About £2 5s. a ton from Whitton.
1204. What is the railway rate to Sydney? We have to pay £8 a ton on most things; the rate altogether would be over £10 a ton.
1205. You live nearer to Cudgellico than to Euabalong? Yes.
1206. Do you know the country between here and Wyalong, and between here and Hillston? Yes.
1207. There has been some agitation for a railway from Wyalong to Hillston? Yes.
1208. The route has been surveyed? Yes.
1209. Do you know the route proposed to be taken? Pretty well.
1210. How far will it be from Cudgellico? Between 30 and 40 miles.
1211. That would not serve the people at Cudgellico? It would be useless for them. It will be a little better than going to Whitton, but very little, because when once things are loaded a little extra distance does not make much difference. A railway passing about 30 or 40 miles from Cudgellico would not induce much settlement in this district.
1212. At what distance from Cudgellico would a railway suit people here? It would pass through all the best land if it ran about 10 miles to the south.
1213. But would it be possible to bring a railway so near to Cudgellico as that? Yes; the country is all level.
1214. Would it pass through good agricultural country? Yes; it would be all agricultural country.
1215. I suppose you do not know the rainfall there? According to the average of the past 10 or 12 years it would be about 18 inches.
1216. I suppose very little of the land between here and Wyalong is under cultivation? Comparatively little.
1217. How do you think it would do to take a railway from Wyalong to Hillston, *via* Cudgellico? I think it would answer all purposes. People on the south side of the river would be as well satisfied with that as if they had the line right through their land.
1218. Do you think there would be any greater prospect of that line paying than a line to Hillston, *via* Euabalong? My impression is that there would be 500 or 600 square miles settled in a short time, if a line came to Lake Cudgellico from the south.
1219. You will see from the map that there is a large area of Crown land unoccupied in the direction of your holding? Yes; it is very good land. It is certainly above the average; it is heavily timbered with scrub, but when cleared it is suitable for agriculture.
1220. There seems to be also between Wyalong and Condobolin a large area of unoccupied Crown land? Yes.
1221. Do you know that land fairly well? Yes; I have been over that a number of times. It is all the same class of country—very heavily timbered, and worthless unless improved; but much more suitable for settlement than the plain open country, upon which there is no timber.

1222. What kind of soil is there in that direction? It is a heavier soil near Wyalong—more sticky. It is a chocolate soil.

1223. If a line were constructed to Rankin's Spring, passing 40 miles from Cudgellico, that would be better than anything you have at present? Of course it would, but it would not bring about any settlement. People would not be attracted to this district by a railway at that distance.

1224. You think a railway 40 miles away would not induce any more settlement here? To a certain extent it might.

1225. How far away would the proposed terminus at Euabalong be? I think about 26 miles.

1226. So that if the roads were good there would not be so very much difference? There would be a difference of 14 miles, and it is easier to cart in the direction of Euabalong than it is the other way. There are a lot of boggy holes when you get away some distance in the direction of Rankin's Springs, but the road to Euabalong is pretty hard and firm. You can cart there in almost any season; but you cannot always get to Rankin's Springs.

1227. There would be more engineering difficulties in the construction of a line from Wyalong than from Condobolin? Yes; if you are referring to the line from Wyalong to Rankin's Springs.

1228. Is there any other information you can give the Committee? I only desire to say that we are at a great disadvantage with farmers in districts where there is railway communication. Under present circumstances we cannot carry on a system of agriculture and grazing combined. We have to rely upon grazing solely now, whereas if we had a railway we could go in for agriculture. No doubt the country is suitable for it.

1229. If you had railway facilities you would have cheaper carriage, and it would therefore be an inducement to put larger areas under cultivation. The receipts from agriculture would materially assist you in your pastoral pursuits? Yes. I am of opinion that a line ought to come from Wyalong to Cudgellico.

John Knight, storekeeper, Lake Cudgellico, sworn, and examined:—

1230. *Mr. Farnell.*] How long have you been resident here? Close upon twenty years.

1231. So that you have an intimate knowledge of the district and its surroundings? Yes.

1232. With what railway station have you been dealing? Whitton.

1233. What quantity of goods have you been getting up on an average per month for the last two or three years? Five tons a month—some months more and some less.

1234. What is the road carriage from Whitton? £3 a ton was the last rate we paid.

1235. What is the railway carriage from Sydney? The goods come through at truck rates—we pay £30 for a 6-ton truck.

1236. Then it would cost you £25 a month for railway carriage? Yes; and £3 per ton from here to Whitton.

1237. If the railway were extended from Condobolin to Euabalong, would you use that terminus? Yes.

1238. Have you had to do with the purchase of any produce in the district? Yes, a little.

1239. How do you dispose of it? I have bought wheat, and have had it milled at Condobolin. I have disposed of it locally.

1240. You have not sent any of it to Sydney? No; it would not pay under the conditions under which we would have to send it away.

1241. You are not engaged in agricultural pursuits? No; I confine myself to storekeeping.

1242. Has the district made any progress lately? Not during the last few months; but during the last few years people have gone in more for agriculture than they used to do. The drought has been against us for the last year or two.

1243. Is the drought the only thing which has militated against the progress of the district? Of course, if the people had railway communication they would go in more for farming pursuits than they have done. As matters stand they have no outlet for their produce.

1244. Have you any idea of the quantity of land available within a radius of 10 miles of Lake Cudgellico? I cannot say that I have.

1245. You think that if a railway were constructed to Euabalong people would cultivate much more than they do now? Yes.

1246. Have you any idea of the average return per acre from the cultivation of wheat here? I think it has been about 18 bushels.

1247. Do you know anything about the quality of it? It has been of very good quality.

1248. What would be a profitable return from the growth of wheat? I could not say to a certainty; it would depend upon where the farmer bought his seed, and the kind of seed he put in.

1249. Do you know what it costs to clear and scrub the land here ready for the plough? I suppose about £2 an acre.

1250. I suppose that if the railway were extended to Euabalong, plenty of persons would be willing to take up land, spend £2 an acre for clearing, and go in for wheat-cultivation? Plenty of people would do so.

1251. You are bearing in mind that £2 would be an addition to the cost of the land? Yes.

1252. Can you speak as to the quality of the soil in the district? I believe it is as good as it is in most parts—above the average, I think.

1253. There would appear to be only one thing lacking—a good rainfall? Yes.

1254. Do you know whether experiments have been made in putting in other crops besides wheat? I do not think it has been done.

1255. Has there been any lucerne or fruit growing here? Very little. Fruit has grown well, especially grapes, and all kinds of stone-fruit.

1256. But the people have not gone into it to any extent? No.

1257. Do you think the dairying industry could be carried on successfully here? On the river frontage.

1258. Do you know of any other source of revenue besides wheat for a railway in this district? I have no doubt persons would make experiments in other directions.

1259. Suppose a railway were constructed within a reasonable distance of Cudgellico, independently of the proposed extension to Euabalong, would it be used by the people of the district? Yes. I think, for instance, that if a line came across from Wyalong it would be a good paying line; it would open up a lot of country which is now lying idle.

G. A.
Pillinge.,

2 Oct., 1897.

J. Knight.

2 Oct., 1897.

- J. Knight.
2 Oct., 1897.
1260. You do not think the proposed line would divert any traffic from Melbourne to Sydney? I think not.
1261. How long has the local mine been shut down? About twelve years.
1262. Is there any probability of it being reopened? Not at present, I think.
1263. Do you know to whom it belongs? I think it belongs to the Crown. There is a good reef there if it were opened up and worked, but operations were stopped for the want of money. There was too much water to contend with; that was one of the principal reasons. They got down some 212 feet.
1264. Is there anything else that you can suggest as a justification for the construction of a line to Euabalong, or a line to touch Cudgellico? I think this would be a great health resort for persons in towns and cities.
1265. You think it would be a sanitorium? Yes; many persons who have been here have taken a fancy to the place, and wish there were a better means of reaching it.
1266. During the twenty years you have been here, has the lake ever been dry? Yes; in 1880, I think, but I could not say for certain.
1267. It is fed from the Lachlan? Yes.
1268. What is its depth at the present time? About 3 feet. I suppose that would be the maximum depth.
1269. What is the greatest depth you have known in the lake? Sixteen feet, I suppose.
1270. Do you think anything could be done by which the lake could be fed and kept at a permanent level? Yes, if a weir were put across the river it could be done; you might have flood-gates.
1271. Are there not flood-gates at the entrance to the lake now? Yes; in the creek, but not in the river; the river is down below the level of the creek entrance. You would want a weir on the river to divert the water.
1272. I believe the lake is pretty full of fish life at the present time? Yes. There is a good opening for the fishing industry here. A couple of parties here have been doing pretty well out of it.
1273. You think that any railway within a reasonable distance of Cudgellico would lead to great development in the district? Yes; if the railway were anywhere within 20 miles.
1274. Although the line might not pay in the immediate future, you think it would ultimately do so? Yes.
1275. *Chairman.*] Is the district progressing or retrogressing? It has not been progressing for the last two years.
1276. Is it going backwards, or is it at a standstill? It has not gone back any further during the last twelve months; it is practically at a standstill now; but if better seasons come I have no doubt things will improve again.
1277. I presume that tank-sinking, fencing, and other things incidental to station management employ a number of people in the district? Yes.
1278. That work having been practically stopped the district is at a standstill, and wants something to give it another start? Yes.
1279. When station work was going on there was also some mining here? Yes.
1280. The mining is also now in a state of stagnation? Yes.
1281. And these two causes combined have left the district in a moribund condition? Yes.
1282. I notice that in the evidence you gave before a former Sectional Committee, you said that if a railway came within 20 miles of Cudgellico it would do a great deal of good? Yes.
1283. As a man who has been here twenty years, and who has some knowledge of the business of the district, which would you prefer—a line on the north side of the river 3 or 4 miles back from Euabalong, and perhaps extended on the same side towards Hillston, meaning that Lake Cudgellico would be 20 miles from a railway; or a railway coming from Wyalong and going through the Uabba Gap to Hillston, meaning that Lake Cudgellico would be within 25 miles of a line? I think the line you have last mentioned would do.
1284. Do you know the distance of Uabba Gap from Cudgellico? It is about 12 miles.
1285. Then a railway from the direction I have indicated would be even closer than 25 miles from you? Yes.
1286. Having regard to the capabilities of the country to the south, and the possibilities of increased settlement, if a railway were constructed in that direction would it suit the town and district of Cudgellico better than a line on the northern side of the river? It would suit as well, and it would open up more country.

Alexander Huie, carrier, Lake Cudgellico, sworn, and examined:—

- A. Huie.
2 Oct., 1897.
1287. *Chairman.*] How long have you resided here? About fourteen years.
1288. You have had a good opportunity during that time of becoming practically acquainted with the country round about Cudgellico? Yes; I know the country through which it is proposed to take the railway, also the country between here and Whitton, and as far as Hillston.
1289. What sort of country is it through which a railway would have to be constructed to Hillston on the northern side of the river? There is a tract of good farming country there. It is good sandy loam; back from the river there is some mallee. There is also some good country on Booberoi. Lower down towards Hillston the land is in the Western Division.
1290. Do you think that country would be suitable for close settlement even if it were available? I do not think the river frontage would be good for agriculture.
1291. The bulk of the land is alienated? To the eastward of Cugong it is.
1292. Have you a pretty good knowledge of the country between Lake Cudgellico and Wyalong? Yes; there is some very good land between Wyalong and Wollongough, but it is not all good right through until you get within a mile or 2 of Wollongough, which would be about 50 miles from here.
1293. Do you know the country between Wollongough and Uabba? You would have to go through a lot of hilly country. If you took a railway that way to Hillston you would have to miss Wollongough and all that good country; you would have to go to the southward of that, and the railway would pass through a series of wide flats intersected by ranges.
1294. You are referring to the route *via* Yalgogrin and Rankin's Springs? Yes; there you are practically on the dividing line between the two watersheds.

1295. Would the country within a few miles of that railway be suitable for settlement? The best country would be towards Woollongough and the lake. I think a railway should be brought from Wyalong here through Woollongough. It might go through Willanthry and thence to Hillston. Such a railway would be fed by a large area of good country on each side. It would have the effect of settling more persons than would any other line in this direction; at the same time it would help persons who are already settled in different centres.

A. Huie.
2 Oct., 1897.

1296. How far would the good country extend back from here? It is first-class country from here until you get to Naradhan station, about 25 miles from here.

1297. Is there any way of getting through the Merri Merrigal range instead of taking the railway right up on to the river flats? If you did not go there you would have to go through Monia Gap, and you would then run into poor country. It is the land between Monia Gap and the river through which a railway ought to go.

1298. Supposing the railway went through Monia Gap, how would it affect this district? It would be too far away to be of any use to us. Besides that, you have to consider the other side of the river. If the railway went towards Willanthry all the Mount Hope traffic would go there.

1299. How far is it from Willanthry to Mount Hope? About 40 miles.

1300. But it is impossible to take up land on the other side of the river? There is a lot of forfeited land which the Government could sell.

1301. You think the route you have given would be preferable to an extension from Condobolin? Yes; it would serve a larger tract of country, and would pass through the best land.

Robert Orr, pastoral tenant, Lake Cudgellico, sworn, and examined:—

1302. *Chairman.*] You are a pastoral tenant in the Lake Cudgellico district? Yes; at Wargambegal.

1303. What is your area? About 20,000 acres.

1304. *Mr. O'Connor.*] You know the proposed line from Condobolin to Euabalong? Yes.

1305. And you are also acquainted with the proposed alternative from Wyalong? Yes.

1306. Which scheme do you think best in the interests of Lake Cudgellico, and also in the interests of the Colony? I think in the interests of the Colony a railway should be taken down the Lachlan; the land here is quite equal to any in New South Wales, both for pasture and agriculture.

1307. You are favourable then to the extension from Condobolin? Yes.

1308. You would bring the railway through to Lake Cudgellico, and continue to Hillston? Yes; opening up the valley of the Lachlan.

1309. Are you aware that most of the land that would be served is within the Western Division? Yes; the boundary line comes in about half-way between Condobolin and Euabalong. Euabalong is in the Western Division.

1310. The land between Condobolin and Cugong would be in the Central Division? Yes; my idea would be to bring the extension across the river to the south side, and that would take the railway out of the Western into the Central Division.

1311. Is the land as good here as on the northern side? It is better for agricultural purposes.

1312. There is land available for settlement? Any quantity; a lot of it has been abandoned through the want of a railway.

1313. You think that if there were an opportunity afforded to producers to get their produce to market, this abandoned land would readily be taken up again? Yes; judging from what has occurred in other places where good land has been thrown open near a railway;—there will be hundreds of applicants for the land to which I am now referring. We are at some disadvantage in the matter of rainfall. In the neighbourhood of Wyalong and Naradhan they have about 20 inches, in this district the average is about 17½ inches; that would be for the thirteen years ending 1896. 1896 and 1897 have been the two worst years recorded.

1314. The drought has reduced the rabbit pest? It has; I regard the rabbit question as a national question. I think that if we had a railway here the rabbits could be turned to profitable account. In Victoria they have a rabbit-preserving factory; there they make a profit of about 50 to 75 per cent. per annum, and thousands of men have been employed.

1315. You mean that the men are employed in killing the rabbits and preserving them? Yes; I regard the Lake Cudgellico district as the rabbit depôt for Riverina. I could show you more rabbits here in half an hour than you have ever seen in your life, and I think if a rabbit-preserving factory were erected here there would be a large export trade. I know of one man in Victoria who, with his family, was left destitute; they are making now £8 or £9 a week by killing rabbits. They get 2s. a dozen for them; the collector goes round every morning, picks the rabbits up, and sends them on to market. Rabbits have been a great boon to many persons in Victoria, having regard to the price of agricultural produce.

1316. Has this district receded within the last few years? Yes; I attribute it to bad land legislation.

1317. In what way? If we had had the present land law twenty years ago New South Wales would have been £20,000,000 richer. If men take up land now they have to reside upon it; under the former law there was no fixed settlement.

1318. You think the law compelling residence is a good one? Yes; under the present law the settler can neither sell nor mortgage.

1319. You would not advocate the construction of a railway to stop at Euabalong? No; the line should be taken on to Hillston, on the southern side of the river; it would go within a few miles of Euabalong.

1320. You think that would be a better route than *via* Wyalong? I do not say it would be a better route; but it would be an equally good one, and it would be less expensive to the country.

1321. In what way? You would not have the same number of miles to construct.

1322. But would it open up as much country? If you get a railway within 20 miles you may say that it would open up country.

1323. Is there anything else you would like to add to your evidence? Yes; we can grow lucerne enough in the district to supply New South Wales, and there is also good timber equal for building purposes to any American pine you can import.

1324. Do you think the dairying industry could be established here? You could not find better country for a creamery or dairy factory than about Lake Cudgellico.

R. Orr.
2 Oct., 1897.

- R. Orr.
2 Oct., 1897.
1325. You think that if you had facilities for reaching a great market like Sydney any quantity of dairy produce would be turned out here? Yes; it would develop into a large industry. I can show you a crop on land which has been cropped for seventeen years continuously, and you can see that the present crop is a very good one. I do not grow any wheat; but I grow hay for my own use.
1326. Have you seen the proposed Rabbit Bill? No; but I may say that I do not believe in fencing.
1327. Why? It is levying a tax on unfortunate people who are ruined by the rabbits; the man who gets all the profit—the business man—has to pay nothing.
1328. Have you fenced in your run? It is only partly fenced with rabbit-proof fencing.
1329. Is there not a clause in the proposed Bill in which it is provided that the Government should do this work at a moderate cost to the tenant? There is a clause in the Bill providing for the supply of netting at a certain percentage, but that clause is over-ridden by another clause; and you will find that the landowner is totally at the mercy of the rabbit inspector.
1330. How is that? He can order us to put on a certain number of men, and we may not have the means to pay them.
1331. Is it not a matter for the Board whom you assist to appoint? While one man is keeping the rabbits down, another will let them go wild through his holding. Again, supposing you are complying with the law, and you are employing five men every day, the inspector may ask you to put on an increased number if he chooses.
1332. Is it not a fact that for a long time you never put rabbit-proof fencing on your run? Yes.
1333. You allowed the rabbits to have their full fling? Yes.
1334. Where you not in favour of some legislation dealing with the rabbit pest? Yes.
1335. You are in favour of employing persons to kill rabbits? Yes.
1336. Who is going to pay for the work? You would levy a national tax.
1337. The rabbits are not so numerous as formerly? No.
1338. You have found lately that it is wise, after all, to erect rabbit-proof fencing? Yes.
1339. That it is easier to cope with them if you have fencing? It is the only way to cope with them on small holdings.
1340. If it is necessary for small holdings to be fenced, is it not equally necessary for large holdings to be fenced? If you let a holding of 50,000 acres, you are keeping the rabbits in that particular place. On a small holding you may cope with them by fencing; on a large holding you cannot.
1341. What is the area of your holding? 20,000 acres.
1342. How long has your lease to run? Twenty-seven years yet.
1343. How do you utilise your land? Principally for grazing. I have a little agriculture for my own use.

Ewan MacRae, selector, Lake Cudgellico, sworn, and examined:—

- E. MacRae.
2 Oct., 1897.
1344. *Mr. Fegan.*] You are a resident of the Lake Cudgellico district? Yes; I am a selector.
1345. Where is your holding? About 4 miles up the head of the lake, to the south.
1346. What is your acreage? 1,400 acres.
1347. What do you use the land for? For farming and grazing.
1348. How many acres have you under cultivation? About 14 acres. I have put in wheat for hay.
1349. How long have you been on your holding? About three years.
1350. So that you have had no opportunity of fully testing the capabilities of the soil? No; but I have resided in the district a long time, and have held other land here which has been transferred to my sons.
1351. How many years altogether have you been in the district? Sixteen years.
1352. Have you made experiments with crops during that time? Yes; in the way of growing hay.
1353. Have you put in any lucerne? I have put in a trial patch of lucerne, and it was splendid; we could grow any quantity of lucerne, I think.
1354. Does it pay you better to grow sheep than to grow lucerne? If we had a market in which we could get rid of our lucerne it would pay.
1355. Would not lucerne be as good as hay, less costly to grow, and more productive? I should prefer hay, it would be better for stock.
1356. Have you any idea of the proposed route from Euabalong to Condobolin? Yes. I do not know the other side of the river, near Euabalong, very well; but I have been on this side.*
1357. Have you anything to add to what other witnesses have said as to this side of the river? I consider that the land between here and Euabalong is really good for agriculture purposes.
1358. Do you know the country between here and Wyalong? Yes.
1359. Is it to be compared with the country between here and Euabalong? Yes; there is some country as fine as any in the district between here and Wyalong—in fact, I think it is the best part of the district.
1360. I suppose you are in favour of railway communication to Cudgellico? Yes.
1361. What line would serve the place best? I think the route which would serve the country best, and also this portion of it, is that from Temora or Grenfell: that route would open up the most country. It is a matter of indifference to this district whether the line comes from Temora or Grenfell.
1362. You are speaking now from a resident's point of view? And also from a national point of view. I know that such a line would serve good wheat country. They say that the Wyalong land is better than the land here, but I doubt it.
1363. You think that, from a national standpoint, a railway should go from Temora or Grenfell through Cudgellico to Hillston? I think that would be by far the best line.
1364. Have you anything to add to your evidence? I think it would be far better to take the line down the river than to take it through Yalgogrin. If you take it through Yalgogrin you will go through a lot of rough hilly country upon which people will not settle. If it passes through this good open country the land will be taken up, settlement will ensue, and there will be a better chance of getting rid of the rabbits. I believe that if we had a railway we should not require to do so much netting. Settlement would very soon get rid of the rabbits. It is of no use for a man to fence in 640 or 1,000 acres as things are now. He might just as well leave it alone.
1365. Have you fenced in any land? I have put up about 12 or 15 miles of wire-netting fence.

1367.

* NOTE (on revision):—I do not know the country, on the north side of the Lachlan River, further than Euabalong. The land from Cudgellico to Euabalong is really good land. I have been to Condobolin, on the south side of the river, and it is nearly all good agricultural land.

1366. What does it cost you a mile? Some of the netting alone costs me £34 a mile, and some a little less, but it is dear at present. The netting is a check, but you must be continually killing the rabbits within the wire netting, or they will become a great nuisance.

E. MacRae.
2 Oct., 1897.

1367. The recent drought has almost exterminated them? When I was coming in last night I saw a good many. Unless we get a railway I believe most settlers will leave the district; the rabbits alone will be quite enough to drive them out of it.

1368. With railway facilities you think there will be much additional settlement? Yes; a man came up from Berrigan the other day looking for land. He said he liked the look of the country as well as any he had seen; and that if there were means of getting the wheat to market he would settle down here at once. He also said that dozens of persons would follow him from the Berrigan district, but you cannot expect them to come into this back country to contend with the rabbits unless they have some means of getting their produce to market.

John William Denny, fisherman, Lake Cudgellico, sworn, and examined:—

1369. *Mr. Farnell.*] How long have you been engaged in your present occupation? This will have been my fourth winter; I spent three winters at Lake Cowal; this winter I have spent at Lake Cudgellico, not fishing so much as taking the fish to market.

J. W. Denny.
2 Oct., 1897.

1370. You are not a practical fisherman? No.

1371. How many fishermen are there at the lake now? Only five now. There were seven in all fishing, but not regularly.

1372. Are they all under your supervision? There are five working in one boat, three men and two boys.

1373. Are you licensed? One fisherman holds the license.

1374. But you all fish? Yes; we all draw the line.

1375. What is the mode of capture? We use a trawling net.

1376. What is the length of it? About 500 yards.

1377. What is the mesh? Four and a quarter and 4 $\frac{1}{4}$.

1378. Four and a quarter in the bunt? Yes.

1379. Four and three quarters in the wings? Yes; 4 $\frac{1}{4}$ was the mesh in the old net; the bunt is a new net.

1380. How much bunt have you? About 350 yards.

1381. Do you weight your ropes? Yes; we have a lead line.

1382. What is the area of the lake? I think it is about 2 miles by 3 $\frac{1}{2}$; the lake is very low now.

1383. You have not any knowledge of its having been greater in area? It has not been so within my own knowledge. I have been here only a trifle over three months. During that time I have taken away 13 tons of fish.

1384. How is the lake fed? It appears to be fed from the river.

1385. When there is a rise in the Lachlan, the lake is fed from the overflow? Yes.

1386. Can you explain to us what kind of bottom there is? There is a silty bottom, and there is a very hard bottom below that again. The silty bottom is of blue clay.

1387. It is that which gives the colour to the water? Yes.

1388. Have you noticed any patches of vegetable matter growing on the bottom? Not in the middle of the lake, but on the side of the lake there is some grass.

1389. Is there any portion gravelly? A little near the bluff.

1390. As to the mode of capture, do you trawl right on to the shore? We have done that, but we generally trawl right into the boat.

1391. Do many of your fish get meshed? A great many.

1392. What kinds of fish do you catch? Cod-fish or perch—some call them yellow-belly—silver bream and catfish; that is about all.

1393. Have you caught any fresh-water lobster or shrimps? No; I believe there are a few prawns, but they are not worth netting. There are any quantity of turtles.

1394. Do you make any use of them? No.

1395. You have caught no eels? No; there are never eels where there are codfish.

1396. What is the size of the fish? The largest cod we have would be about 28 lb. There is one fish I have not mentioned—the black bream; but they are very scarce. The size of the largest perch would be about 8 lb., and 10 lb. the size of the largest bream.

1397. All the fish you mentioned are edible and are sent to market? All but the silver bream; they are a bony fish. They are all very well for drying and salting, but it would not do to eat them fresh.

1398. You are sure you are not talking of a fish called the fresh-water herring? No; the fish to which I am referring is not at all like the fresh-water herring.

1399. In hauling your net into the boat as well as on to the shore, have you brought a number of fry in as well as the fish? No.

1400. They have escaped through the mesh? A 2 $\frac{1}{2}$ -lb. fish would pass through a 4 $\frac{1}{4}$ -inch mesh.

1401. Have you any idea when the cod-fish spawn? No.

1402. Have you ever seen any of the fry of the cod or bream in the lake? No; but I have seen them in Lake Cowal.

1403. It is quite likely they are there? No doubt they are there; but we are troubled by hordes of pelicans.

1404. I suppose you do not know at what time of the year the fish spawn? No; but it must be very shortly.

1405. What quantity of fish have you caught since you have been here? Thirteen tons.

1406. How have you disposed of them? We have sent them from here to Condobolin, Bogan Gate, Parkes, Orange, Blayney, Bathurst, Sydney, Young. When I first came here I had orders to send to the Fresh Food and Ice Company in Sydney, and also to the Ice Company in Newcastle.

1407. What is the average price obtained? £1 2s. 6d. per cwt.

1408. Is that net? No; I pay the freight. They travel at second-class rates—half parcel rates for breakable goods, or over 2 cwt. second-class goods to travel by mail train.

1409. How do you send them to Parkes, Blayney, Orange, and those places? I drive them to Condobolin, about 62 miles, and they are there put on to the contractors' train. They are transferred at Bogan Gate to the Government railway.

1410. How do you pack them? Some in cases, some in bags. For the longer journeys they are packed in cases. The cases are of an ordinary make; they are nailed down firmly, and the fish are packed in gum leaves, which are cool.

1411.

- J. W. Denny. 1411. Do you leave any apertures for fresh air to get through? We have not done so, but it should have been done.
- 2 Oct., 1897. 1412. What has been the condition in which the fish have arrived at market;—have you had any complaints? On one occasion some fish were sent in open trucks from Condobolin to Bogan Gate; they were lying in the sun for a time, and some of them on the following morning were not very good. But we have taken fish out on Tuesday morning, and we have received letters from Young on the following Friday stating they had arrived in splendid condition.
1413. Do you clean your fish before sending them away? No; we send them away just as they are.
1414. Would cleaning not materially assist in keeping them in sound condition? No doubt it would; but some of the fish will live eighteen hours after they have been taken out of the water. I have known codfish to live thirty-two hours out of the water, but codfish are the best of the fresh-water fish in this Colony. They are very firm.
1415. When you catch your fish by trawling do you send them straight away, or do you impound them? We impound them in a cage.
1416. How is it constructed? It is merely a frame with wire netting round it to allow the water to pass through.
1417. You find that answers your purpose, and that the fish will keep alive for a week? For a fortnight easily. I have had 210 fish in a cage 3 feet by 3 feet by 10 feet.
1418. You do not attempt to feed them? No.
1419. Have you caught any gravid fish while you have been here? Last week there were a few.
1420. Do you think it would be possible to transfer them to some water where there is at present no fish? That is a matter I do not understand.
1421. There can be no doubt that if fry were collected here they could be transferred to waters elsewhere on account of their tenacity of life? Yes.
1422. What natural enemies of the fish have you here? Principally pelican. There are very few black divers. Pelican will swallow a 5-lb. perch; they will come up and take fish out of the net.
1423. They are protected under the Game Act, are they not? I hope not, because we have been shooting them.
1424. Do you think it would be possible to devise a means of feeding the lake and maintaining a certain level all the year round? I think so, by constructing a weir on the river.
1425. Would it be an expensive piece of work? I should not think so, but I could not go into that matter.
1426. Have you noticed the lake becoming stagnant while you have been here? No.
1427. Have you noticed any disease in the fish since you have been here? No; I may have noticed a few parasites, but very few. You will not find them on more than about 1 in 150.
1428. Have you used those fish? Yes, certainly.
1429. Have you a copy of the Fisheries Act? I have.
1430. Have you studied it? A part of it.
1431. You know something of the Lake Cowal fisheries? Yes; I was there three winters. I was fishing a little, but I was chiefly engaged in taking fish away. I used to handle 23 cwt. a week.
1432. Where did you send them? To Cootamundra, Harden, Young, Grenfell, Parkes, Condobolin, Wyalong, Barmedman, and some went to Sydney.
1433. It is a much larger lake than this? It was.
1434. But owing to the drought it has diminished? Yes.
1435. How is it fed? Principally from the Bland Creek.
1436. What fish are found there? Black bream, perch, cod, and cat-fish.
1437. What means have you adopted for catching fish there? Trawling nets, drag nets, and gill nets; also lines for catching big cod-fish, called Jacob lines.
1438. What do you bait with? Frogs and swan gut.
1439. Have you noticed any fry in Lake Cowal? I have noticed small fish coming up near the edge of the creek.
1440. Have you ever known a fishery inspector to visit Lake Cowal or Lake Cudgellico? No; the police have authority at Lake Cowal.
1441. Were they specially appointed inspectors? No; they just examined the nets.
1442. While you were there did any of the Commissioners visit the place? No one came from the head office.
1443. No one made any inquiry of you while you were there as to the fishery? No; the police inquired about the nets on one or two occasions. If this lake were flooded from the river it would be a wonderful breeding-ground for fish, and if there were reasonable facilities for getting them away, instead of their being kept twenty-four hours in a dray, there would be work for 150 men on this lake and the neighbouring lakes in the catching of fish.
1444. For how long? They could be sent from here at any time if there were railway communication to Sydney or to Melbourne.
1445. You fish only in the winter months? That is the only time we can carry them. They can be carried to Wyalong or Condobolin, but from Condobolin they have their own supply in the summer, although not in the winter.
1446. You catch them more readily in the summer time with a line than in the winter? Catching them with a line is waste of time.
1447. Do they not hibernate? No; but it is more satisfactory to use the net. This is a beautiful lake to fish in—there is scarcely a snag; it is not at all like Lake Cowal.
1448. What is the depth of your net? About 8 feet.
1449. Can you tell the Committee anything which would justify a railway from Condobolin to Euabalong? I think the fishing industry alone will be a great source of railway revenue. It would employ a number of men who will be sending fish away to all parts. The place would also be a sanatorium, and there is no doubt about there being good agricultural country here.
1450. But if the lake is to be recognised and appreciated as a sanatorium it will be necessary to construct a weir across the Lachlan to keep a permanent level in the lake? Yes.
1451. You think the lake would be a good breeding ground for fish? Yes; I have been struck by the exceptionally good quality of the fish.

MONDAY, 4 OCTOBER, 1897.

[The Sectional Committee met at the Homestead, Uabba, at 3 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

THE HON. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

George Logne Dickson, pastoralist, Uabba, sworn, and examined:—

1452. *Chairman.*] You are the owner of Uabba station? Yes.
1453. How long have you been resident here? Off and on I have been resident here for twenty-five years.
1454. So that you would have a good knowledge of the district and its capabilities? Yes.
1455. You are aware that the Committee are inquiring into the proposed extension of the railway from Condobolin to Euabalong? Yes.
1456. Are you in favour of the proposed extension? I am in favour of it.
1457. But I suppose you are not of opinion that the railway should stop at Euabalong? No.
1458. You do not think the Government would be justified in constructing the line to stop at Euabalong? No; there would be no object in having the terminus there; the benefit accruing would not be sufficient to justify the construction.
1459. You know that it is estimated that there would be a loss upon the extension of about £3,500 per annum? Yes; I am certainly of opinion that the extension could not stop at Euabalong.
1460. What is your idea of the country through which the line would pass? For the first 25 miles the country is fairly good; and from that point it is only good immediately on the banks of the Lachlan. The back country is bad; it is mallee scrub, and is infested with rabbits and dogs.
1461. Is that country still held under pastoral lease? Yes.
1462. Do you know what is being done with the resumed areas? I think there are some homestead lessees on the resumed area of Gunniguldrie. I fancy a considerable area of the country out that way has been abandoned.
1463. You know, so far as the leasehold areas in the western divisions are concerned, there will be no possibility of close settlement upon them for twenty-one years? Quite so; not until the termination of the present leases.
1464. As to the country on the southern side of the river coming from Euabalong, the suggestion has been made that the railway should cross the river at Erribenderry? It would be more expensive in construction, owing to the flooded country and the bridges which would have to be made.
1465. You think that would be an expensive line to construct? Yes.
1466. Although the country might be better back from the river? Yes; it would open up country in the Central Division.
1467. Where considerable areas of land would be available for settlement within the next two or three years? Yes.
1468. Have you any idea as to the best route for a line to follow on the southern side of the river with a view to the development of the country? I should say that the line ought to cross at Condobolin; that it ought not to come down on the other side of the river at all. It should be in the Central Division all the way; it would open up more country. There would be a few creeks to be crossed, but you would have to keep well out from the river. The lakes extend a good way out; in fact, there would be a good deal of difficulty in connection with the lakes. You would either have to keep wide out from the lakes or well on to the river. I think you would have a good deal of engineering difficulty in getting down to Hillston owing to the flooded country and the creeks. I do not know that there would be any very great extent of country open for occupation.
1469. Most of the land is freehold? Yes.
1470. Assuming Hillston to be the objective point, should it be approached from Koorawatha or from Temora? A line through Koorawatha would, I think, be the most direct line to Sydney. It would shorten the route and open up a lot of Bland country, which is really very good. It would also open up a lot of unoccupied country at Cowl Cowl, Naradhan, and Conapaira, which is all arable land if it were cleared.
1471. The quality of the land is good? Yes.
1472. Do you think that if that land were made available for settlement it would be occupied within a reasonable period? Yes. The only drawback to occupation would be the small rainfall. I think it is doubtful whether a railway would pay for many years to come.
1473. What has been your experience of settlement in this district? It has ended in disaster almost invariably to every one, with the exception of some small holders who have gone in for wheat cultivation alone. They supply local wants up to a certain point, but they are at a loss to know what to do with the surplus wheat. There is a number of selectors round about Hillston who have grown wheat and who have supplied the local mill, but beyond a certain point the mill of course cannot take the wheat.
1474. And they do not know what to do with the surplus? Quite so. It is not every year that they have surplus wheat. When they have, of course it would find its way to the seaboard by the cheapest route.
1475. Have you any idea of how many crops they could rely upon in a period of, say, seven years? They could rely upon, say, five.
1476. So that even if they missed a couple of years, if they had a good surplus and means of getting it away at a reasonable rate of carriage, they would still be in a good position? Yes.
1477. I suppose a railway from Koorawatha, through Grenfell and Wyalong, and Monia Gap to Hillston, would serve a tract of country at least 25 miles on each side? I think it would serve 25 miles on the south side and fully 50 miles on the north side.
1478. Do you think the construction of a railway as far as Hillston would secure any traffic which now goes to Victoria? I do not know of any traffic in the way of wool between here and Hillston which goes to Victoria.

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G. L.
Dickson.
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1479. Do you know the country west of Hillston? I know a good many settlers down there. I think that nearly all the wool from 25 to 30 miles below Hillston would go to Sydney, but when you get as far as Mossgiel the wool would generally go to Melbourne.
1480. The traffic from Mossgiel and Ivanhoe has generally gone to Victoria? The goods, so far as I know, generally come from Sydney. The rebate which applies to wool does not apply to goods.
1481. Do you think there would be a possibility of diverting a good deal of wool traffic to a line at Hillston, providing the Government offered advantages to wool-growers corresponding to those which are offered to them by the Victorian Government? Certainly.
1482. Traffic will naturally gravitate to the point where the cheapest mode of conveyance exists? Quite so, and differential rates would ensure that in this case.
1483. Have you any knowledge of the mineral resources of the country upon the route you mention? No; but all the country between here and Wyalong is more or less auriferous. As to whether the ground is payable or not, I cannot of course say.
1484. What would it cost to clear the country fit for the plough, as a rule? From 10s. to £1 an acre on the average.
1485. Are you including the mallee? I am taking the general average.
1486. You do not think the share system is likely to be adopted by freeholders in bringing the land under cultivation? No, the share system can be applied with advantage only in cases where all the land is alienated, and where land is not available in large areas.
1487. You think that where Crown land is available the share system will not be resorted to? Yes, and for cultivation under the share system you want a regular rainfall.
1488. Do you think there is much probability of settlement in this district by Victorians and South Australians when it is known that a railway is to be constructed? If the land were offered by the Government on fairly advantageous terms I am sure a number of South Australians and Victorians would come to the Colony.
1489. For the reason, I suppose, that they have worn out their own holdings? Yes.
1490. Having followed the occupation of farming so long they would not care to embark in anything else? Quite so; and being accustomed to a dry country they know what they have to face.
1491. Having had experience of a similar climate in their own colonies they will not be at a disadvantage in dealing with the land here under similar conditions? Yes; as long as the ground would stand the working.
1492. I suppose one advantage to them here would be that they would be able to obtain land in larger areas, and would therefore be able to crop certain areas in succession? Yes; there is no doubt that large areas of land here could be cleared, and worked at a profit, if the Government would lease it on reasonable terms. In that case it would be worth while to develop and improve it.
1493. Having regard to the growing importance of Hillston as a distributing centre in the Lower Lachlan, and the probability of the development of the district year by year, you think the construction of a line by the route you have suggested would be justifiable? Yes; it would help to develop an enormous area of land which is now valueless. It would be of advantage to the country in this way—that it would open up a large area of unoccupied country and promote settlement; but it would not immediately pay.
1494. You think the chances are in favour of the line paying ultimately? Yes; I think it would eventually pay on account of the settlement that would follow.
1495. What is the cost of rabbit-proof fencing? You would want 1½-inch mesh, 42 inches in depth, and 17 gauge. The cost would depend upon the price of netting in Sydney.
1496. What does your netting cost? I am erecting a fence with posts 14 feet apart, three wires, netting 1½-inch mesh, 42 inches in depth, and 17 gauge at, say, £55 a mile.
1497. What is the size of your holding? I have altogether 112,000 acres of leasehold and 40,000 acres of resumed area. The resumed area on Uranaway, my holding on the north side, is thrown up. The 40,000 acres is on Uabba. We carry 20,000 sheep now; we used to carry 70,000.
1498. What is the cause of the reduced carrying capacity? Rabbits, pine scrub, and bad seasons.
1499. If you got a few good seasons, I suppose you could stock up again? Certainly; we are not much more than half stocked.
1500. What would be your carrying capacity in a succession of fair seasons? About 50,000, if we had fair seasons and no rabbits.
1501. You have been in the habit of sending produce to Sydney for some years, and getting stores back;—what do you pay? Thirty shillings a ton to Condobolin, road carriage; and the railway carriage just now is, I think, £3 18s. 6d. That includes the contractor's rates from Condobolin to Bogan Gate.
1502. Where did you send your wool previous to sending it to Condobolin? To Whitton. The cost of road carriage that way was £3 a ton, and the railway carriage £3 4s. 8d. a ton. That is the greasy rate in both cases. The scoured rate is about 19s. a ton higher.
1503. You sell your fat stock locally? Yes.
1504. If there were a railway here you would send a quantity of it away? Yes.
1505. But at present your operations are confined to wool-growing? Yes.
1506. Do you think a railway would be of any service to you in getting stock away in dry seasons? No; I do not think so.
1507. What is your average rainfall? About 17 inches. It has been as high as 24 inches, and as low as 8 inches.
1508. Your experience extending over a considerable period has proved that you cannot grow fruit and vegetables successfully without irrigation? Quite so.
1509. What expenditure do you incur annually in your endeavour to cope with the rabbit pest? From £200 to £400 a year. In five years I expended over £4,000 in rabbit destruction. That was in the early period of the rabbit invasion. We killed as many as 25,000 rabbits in a 600-acre paddock in three weeks. That was in the year 1891.
1510. Is the pest decreasing now? Yes; owing principally to the drought. You can hold them in check; you cannot exterminate them.
1511. So many having died during the late drought you think you will be able to hold them in check for some time to come? Yes.
1512. Do you think small holders will be able to cope successfully with the pest? Yes; and there will be this advantage—that they would take up unoccupied areas, which in the winter time are breeding grounds.

Closer

Closer settlement would be a national benefit from that point of view. There are large unoccupied areas here, which at the present time are simply breeding grounds for rabbits and dogs. G. L. Dickson.

1513. Taking the average of the country right through from Wyalong to Hillston, what would be a fair area for a man to hold? You cannot make a living unless you have a pretty considerable area, and then you must not owe any money upon it. You must have the land free and keep it free. I should say that with a thousand acres, a man ought to be able to make a very good living. 4 Oct., 1897.

1514. You think a thousand acres would support a man and his family comfortably? Yes.

TUESDAY, 5 OCTOBER, 1897.

[The Sectional Committee met at the Hunthawong Homestead, at 8 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condooblin to Euabalong.

Alfred William McPherson, manager, Hunthawong and Willandra Stations, sworn, and examined:—

1515. *Chairman.*] You are the manager of Hunthawong and Willandra? Yes. A. W. McPherson.

1516. What is your area? 155,000 acres. 5 Oct., 1897.

1517. You gave evidence before the Sectional Committee which inquired into the question of railway extension from Condooblin to Broken Hill? Yes.

1518. You confirm the evidence you gave on that occasion? Yes.

1519. *Mr. O'Connor.*] How long have you been managing these stations? Nearly seven years.

1520. Do you know the route from Condooblin to Euabalong and the route from Wyalong to Hillston? I only partially know the Wyalong route.

1521. By which route do you think the railway should be taken to Hillston? I am of the opinion I expressed before. I consider that a line should come from the direction of Grenfell through Wyalong straight to Hillston. That line would divide up one of the best grain-growing districts in the Colony. From what I know of this end and from what I can learn of the capabilities of the land at the other end I should say it was as good a tract of country as there is in the Colony. I do not at all approve of the other route. To the north of Euabalong there is no land to speak of. You might get a thousand acres of agricultural land here and there. The rest is all granite ranges—that is towards Erimeran, and in fact right through to Nymagee.

1522. You are well acquainted with that country? I have been through it.

1523. And your practical knowledge in these matters enables you to arrive at a fair conclusion? Yes.

1524. How long have you been engaged in pastoral pursuits? I was born on a station.

1525. You know the route by way of Wyalong? I know this end from Merrigal and Naradham; right down to Hillston it is all fine agricultural land.

1526. A line by that route would open up very valuable country, and would induce a large amount of settlement? I have no doubt of it.

1527. It would also lead to the further improvement of existing holdings? Yes.

1528. Have you, on your holding, land suited for agriculture? Yes.

1529. If a railway were constructed to Hillston would you be inclined to grow cereals? Yes; on this side it would be better than growing wool. It is decidedly a grain-growing, and not a wool-growing, country.

1530. Is not the land on the northern side suited to agriculture? Not so much on the northern side. I have about 130 acres of crop; you require a good deal of rain to grow a crop here.

1531. What is your rainfall? Sixteen inches.

1532. It would be enough for cereals? Yes; they grow splendidly on this red soil on the southern side.

1533. *Mr. Farnell.*] I suppose you have not grown for wheat but simply for hay? Yes; just for station use.

1534. Are you much troubled by rabbits? We have been, but there are hardly any now.

1535. You are gradually getting rid of them? Yes; but the keeping of them down requires constant attention. If you follow a certain system you can keep them in check.

1536. To what market do you send your wool? To London *via* Melbourne.

1537. If a railway were constructed to Hillston, would you be inclined to send your wool to Sydney? It would go to Sydney. All our fat stock would go there also. The railway would also be a valuable outlet for sheep in bad seasons.

1538. A railway would be the means of saving thousands of stock, which, under present conditions, would die here in time of drought? Yes; we should use a railway for that purpose if it were here, as would a good many men to the north of us.

1539. The land on the route you have described to the south is all Crown lands? Yes, I think so.

1540. How far would a line passing through Monia Gap be from you? About 15 miles.

1541. It would bring a good many properties along the river within a convenient distance of railway communication? Yes; we should all be in touch with it.

1542. Do you think the construction of a line to Hillston would divert any of the traffic further west which now goes to Melbourne? Yes, I think so. You would get a lot of traffic from Ivanhoe and Mossgiel. Beyond Mossgiel it would go to the Darling.

1543. Where does the traffic coming through Ivanhoe and Mossgiel go to now? Some to Hay and some to Balranald. All to the north of Ivanhoe goes to the Darling at Wilcannia.

1544. That portion of the traffic which now goes to Hay would come in this direction? Yes; I think the traffic which the Euabalong line is supposed to attract would all come to the line I have suggested. The Mount Hope and Coan Downs traffic would all come this way. I do not see where else it could go to.

A. W.
McPherson.
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1545. What sheep does your station carry? We have shorn an average for the past four years of 43,000, including lambs.
1546. What is your average clip? We have averaged 618 bales for four years—1893, 1894, 1895, and 1896—that is, greasy wool.
1547. What is the rate of carriage through to Melbourne? £5 a ton.
1548. You cannot tell us what the Victorian railway charges are? We go to the Murrumbidgee at Carrathool and we touch the railway at Echuca. I cannot tell you what rate is charged from Echuca, because we pay a lump sum.
1549. You think a line *via* Monia Gap would be the best from every point of view? Yes; it would be a straight cut to Sydney. During the past four years we have sold in Sydney and Melbourne 9,500 fat wethers. If there were a railway here they would all go to Sydney.
1550. One advantage of a railway would be that you would be able to send away small lots of stock? Yes.
1551. Where do you get your stores? From Hillston.
1552. What do you think of the district as a fruit-producing district? We can grow fruit here readily enough.
1553. Is it a good district for hay? It will produce splendid crops of hay and lucerne.
1554. Do you grow grapes? Yes, in a small way, and they do very well.
1555. Is the district a good dairying district? I have had no experience in dairying. All this red soil will grow lucerne splendidly, and that would be good for dairying purposes.
1556. What do you think it would cost per acre here to put land in order for the plough? It is hard to say—the timber varies very much. As a rule, the country could be easily cleared.
1557. Is there anything you can add to your evidence? In February last, if we had had railway communication here, we could have got 7,000 fat wethers to market profitably, whereas we had to sell them as stores locally, and I suppose it meant a difference of £400 or £500.

Alexander Cumming, homestead lessee, Tocabihl, sworn, and examined:—

A. Cumming.
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1558. *Chairman.*] You are a homestead lessee at Tocabihl? Yes; that is the name of my holding.
1559. What is your area? 10,240 acres.
1560. What is the total area held by yourself and family? In the Western Division 14,000 acres, and in the Central Division 2,300 acres.
1561. You have resided in this district for a considerable time? Since 1871.
1562. *Mr. Fegan.*] You gave evidence some time since before the Sectional Committee which inquired into the construction of a railway from Condobolin? I did.
1563. Have you anything to add to that evidence? Very little, except that I agree with Mr. McPherson that we do not think so much of the rabbit difficulty as we did. We can see our way clear to keep them down if everyone will keep at them. When you were here last they were a serious trouble, but good work has since been done by Mr. McPherson and other residents of the district. They have set an example to others, and to a certain extent the pest has been got under.
1564. What about the resumed areas? I cannot say much of the Crown as a neighbour.
1565. You think that if the Crown kept its land clear there would not be much difficulty in connection with the rabbits? Not the slightest, if the Crown did its share of the work.
1566. What timber have you? It is pine and yarran country with box on frontage.
1567. The soil is fairly good, I suppose? Fairly good. About a third is black soil, and the rest is red. The red soil is better for agriculture. I like the black better for pasturage.
1568. You think the red soil is better for agriculture? Wherever the country is timbered with pine, as a rule, you may say that the land is good for agriculture; that has been my experience.
1569. Have you any land under crop? I have 20 or 30 acres in for hay.
1570. What number of sheep have you? Seven hundred now. I have been dealing with cattle, and I have only just commenced with sheep again.
1571. Have you any cattle now? I have 200 head of large stock.
1572. We know you have been passing through a severe drought;—I suppose if the seasons were more regular you would farm more? Undoubtedly. The effects of the drought were intensified by the scourge of rabbits. What would have been a fairly good season was turned into practically a drought by the ravages of the rabbits.
1573. You felt the drought more severely than you otherwise would have done on account of the destruction by rabbits? Certainly.
1574. Has the price of wool increased since you were here? It might have been 5 or 10 per cent. better.
1575. You know the proposal before the Committee is to construct a line from Condobolin to Euabalong? Yes.
1576. Do you approve of that proposal? It is better than having no railway at all. Every mile nearer the railway gets the better.
1577. Do you think it would be wise to retain the terminus at Euabalong? That would be absurd; the railway cannot stop there; it must come on.
1578. Are you acquainted with the surveyed routes from Condobolin to Euabalong, and from Wyalong to Hillston? I know the country through from Condobolin to Euabalong, and from Hillston as far as 20 miles on the other side of the lake. I know the country about Rankin's Springs well.
1579. What is your opinion of the merits of the two routes? I certainly think the southern route would traverse the best agricultural land if it went from Wyalong to Hillston, *via* Yalgogrin.
1580. You know the country at Rankin's Springs, you say? Yes; Rankin's Springs is too far to the south for a line, because you would get towards the rough country. I think the line should come more into the valley of the Lachlan, and closer to Cudgellico.
1581. You do not think an extension from Euabalong would best serve the district? It would help the people of Cudgellico, but if you left the line at Euabalong it would be a great mistake. There is the Hillston district to be considered.
1582. Do you think there is any prospect of a line to Hillston by the route you suggest paying? Yes, it would open up an altogether new wheat-growing province.
1583. Where do you sell your stock? I sell them locally. I have 120 lambs now, and I cannot send them away because they are too small a lot; if I had a railway within 20 miles I could, of course, send them

- them away. As matters stand, I shall have to wait until some neighbour is sending stock to market. If we had a railway within a reasonable distance I would cater for the lamb trade; I would try growing early lambs. At this time of year you could put more stock on; there would be plenty of grass to fatten them. At present the grass is simply going to waste. There is another consideration—we are cut off entirely from any market to Sydney in time of drought. Some of the homestead lessees in the late drought were well off and had fat stock, but they had to keep them; they could not get them away.
1584. Stock having to travel so much of late in dry seasons when there has been so little feed they have depreciated in value? Yes.
1585. It has not been worth your while to send them away? We could not if we wanted to. If you could get them on to a truck within 20 miles matters would be altogether different.
1586. You think then that the construction of a line to Hillston would develop a trade in fat stock which does not now exist. Yes.
1587. There is almost invariably a good market in Sydney and Melbourne for fat stock? Yes. Whenever the Sydney market was good I should take advantage of it.
1588. Do you know whether the route you have suggested is through Crown land or through alienated land? Nearly all of it would be through Crown land.
1589. Do you think that if such a railway passed through alienated land the owners would give the land required for the line? I should think so; they would be fools if they did not.
1590. You also think that a railway would induce settlers in this district to increase the area under cultivation? Yes; if I were sure of a railway coming within 30 miles of me I would put at least 500 acres under wheat; at the present time the road carriage would kill the profit.
1591. What would be a reasonable price for you to expect from wheat? Anything over 2s. would be profitable; 3s. would give a handsome return; in fact, I do not know of any better investment at that price. At the price at which wheat is selling now it would be a very good investment.
1592. What would it cost to get the land ready for the plough? From what I can hear from farmers the average cost would be about 3s. 6d. Of course, many of them would put in their own labour, and then the cost would be still less.
1593. How much would it take to sow and to strip with the latest machinery? With stump-jumping ploughs and strippers the cost would be about 8s. an acre; that would include seed; of course, if you grow your own seed you could do it for less.
1594. You think that under those circumstances railway construction would add largely to wheat growing in the district? I consider that it would become one of the finest wheat growing districts in Australia.
1595. We should soon supply our own market? Yes; and do very much more.
1596. Do you know of any cultivation on the halves system in this district? I know of none nearer than Berrigan.
1597. I suppose there is no probability of that system being resorted to as long as there is so much Crown land available? With railway communication, and with land as cheap as it is, no man would be content with a half, seeing that he could get the whole.
1598. You, therefore, look forward to close settlement in this district? Yes, all the halves men would leave the districts where they are now farming and farm here on their own account. I had a conversation with one of them the other day who came up here to look at the land. He came from Berrigan, and he said that if he were sure of a railway to Euabalong, and if he could get within 20 miles of it, he would settle down here; he considers this land superior to the mallee land in Victoria, where the wheat is the staple product.
1599. You have 16 inches of rain? Yes, an inch more than in the mallee country in Victoria.
1600. You have been here all your life-time? Twenty-six years.
1601. You can speak with regard to the whole district? Yes; I do not like the river-flats for agriculture. Farming would succeed very much better on the red soil.
1602. *Mr. Farnell.* Can you tell us whether the construction of a series of weirs on the Lachlan would be of any advantage to settlement in this district? I cannot see that any advantage would result, except to those on the creeks, and then weirs would not do much permanent good unless a regular flow in the river was maintained. The weir up here had not 4 miles of standing water behind it last year. The weir, 4 miles above any place, turns water down the Willandra Billabong, and while the river is running does an immense amount of good; but last year the river stopped running, and it was only backed up by the weir for about 4 miles, which would only water from 2,000 to 3,000 sheep.
1603. Would the weirs not back the water in the Lachlan as well as in the tributaries? A succession of weirs would do so, but that would be too costly; I suppose the weirs would cost an average of £8,000 each.
1604. You know that a good deal of traffic goes from Hillston towards Victoria? Yes.
1605. Do you think much of that traffic would be diverted to Sydney if there were a railway to Hillston? Certainly. People would send the traffic wherever it could be sent most cheaply; for instance, 2s. 6d. a ton would sway them; I am sure that from 4,000 to 5,000 bales of wool per annum would be diverted from this district to Sydney.
1606. What is the average return from wheat in this district? I think about 14 bushels.
1607. Do you think that at the price of 2s. 6d. or 3s. a bushel, and a return of 14 bushels to the acre, the crop would pay well with railway facilities? Yes; I do not think you could find any better investment.
1608. What is the quality of the wheat? It is very well spoken of; it is small wheat, but it is very thin skinned, and the millers say there is very little offal in it.
1609. Can you suggest any other crop which could be profitably grown here, and which would be a source of revenue to the railway? I have been advocating that experiments should be made. Mr. Campbell, of the Department of Agriculture, is now here making inquiries. I think that if there were an experimental farm upon this red country, it would be found that plenty of other things besides wheat could be grown; but we want to be shown how to grow them. The Wagga Wagga Farm has been a great object lesson; but Wagga Wagga has 23 inches of rain, and here we have only 16. I think if a series of experiments were carried out here on a farm, they would teach us a great deal. The Wagga Wagga Farm has shown, among other things, how it is possible to use less wheat for seed, and get as good a return; and you will see at once that in an important matter of that kind it is highly desirable to avoid waste.
1610. You think traffic would be created in hay and straw if it could be shown to be a profitable growth? Yes; if it could be carried to the seaboard to a market like Sydney.

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- A. Cumming. 1611. Have you made any experiments in fruit-growing? I do not think fruit-growing could be carried on without irrigation, unless in very favourable spots.
- 5 Oct., 1897. 1612. With what results have you grown vegetables? They will grow; but they have to be well watered.
1613. Upon what area do you think a man could make a living from agricultural pursuits? From not less than 640 acres.
1614. It would be necessary for him to combine pastoral pursuits with agriculture? I do not think so; he would want nothing beyond the plough here.
1615. You do not seem to think that mixed farming could be carried on here successfully? Yes, it could, because on a large station they could profitably grow wheat and use up the straw; there would be two classes of country.
1616. To what station does your produce go now? The little wool I have goes to Sydney *via* Carrathool; but it is nothing worth speaking of yet.
1617. Supposing it were anticipated that a great loss would accrue from the construction of a railway by the route you suggest, do you think there would be any objection to local rates to meet the loss? No; I think not. The loss upon the railway would exist only for a year or two, until the country got settled.
1618. Even during that time the main lines would derive such benefit from the extra traffic that you think that the temporary loss ought not to be considered? I think not.

Walter Scott Campbell, Chief Clerk, Department of Agriculture, sworn, and examined:—

- W. S. Campbell. 1619. *Chairman*] You are Chief Clerk in the Department of Agriculture? Yes.
- 5 Oct., 1897. 1620. You have recently come from the Hillston district? Yes; I have passed through it in coming from Hay.
1621. You have had an opportunity to examine the soil through that district? Yes.
1622. You have also an extensive knowledge of the different soils of New South Wales and the adjoining colony? Yes.
1623. For how many years does your experience extend over? I have been reporting for the Department for about eleven years.
1624. As to the establishment of experimental farms? Yes, and on the state of the farming industry in various districts.
1625. Will you give the Committee an opinion as to the soil round about Hillston, and the possibility of the land being profitably occupied by agricultural settlement? From careful inquiries I have made about Hillston, and also at Hay, I have come to the conclusion that Hillston will become a very important centre, particularly for wheat-farming. My idea is that wheat can be very profitably grown in the district—that the soil is very suitable for it. The average rainfall here is about 16 inches, I think, and under those circumstances wheat ought to succeed very well, provided rain falls at suitable periods. I am also under the impression that fruits could be grown here if they were properly attended to. I have not seen a single orchard in which any attempt has been made to cultivate it properly. I think in many parts fruit could be grown without irrigation if it were worked on the same principle as are the fruit trees in the orchard at Wagga Wagga. That is what we call a dry district, although they have had much more rain there than here. Notwithstanding that, I think a great many fruits would grow well; for instance, figs, apricots, peaches, and grapes. I also think that fruit drying might become a very important industry here.
1626. What do you think about wine-making here? I think it is rather warm for wine-making.
1627. Do you think grapes could be grown here and dried for raisins? I think they would do admirably. They do not seem to be cultivating the land about here, from inquiries I have made, in the best way in which it could be cultivated; and when this is understood, I think the farms might be made much more profitable than they are at present. I also think that on a 640-acre selection they could combine a certain amount of sheep-farming with cultivation. There seems to be a good deal of land taken up now about Hillston and round about Gunbar. A great deal of wheat-growing is carried on there, and the farmers seem to be doing very well indeed, especially this last year. Of course, the price of wheat has been rather higher than usual, and higher than we might expect it to be in the future.
1628. You think the soil is of such a nature that they will be able to cultivate it properly for many years to come? Yes; they seem to be only scratching the surface with stump-jump ploughs now. In many instances they have not taken out the roots; they merely cut the trees down level with the surface of the ground and use stump-jump ploughs, and this is, of course, a very primitive means of cultivation. Of course, many men go on to the land without sufficient capital, and they do the best they can under the circumstances; but that state of things will improve in future.
1629. Do you think that if better means of communication were afforded the district, largely increased settlement would ensue? I have no doubt whatever about it.
1630. You think the possibilities of the district are of such a nature that many persons will be induced to settle here? Unquestionably.
1631. Do you think the opening up of this country would attract a farming population from South Australia and Victoria? Yes.
1632. More especially if the farmers were assured of railway communication? Of course; that is a very important consideration.
1633. Do you know whether, as a matter of fact, the farm land in South Australia is becoming poorer through continual cropping? I believe the returns are very poor indeed. Of course, they have had dry seasons. I think the returns have run as low as 5 bushels per acre for some time.
1634. And you think it likely that persons would get away from land of that description if they thought they could get land which would give them a much better return in this Colony? Yes; I do not think they have any idea of what a beautiful district this is. I must say that I am very much pleased with it; it is much better than I thought it was. This is the first time I have been here.
1635. You are so favourably impressed with it that you think its prospects of advancement are remarkably good? Yes.
1636. You think from what you have seen of the district that the Government would be justified in extending the railway to Hillston? Most undoubtedly.
1637. Although the line might not pay at the outset, you think it might pay in a few years? I imagine it would.
- 1638.

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1638. Does the district remind you in any way of the Moree district? A good deal in some parts.
1639. *Mr. Farnell.*] In your opinion, the settlement of people upon the soil would to a large extent compensate for any loss which might accrue for a few years after the construction of a railway? Yes.
1640. Have you taken any interest in the question of water conservation? A good deal.
1641. Do you think the construction of a series of weirs on the Lachlan would be of much use in assisting settlement? Yes, I think so. A lot of the red soil runs pretty close to the river, and it might be advantageous to run water on to it. Of course pumping would be an expensive work, and if you could obtain the water by gravitation it would be an immense saving. Still, I think it might be profitable to make use of the water. At Mildura, where pumping is far more expensive than it would be here, they have three sets of pumps, one above the other. Here you would not need more than one, if the weirs brought up the level of the river pretty high. I think fruit-growing by irrigation could be carried on profitably. This would be an admirable district for the growth of the citrous fruits.
1642. Given the advantage of railway communication, you think it would pay to cultivate fruit, and to use some fertiliser, perhaps? I do not think there would be any occasion to use any fertiliser for many years to come. It might be advantageous to use it at some future time, perhaps.
1643. Have you any idea what it would cost per acre to clear the land fit for the plough? I have been making inquiries about that. If the work were done systematically I believe it would cost from 8s. to 12s. per acre. I do not say that all of it could be done at that cost, but a good deal of it certainly could.
1644. With regard to the pine country, what would that cost? I should think it might be done from £1 to £2 per acre. The price I gave you just now would be for the box country.
1645. Even with that outlay, you think that, having regard to the liberal provisions under which the land could be taken up, fruit-growing might be made a profitable industry? Yes; even supposing the expenditure for the thorough clearing of the land were a little higher than that which I have given. A lot of land is wasted at present by the leaving in of the stumps—especially in the thickly-timbered pine country.
1646. I suppose that in the course of your investigations you inquired whether wheat would be subject to rust here? I do not think it would be in this dry district. It is not at all like rust country; but there are wheats which are rust-resisting which could be grown well here even if rust did come. There are certain kinds of wheat which are very much in vogue now, and which millers are very anxious to obtain. I think experiments might be made to test the varieties of wheat, which might be grown as they are doing at Wagga Wagga now. We have some hundred kinds of wheat under test there, and the kinds most suitable for the climate are being selected and grown on a very large scale, and distributed. We have a great demand for seed-wheat there—even at the rate of 7s. 6d. per bushel the whole of it goes off without any difficulty. In the year before last we had orders for seed wheat amounting to £15,000.
1647. Did you execute the order? No; we had not the necessary area under cultivation.
1648. Would your remarks as to the growth of wheat here apply equally to oats and barley? No; oats are not likely to succeed well. It is too hot; barley could be profitably grown, but it would require very good and careful farming.
1649. Do you think lucerne could be profitably grown? I think in some places it could be cultivated very profitably.
1650. You think the growth of fodder for ensilage might be carried on? Yes. I think sorghum would grow well if it were properly looked after; and that makes splendid ensilage.
1651. Your opinion is that without the advantages of a railway these developments would not be likely to take place? That is my opinion.
1652. *Chairman.*] Judging from the observations you have made, you think your Department would be justified in establishing an experimental farm in this district, with a view to the education of the people here as to what they can most profitably grow? Most decidedly.
1653. You think the resources of the district are so great that the Government would be quite justified in going to the expense of establishing an experimental farm? Yes; it is my intention to recommend a site here.

WEDNESDAY, 6 OCTOBER, 1897.

[The Sectional Committee met at the Court-house, Hillston, at 3 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Thomas Kennedy, Surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

1654. *Chairman.*] You have recently examined the country lying between Wyalong and Hillston? Yes. T. Kennedy.
1655. You have prepared a report dealing with your exploration? Yes; I have a report dealing with the nature of the country and the probable cost of the line. I have marked the explored line in red pencil upon the plan before you. You will see that it runs almost due west to Hillston from Wyalong, via Rankin's Springs. My report is as follows:—

DIRECT LINE OF PROPOSED RAILWAY FROM WYALONG TO HILLSTON.

Direction of line and description of the route.

Commencing from the centre of the township of Wyalong east, running slightly to the north of a due west line passing Wyalong homestead at 14 miles; thence in the same direction passing 2 miles to the north of Yalgogrin station at 23 miles; thence bearing almost south-west and running to the north of Yalgogrin township at 26 miles; thence bearing nearly north-west and crossing the range at 32 miles dividing the waters of Humberg and Mirrool Creeks; thence bearing a little to the south of west at 44 miles, being about 3 miles south of Malongla station; thence on to Rankin's Springs at 58 miles. From here the line follows the stock route in a north-easterly direction to about 67 miles; thence along the same route in a westerly direction to the Tin Hut or Milbergen Range at 77 miles; turning thence to the northern end of that range and to the south of the Lachlan Range which dies out; thence on to a low gap in the Waverly Hills at 85 miles; from thence in a north-westerly direction into the town of Hillston at 112 miles from Wyalong.

Probable

6 Oct., 1897.

T. Kennedy.

6 Oct., 1897.

Probable cost and nature of works.

From Wyalong to Yalgogrin homestead 23 miles of easy country could be constructed as surface line. Twenty-three miles at £2,200 per mile.

From 23 miles to 35 miles crossing the Dividing Range the country is slightly undulating, and a few cuttings would be required, also one creek to cross requiring about ten 14-foot openings. The range is crossed at an easy gap and would not require a cutting more than 3 or 4 feet. The probable cost of the 12 miles at £2,300 per mile.

From 35 miles to 55 miles the country is almost dead level, and could be constructed as a surface line. Distance 20 miles at £2,200 per mile.

From 55 miles to 67 miles is the most difficult portion of the whole line and would entail considerably more cuttings than any other portion of the whole route, there being a continuous grade of $\frac{1}{100}$ for 6 miles crossing the range to the west of Rankin Springs, then the same fall $\frac{1}{100}$ for 6 miles on the other side of that range, making a total in all of 12 miles $\frac{1}{100}$ gradient. I would estimate the cost of this 12 miles at £3,000 per mile.

I have, however, shown a deviation to the south crossing a gap (on Conapaira Run) which is 125 feet lower than the summit reached on the line to the north. A survey should be made of this deviation with a view to reducing the long pull of 6 miles of $\frac{1}{100}$.

From 67 miles to 85 miles the country is moderately easy, and could be constructed for about £2,250 per mile, 18 miles.

From 75 miles I have proposed a deviation round the southern end of the Lachlan Range and through a gap in the Waverly hills; by this route an almost level line right into Hillston can be obtained, avoiding the rough hills at the Monument Gap, besides being slightly shorter; the height above sea-level of Waverly Gap is 520 feet, thence there is a slight fall to Hillston.

From 85 miles to 112 miles the line is surface-forming and could be constructed for about £2,200 per mile, distance 27 miles. A small amount of flood-waters would be crossed close to Hillston, but not of any consequence. On the whole route the absence of creeks and watercourses is remarkable.

Details of distance and probable cost.

Distances.	Description.	Cost per mile.	Total cost.
		£	£
00 miles to 23 miles—23 miles	Easy	2,200	50,600
23 " 35 " 12 "	Undulating	2,300	27,600
35 " 55 " 20 "	Easy	2,200	44,000
55 " 67 " 12 "	Heavy	3,000	36,000
67 " 85 " 18 "	Moderately easy	2,250	40,500
85 " 112 " 27 "	Easy	2,200	59,400
			£258,100

The average cost per mile of the whole line is £2,300.

To the total of £258,100 there would have to be added an addition of about 2 miles to allow for curvature and small deviations, making the total cost of the line £262,700. There would hardly be any resumption of land, perhaps under 3 miles. The sharpest curve would be 20 chains radius, the ruling gradient 1 in 100.

Timber.—About 10 miles from Wyalong a belt of ironbark suitable for sleepers and small timber openings is crossed; it is about 1 mile wide, and runs in a N.E. and S.W. direction on both sides of the line for about 7 miles. Again at 20 miles from Wyalong another patch of ironbark suitable for sleepers and openings; area about 5 miles by 1 mile wide. To the north of Yalgogrin township another belt of ironbark exists, 3 miles by $\frac{1}{2}$ mile wide. From the information generally received the ironbark timber is fairly plentiful from Wyalong to 30 miles on the proposed line. About Rankin's Springs, both to the north and south, ironbark exists, but is not to be found in large quantities, although on the ranges some good trees can be seen, and several culverts and small timber openings have been built on the Whetton-road from Rankin's Springs to Naradhan with ironbark. Further west than Rankin's Springs no timber suitable for railway purposes can be obtained, except perhaps on the Lachlan River, where a poor class of timber may be found.

Ballast is plentiful at a point 20 miles from Wyalong to the Waverly Hills at 85 miles.

Water.—No permanent water can be found along the route, but west of Rankin's Springs an underground supply can be obtained by sinking about 150 to 200 feet. A plentiful supply may be seen at the Tin Hut and Monia Gap; the water is slightly brackish, and, perhaps, would not be suitable for a railway supply.

Nature of the country passed through and the quality of the soil.

The country immediately surrounding Wyalong township for about 5 miles is poor mallee land; towards the north, however, the land quickly begins to improve, and is bright red soil timbered with box, pine, and oak is suitable for cultivation. Proceeding west from Wyalong, after 5 miles the soil gradually improves, passing from poor dark-coloured ground to light-red or chocolate, suitable for cultivation. The country between Wyalong township and Wyalong station, about 13 miles from the town, may be classed as fair land; being so close to the town a considerable portion of this land has been selected. Six miles to the north of this portion of the line the country is fine agricultural land, and is being cultivated. From Wyalong sheep station to Yalgogrin township, and on the Dividing Range at 32 miles, with the exception of several small patches of ironbark ranges, the formation is granite, the soil bright red loam, suitable for cultivation. Some portions of this land at Wyalong and Yalgogrin homesteads have been continuously cultivated for a number of years with only an occasional failure.

At about 20 miles from Wyalong, on the northern side of the line towards the Humbug Creek, splendid cultivation land exists; in fact, from 13 miles from Wyalong to 32 miles, a distance of 19 miles, the country for a distance of 15 miles on each side of the line, with the exception of the range, is all cultivation land of a good quality. Portions of this land have been tried for a number of years with excellent results.

From 32 miles to 35 miles immediately on the summit of the Dividing Range the soil is inferior, being stony and timbered with mallee. It, however, immediately changes to fair agricultural land on the western slope, being timbered with box, pine, and wattle, and gradually improving to good bright red soil suitable for cultivation. At 35 miles to 55 miles, a stretch of 20 miles, 15 miles on each side of the line, is suitable for the growth of wheat. Close to Molonga station, and to the north and south, cultivation has been successful. These are not good patches picked out, but similar to the whole country. From 55 miles to 67 miles the country is broken by high mountain ranges, the extent of agricultural land is less than half the total area, although in the flats and gullies between the ranges the soil is excellent both towards the north on Naradhan and to the south on Conipara. At both these homesteads cultivation for hay has been going on for years with scarcely a failure.

From Rankin's Springs, after leaving the ranges right on the Lachlan range, from 67 miles to 82 miles, there is good agricultural land, at present covered with dense pine, wattle, and yarran scrubs, with the exception of a small area near the Tin Hut. This is some of the finest land on the whole route extending right down to Monia Gap. The good land runs almost to the summit of the ranges; even the ranges grow good grass suitable for pastoral purposes, and have been leased for that on Merri Merigal station; the soil is the same for 20 miles on each side of the line, in fact, right in to within 4 or 5 miles of the Lachlan River, with an occasional belt of mallee or currawang on the ridges.

From 82 to 85 miles a narrow belt of excellent land is crossed; this runs down to the west of Monia Gap, and is partly improved. After leaving the Waverly Hills at 85 miles from Wyalong, the soil is of a red sandy nature, timbered with mallee, sifton bush, and porcupine grass to about 88 miles. After that pine, box, and wattle, with occasional belts of mallee; this soil is fairly good agricultural land to about 92 miles. From thence to 100 miles a belt of mallee is crossed; this is a light sandy loam, and cannot be considered good agricultural land, although on the south of this belt of mallee good land exists at present under cultivation.

The extent of the mallee is, approximately, 8 miles by 10 miles.

From

The average rainfall registered by the gauges kept at the various homesteads is, from Wyalong to Rankin's Springs, 21 inches. Thence into Hillston the average is 17½ inches. Therefore 39 miles of the good cultivation land has an average rainfall of 21 inches, the balance of the cultivation land—34 miles—an average of 17½ inches. This embraces the land adjacent to Hillston, where it has been proved that good crops may be grown with that amount of rainfall. T. Kennedy, 6 Oct., 1897.

From 100 miles to 112 miles the soil is good agricultural land right into Hillston. Taking the line as 112 miles, approximately, the land passed through may be classed as follows:—

Distance	Inferior.	Fair.	Good.	Distance	Inferior.	Fair.	Good.
0 to 5 miles ..	5	...	...	82 to 85 miles...	...	...	3
5 to 13 ,,	...	8	...	85 to 88 ,,	3	...	...
13 to 32 ,,	...	...	19	88 to 92 ,,	...	...	4
32 to 35 ,,	3	...	...	92 to 100 ,,	8	...	...
35 to 55 ,,	...	...	20	100 to 112 ,,	...	...	12
55 to 67 ,,	...	12	...				
67 to 82 ,,	...	...	15	Total	19	20	73

This gives 19 miles inferior land, 20 miles fair land, and 73 miles as good agricultural land. Taking 70 miles and a width of 20 miles on each side, would give an area 1,500,000 acres of land fit for settlement, and all Crown land with the exception of a small area, probably not more than 30 or 40 thousand acres that have been selected. The leasehold areas of the holdings passed through will, in a few years, fall due, and the land revert back to the Crown. From experience of similar country in the Parkes, Bogan Gate and Trundle districts, this land would be readily taken up if railway communication existed.

1656. You have given a description of the country and the probable cost of a line between Wyalong and Hillston, *via* Rankin's Springs;—do you know the country from Wyalong to Cudgellico, and from there to Hillston? Yes, I have also explored that. My observations are as follows:—

WYALONG TO CUDGELICO; THENCE TO HILLSTON.

The nature of the country passed through on this line may be classed as good agricultural land generally, but the greater portion of it would be served by a direct line from Wyalong to Hillston, with the exception of that immediately surrounding the lake. From the lake to Rankin's Springs the distance by the Whitton road is 38 miles. That would be the greatest distance of the line, *via* Lake Cudgellico, from the direct route; whilst the two lines are gradually converging to the same points at Wyalong and Hillston. From Cudgellico to Hillston the greater portion of the land after crossing Ualaba Gap to Willanthry Weir is black soil, more suitable for pastoral than agricultural purposes, and in places subject to overflows from the Lachlan River. From Willanthry into Hillston the soil is good agricultural land, with occasional strips of black soil, subject to floods. In comparing the route direct from Wyalong to Hillston with that *via* the lake, there would be a greater extent of wheat-land on the direct route, for no black soil is passed through. The land also would be available on both sides of the line, whilst the lake route has the Lachlan River on the north from the lake to Hillston, which would interfere with settlement on that side on account of having to cross the river. Having no black soil or flooded land on the direct route, there would be no likelihood of any serious damage to the line through flood-water or heavy rains, and consequently much easier to maintain. The resources of the district are almost wholly pastoral, wool, and stock. Very little agricultural produce leaves the district. Towards the south of Hillston, at Cunbar, some wheat has been sent away to Carrathool, but only a small quantity. Almost the whole of the wheat grown is used locally.

1657. What is the difference in distance between the route from Wyalong to Hillston *via* Cudgellico, and the more direct route? By the direct route it would be about 112 miles, and by the route *via* Cudgellico 123, a difference of 11 miles. On the direct route I have allowed 2 miles extra, so that there might be a difference of 9 miles.

1658. Does your surveyed route *via* Cudgellico go near the lake? It goes right into the town.

1659. The line would then pass along the river to Hillston? No; it goes to Ualaba Gap, which is about 6 miles to the south of the river; it does not go down the river.

1660. That route is not shown on the map? No.

1661. Do you think a deviation from Wyalong a little to the north would serve the lake country fairly well? I think it would perhaps embrace more good land than does the direct route.

1662. How far would you propose to go north of the line you have explored? Between 8 and 9 miles.

1663. It would make the line, approximately, how much longer? About 3 miles.

1664. By taking the line 10 miles to the north of the more direct route it would develop a large area of good country, and also bring a railway within reasonable distance of Lake Cudgellico? Yes.

1665. At a cost of what? About £2,300 a mile; it is the same class of country.

1666. There are no engineering difficulties in the way? I do not think so; I have not explored that route minutely.

1667. Is there much settlement upon the route you have explored? Very little. It is hardly settled at all, with the exception of station holders.

1668. The land is principally under pastoral occupation? Mostly.

1669. Would the line pass through any abandoned land? I could not say, but I think some of the resumed areas have been abandoned.

1670. Will you give us the approximate distance of the suggested deviation from Lake Cudgellico? About 30 miles, right to the centre of the township; the nearest point would be at the head of the Humbug Creek; the line would be further away from Cudgellico at Rankin's Springs. It is about 38 miles from Cudgellico to Rankin's Springs.

1671. Is the country through which the deviation would pass settled? Yes; some of it is settled just at the commencement of the deviation. I believe they are growing wheat there now. There is a good deal of cultivation just about there.

1672. Could you give us an approximate estimate of the cost of clearing that country? Only from hearsay.

1673. The first 5 miles from Wyalong is comparatively poor country? Yes, it is small mallee.

1674. Is there any mining within that 5-miles radius? There is auriferous country round about Wyalong. I did not inquire into the mining resources of the district; but the mallee land, being so close to the township, is being taken up and cultivated. The value of the land is increased on account of its proximity to the town. The belt does not extend so far to the north as to the west.

1675. You think that, although the country is comparatively poor, it would be occupied and utilised in consequence of its proximity to Wyalong? Yes.

1676. Did you take any notice of the timber with a view to determine its suitability for railway sleepers? Yes; from a point about 10 miles from Wyalong, going across to Hiawatha, there is some timber which would be suitable for sleepers and for small waterways. I have described it in my report.

1677. Ballast is fairly plentiful along the route for a considerable distance? To within 30 miles of Hillston.

1678. The construction would be comparatively cheap, on account of timber and ballast being available within a reasonable distance? Yes.

- T. Kennedy. 1679. An artificial water supply would have to be provided for railway purposes? Yes; it would be necessary to sink tanks.
 6 Oct., 1897. 1680. Is it good holding ground for water? I saw places where tanks have been formed along the route, and they seemed to hold very well. All the red-soil country is good holding ground.
 1681. There would be no difficulty on that score? No.
 1682. Is the country infested, to any great extent, with rabbits now? I should say it was, although I did not see many. The holdings seem to be all wire-netted going through towards Wyalong.
 1683. The drought has not cleared the rabbits all out? No.
 1684. You think that the occupation of the country would lead to the keeping down of the wild-dog pest? Decidedly.
 1685. Do you think men of comparatively small means would take up the country along the route you have explored? I think so.
 1686. From what holding could a man make a decent livelihood? I should say from 1,000 to 1,500 acres if the land were close to a railway.
 1687. Enabling him to put a certain area under cultivation year by year? Yes.
 1688. He could clear as he went along, giving himself a sufficient area for grassed land for his working stock? Yes.
 1689. You think we would be able to combine wool-growing with agriculture? Yes, I certainly think so.
 1690. Judging from your observation of the country through which the railway would pass, you think that in the absence of railway communication it would remain idle and be comparatively valueless? Yes; some of it might be occupied under pastoral lease.
 1691. You think the construction of a line would bring it into much more beneficial occupation? Yes; I have no doubt that a great deal of it would be put under cultivation.

Thomas Cadell, Inspector of Stock, Hillston, sworn, and examined:—

- [T. Cadell. 1692. *Mr. Fegan.*] Do you hold any other offices? I am also overseer of public watering places and inspector of rabbits.
 6 Oct., 1897. 1693. What stock are there depastured in your district? Last year the return showed 734,000 sheep; but my district extends pretty well up to Nymagge. From a lot of that country the wool would go to Cobar. If you take the area from which the wool would be likely to come to Hillston if a railway were here, I think you might reckon upon about 600,000 sheep.
 1694. What is the extent of your district? It starts at the southern end of Gunbar, and extends north to the northern boundary of Wirlong. On the east it goes to the eastern boundary of Uabba, and on the west to the western boundary of Willandra. The district is about 170 miles long by 120 miles wide.
 1695. What number of cattle have you on that area? About 4,000 cattle and 3,000 horses.
 1696. How many lambs? This year there are about 118,000 lambs.
 1697. How many sheep will the land carry on the average? The southern part of the district carries about one to 2½ acres. The northern part, the pine country, carries about one sheep to 4½ or 5 acres.
 1698. I suppose you are well acquainted with the district? Yes.
 1699. From what direction do you think the traffic would come? On the northern side of the river, in the Western Division, the stations would be likely to send their wool to a railway at Hillston. There are 1,000,000 acres unoccupied, or in such a state that the land is not more than one-fifth settled, through the pine scrub and the rabbits.
 1700. Has the drought had anything to do with that? The drought would have nothing to do with that now, because the rain has fallen equally over the timbered country and the other country; but the rabbits and pine scrub prevent quite 1,000,000 acres of country from being more than one-fifth settled. Country which would carry 180,000 sheep at the present time is not stocked to more than 30,000.
 1701. What is the average clip this year? About 7 lb. in the southern part of the district, and 6 lb. in the northern part; lambs fleeces would be about 2 lb.
 1702. Do you send any fat stock to the market from your district? The greatest number of fat stock sent away was in 1895. We then sent 120,000 fatts to Sydney and Melbourne.
 1703. Were any sent away last year? Yes, but not nearly so many; the drought prevented many sheep from leaving here.
 1704. I suppose the greater portion of those sheep would be trucked at Carrathool? Yes.
 1705. Are you acquainted with the route from Condobolin to Enabalong? I do not know it at all.
 1706. Do you know the route from Wyalong to Hillston? Only as far as my district on this side of Rankin's Springs.
 1707. What kind of country is it? Part of it is dense mallee, but most of the mallee land in this district is suitable for agriculture, it is only a matter of clearing. The rest of the country is good pine country; all of that would be good for agriculture.
 1708. You gave evidence before the Sectional Committee which inquired into the proposed railway from Condobolin to Broken Hill; have you anything to add to that evidence? I do not think so.
 1709. Could you describe to us the portion of the country served by a railway from here to Wyalong which would be wheat-producing? The whole of the country on the south of the Lachlan as far as Rankin's Springs is wheat-growing country, except the ridges. The whole of the flat country is arable land.
 1710. I suppose the northern side of the river does not bear favourable comparison with the southern portion? The northern side of the river is in the Western Division, where the land cannot be taken up in small areas. Some of the country there is quite as good as the country on the southern side.
 1711. What proportion of it? Right through from here, as far as I know, to Cobar, the whole of the flat country is good arable land; the ridges, of course, are too stony for agriculture.
 1712. From what distance beyond Hillston do you think the railway would divert traffic which now goes to Melbourne? I think the wool off the sheep 40 miles to the south of this would come to a railway at Hillston. To the westward the wool would come from a distance of 130 to 140 miles in preference to going to Hay.
 1713. There would also be a considerable quantity of traffic from the north? From the north it would come in this direction as far as Mount Hope; beyond that it would go to Cobar. The Railway Commissioners have given concessions upon that line to induce the squatters to send their wool there instead of sending it down to the railway at Hay.

T. Cadell.
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1714. You have no doubt, then, that a railway at Hillston would compete for a great deal of the trade which now goes to Melbourne? Yes; I think it would cut off a large quantity of wool which now goes to Melbourne.

1715. Have you a number of abandoned areas in your district? I gave the Sectional Committee who were here last year some account of them. Not an acre has been taken up since. Some of the lessees are trying to get the Government to add them to their leaseholds.

1716. What is the extent of the resumed areas? They are as follows:—Cowl Cowl, 161,622; Coan Downs, 232,174; Huithawong, 110,113; Merri Merrigal, 110,953; Roto, 151,690; Yathong, 123,100; and Merri Merriwa, leasehold and resumed, 46,860; Marooa, resumed area, 31,320; Willandra, 27,000; Wangaroo, 16,100; Wangorong, 50,160; South Merowie, 6,206; making a total of 932,298 acres.

1717. Do you think that with railway communication a lot of these resumed areas would soon come under occupation? I think the whole of them would if a railway were brought into the district.

1718. The rabbit pest is not such an anxiety to you as it formerly was? No; people know how to get rid of the rabbits now. They require continuous attention; but you hear very few persons talking of the pest now.

1719. To a great extent you have mastered it? Yes.

1720. The great objection in your district in dealing with the rabbits is due to the fact that the Government do not take the same precautions as do private individuals? The Government do nothing. The abandoned resumed areas and other Crown lands are only breeding-grounds for the pest.

1721. The pests bred on the Crown lands are exceedingly destructive to those who are trying to rid themselves of them? Yes; that is the general opinion here.

1722. And you think that in any legislation the Government should take upon itself the responsibility of trying to get rid of these pests on Crown lands? Yes; the Crown lands should be made available for closer settlement, by the construction of a railway. If there were a railway here the land would very soon be taken up, and there would be no necessity for the Crown to take action in getting rid of the pest.

1723. You think that the railway should be constructed, even although there might be no prospect of its paying immediately? It would be to the interests of the country to bring a railway here, even if it did not pay at once, owing to the large area which it would place under occupation.

1724. Even if the railway did not pay, the Government would receive considerable revenue from the disposal of these resumed areas? Just so.

1725. And you think that that circumstance should be taken into consideration by them? Yes.

1726. *Chairman.*] You know, of course, that this inquiry is in regard to the proposed extension from Condobolin to Euabalong? Yes.

1727. Do you think that line would be of any benefit to the district? Not at all. It would not take one bale of wool away from the country west of Euabalong, which now goes to Victoria.

1728. You do not think it would attract much more traffic than now goes to Condobolin? I do not think so. The country out of Condobolin to the west and north-west is very poor. A great deal of it is granite country, and the wool which now goes from that district, either to Condobolin or to the main western line, would go there still, even if the extension were made to Euabalong.

1729. You think that any extension from Condobolin should come as far as Hillston? I do not think an extension from Condobolin would be advisable in any case, because on the southern side of the river there is so much alienated land close to the river that there would be no room for settlement. The further away from the river the railway is taken the better for settlement.

1730. A railway passing down near the river would go almost entirely through alienated land? Yes; increasing the cost materially. At many points there would be no land at all open to settlement.

1731. Which do you think would be the best route by which to bring a railway into this district? I think it should come from some point to the south of Condobolin, either from the southern or from the cross line from Blayney to Murrumburrah. A railway running through Grenfell and Wyalong to Hillston would answer as well as an extension from Temora.

1732. You mean a line through the country described by Mr. Kennedy to-day? Yes.

1733. *Mr. Fegan.*] Can you give us any information as to the number of bales of wool which now go to Melbourne which would be brought to Hillston if there were a railway here? I have made an estimate in tonnage. I think about 2,000 tons of wool would come to Hillston out of my district. I do not know what would come out of the Mossiel district. I have no figures to go upon. Four-fifths of the wool in my district goes to Melbourne; and barely a fifth of it goes to Sydney. I am counting on that which would naturally come to Hillston if a railway were here. Wool from the northern part of my district goes to Cobar and Sydney, and is taken round to Melbourne by steamer.

1734. Do you think a greater number of fat stock would be sent to the Sydney market from this district if there were a railway here? Yes; considerably more fat stock than ever went away from here would go to Sydney. The road between here and Carrathool is often so bad that the stock lose condition before they can get to the railway. If they could be trucked within a reasonable distance of the runs a great many more would be sent to market.

1735. You think a greater number of sheep would be fattened in the district? Yes; the lessees would lay themselves out to fatten stock. But it very often happens that in dry seasons there is not a blade of grass between here and the railway.

1736. How many bad seasons have there been during the nine years you have been here? There have been five bad seasons out of nine.

1737. *Mr. Farnell.*] Have you had any practical acquaintance with agricultural pursuits? I have not had any here; but I had in my early days in the Mudgee country.

1738. What is your opinion of the capabilities of this district for wheat-production? I think it would be one of the finest districts in the Colony.

1739. Upon what do you base that statement? From going round among the farmers, and seeing what they are doing. For two years I acted as crop reporter for the Agricultural Department, and it was my duty to go round among the farmers and get all the information possible as to what they were doing and what they intended to do. I had also to make a personal inspection of the crops, and to see what grain they were getting, to inquire what wheat they were using, and everything connected with the matter.

1740. What has been the average yield per acre here? I think about 14 bushels to the acre.

1741. At what price do you think wheat could be profitably grown here? I cannot say definitely; but I should think at about 2s. 6d. a bushel.

1742.

- T. Cadell. 1742. That would be under present conditions? Yes. Under present conditions they have to cart the wheat to Carrathool, from 40 to 75 miles.
- 6 Oct., 1897. 1743. What would be the cost of cartage between here and Carrathool? From 4d. to 6d. a bushel, according to the distance.
1744. About £1 a ton? Yes.
1745. What has been the average yield for the last two years? The year before last the average yield was about 16 bushels; but last year it was about 12.
1746. What is the total production of the district in wheat? I think the year before last it was something like 150,000 bushels.
1747. How was that distributed? A certain quantity came to the local mill to be ground for local consumption, and the rest of it was sent to Carrathool. I think the Wagga and Cootamundra mills bought some of it; but the principal part went to Sydney.
1748. Can you speak as to the quality of the wheat? It is a very fair sample of wheat; it makes very good flour.
1749. Have you known the crop in this district to be affected by rust? I do not think there is much rust in this district.
1750. Do you think the land about here is capable of producing much beside cereals? Nothing much has been tried here. Oats might grow here, but only occasionally. I think wheat would be the chief product.
1751. Has fruit-growing been tried? It grows splendidly all over the district; but we suffer from bad seasons. You want a good supply of water for fruit. If you have water you can be certain of a good supply. Fruit does well enough here if it is properly looked after.
1752. Has lucerne been tried here? In small patches.
1753. Has it done well? It does not do well; the sub-soil is too stiff for lucerne.
1754. Do you think the kind of lucerne plant used has had anything to do with the results obtained? The lucerne tree will grow in the district, but from all I have heard from the Government Experimental Farm at Wagga, I should say it was not worth very much. They say that cattle will only eat it in a drought, when they can get nothing else.
1755. At what period of the year are the roads between here and Carrathool in such a condition as to render it difficult for you to get to the railway? They are sometimes bad in summer-time, but it does not last so long then. In the winter-time they are bad for weeks after heavy rain. The mail has sometimes been from twelve to fifteen hours late owing to the bad road.
1756. You say there are considerable areas of land here available for settlement, and that if a line were constructed to Hillston it would be an incentive to settlers to come here; what would be the cost of clearing this land ready for the plough? About 50s. per acre altogether. Some of it, of course, could be done for much less than that.
1757. What would be a suitable area for a person to take up for profitable occupation of the soil? From 1,280 to 2,560 acres if he wants to keep sheep as well as cultivate.
1758. Do you think persons would do well here to carry on mixed farming? I think that it would suit them best to carry on mixed farming. At the present time the back country through which the railway would come is so infested with wild dogs that people are afraid to keep sheep; but with closer settlement dogs would disappear.
1759. You think that the construction of a line to Hillston would bring a large amount of new traffic to the railways? I think that long before the railway reached this point, no land would be left to be taken up.
1760. I mean traffic which does not go to any railway stations at the present time? I think a lot of the wool which now goes to Melbourne *via* Hay and Carrathool would come on this line and go to Sydney.
1761. You are certain of that? Yes; I have spoken to persons who own runs, and they have said that they would gladly send their wool this way on account of the shorter road carriage.
1762. Suppose it were anticipated that a railway to Hillston would not pay in the immediate future, do you think those using the line would be prepared to pay local rates—that is, rates slightly in excess of those generally charged? I think they would, in consideration of the great convenience of a railway, and in the hope, of course, that as the traffic increased the special rates would be taken off.

Robert Walter Stewart, Mayor of Hillston, sworn, and examined.—

- R. W. Stewart. 1763. *Chairman.*] You are Mayor of Hillston, and you carry on the business of a commission agent here? Yes; I am a stock and station agent.
- 6 Oct., 1897. 1764. *Mr. O'Connor.*] How long have you been in the district? Since 1878.
1765. What is the population of your municipal district? About 500.
1766. You have a thorough knowledge of Hillston and the adjoining district? Yes.
1767. Is it a pastoral or agricultural country? On the south side of the river it is principally an agricultural country. Here and further south below Hillston it is pastoral. To the north of the river it is principally pastoral.
1768. What is the yield per acre of wheat? On the average from 12 to 15 bushels. Sometimes it is much higher, but that is the average.
1769. Is that payable? Yes, at a fair price.
1770. Where is your market? We sell a little locally; but we are obliged to take some to Carrathool and send it to Sydney and to Cootamundra or Narrandera, where there are mills.
1771. You must find that expensive? We find that the long haulage takes off a considerable amount of the profit.
1772. You have been fairly successful in your returns? Excepting in the year 1888, we have been always fairly successful. That has been the only failure; even then some was grown. There was something like 8 or 9 inches of rainfall.
1773. Is there any cultivation upon the halves system here? No.
1774. How do you account for that? Well, land can be got here very much easier than in Riverina, and it is far more profitable to take up land under the 1895 Act and work it on your own account. The halves system is gone into where all the land has been alienated, and where the land is also in proximity to a railway.

R. W.
Stewart.

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1775. This part of the country is well timbered? We have good colonial pine; and there is some pretty good gum on the Lachlan.

1776. Would that timber be marketable if you had a railway? The colonial pine would be, but I do not know so much about the gum.

1777. Looking at the question from a national standpoint, with what part of the existing railway system do you think Hillston should be connected? I am glad you mentioned the question from a national standpoint, because I have a clear and distinct idea that a railway ought to come by the route described by Mr. Kennedy. I should have no objection to a deviation to take in the Lake Cudgellico district, which, I think, is entitled to some consideration. That is the line which I think should be constructed, quite apart from self-interest or the interest of the people of this district.

1778. Will you describe the route yourself? I think the line should come from Wyalong almost due west to Hillston, allowing for a slight deviation of, say, 9 miles to the north to serve the Lake Cudgellico district to a certain extent. It will be seen, from the map before you, that the greater part of the land served would be unalienated. The line would serve over 1,500,000 acres, which has been proved, for some fifteen years, to be good agricultural land. The very worst of the land would be fit for pastoral purposes. The better class would be used for agriculture, and after agriculture has been carried on for some time the land improves considerably. I think the pastoral industry should be combined with agriculture.

1779. Do you know anything of the country between Condobolin and Euabalong? I have travelled over it often.

1780. You are familiar with the route of the proposed railway? Yes.

1781. What is your opinion of that route? I think that if the Government want to spend money for fun they will construct a railway at once from Condobolin to Euabalong. If they want to do the country any good they will leave that line severely alone.

1782. You think it should not be constructed, even though it might be intended ultimately to extend it to Hillston? I do not think it would be a desirable line, even if it came on to Hillston by that route.

1783. And you have a thorough knowledge of that route? Yes; I have ridden over it a good many times.

1784. For what distance out of Hillston are you acquainted with the country? Fifty miles west, as far as you like to go north: past Yalgogrin, say, 70 miles eastward, and down towards Hay to the south. A radius of 200 miles, if you except the easterly direction.

1785. If a railway were constructed to Hillston, would any quantity of the wool which now goes to Melbourne come in this direction? Most undoubtedly; the wool now going to Melbourne would come to Sydney. Directly I heard the Committee were coming here, I made it my business to make inquiry upon that point. Four-fifths of the wool in the Hillston sheep district goes to Melbourne, and about one-fifth to Sydney. The position would be just reversed if there were a railway to Hillston. Four-fifths of the wool would go to Sydney. A line by the route which has been suggested would be most centrally situated; it would serve both the pastoral country to the north and the agricultural country to the south.

1786. What land would be open to selection if you had a railway? A very large area has recently been made available under homestead selection, and that would be taken up. In fact, once the Government promised a railway, the land would very soon be taken up. It would all be gone long before the railway reached this point. I have commissions from both Victoria and South Australia. A man from South Australia and another man from Victoria have to-day applied for land here.

1787. Have you any statistics showing the probable freight for a line from Hillston? I gave those statistics to the last Sectional Committee which visited Hillston.

1788. And you do not desire to alter that evidence in any particular? No.

1789. Is your district retrogressing? I think that, notwithstanding all the difficulties with which it has had to contend, it is going ahead.

1790. What is your average rainfall? I think the record for seven years gave about 17 inches annually. Sometimes the rainfall has been as high as 25 inches, and it has been as low as 9 inches.

1791. Do you suffer very much now from the rabbit pest? The rabbits are fewer now than I have seen them since 1879. I attribute the decrease partly to the drought and partly to those who have had to deal with them using the best methods of keeping them in check—that is, by wire-netting and by phosphorised pollard.

1792. Are there any abandoned areas in the adjoining districts? There are a good many on the very route you have described. For instance, at Hunthawong and Merri Merrigal; the whole of those areas would be put under profitable occupation if there were a railway.

1793. Is this a great sheep and cattle district? It is a great sheep-growing district. I do not know of any better. I do not know of any more rapid fattening country than the Lachlan Valley, especially as you now see it.

1794. If there were a railway here do you think the meat-freezing industry would be entered into? I know that a gentleman is prepared to start it immediately a railway is undertaken. He told me so, and I have no reason to doubt him.

1795. Do you grow much fruit here? We grow good fruit, but we grow principally wheat. I do not think the country is suitable for fruit-growing away from the river.

1796. Can the fruit crop on the river be depended upon to any extent? I think so. I have seen good oranges and lemons growing there, also good grapes.

1797. Do you think the wine-making industry will ever become established here? Not to any extent.

1798. Have you formed any opinion as to the suitability of the district for the dairying industry? I think that dairying could be profitably associated with other industries. It would be necessary to preserve a supply of artificial feed.

1799. Suppose the holdings were 2,560 acres, do you think there would be much dairying in conjunction with other industries? Yes, I think I might say that there would. I think that in the country through which the suggested railway would pass even a smaller area than that which you mention would suffice. Of course, if the pastoral industry is to be associated with agriculture, the area would require to be bigger; but in country such as that which has been described between Wyalong and Hillston a smaller area than 1,000 acres would keep a family. Those who have worked smaller areas have, as a matter of fact, been more successful than those who have worked larger ones.

1800. Do you agree with what the Inspector of Stock has told us as to the diversion of traffic to this railway from other points? I concur in everything he said as to that matter.

1801. Do you know the land between Wyalong and Grenfell? I have not travelled by that route, but I know Grenfell very well. The country there is very good. There are 68,000 acres under cultivation this year. It is a very good wheat-growing country.

1802.

R. W.
Stewart.
6 Oct., 1897.

1802. Is there anything you would like to add to your evidence? I might add that some 5,000 acres of land immediately surrounding the township of Hillston have been exchanged, and have, therefore, become Crown lands. It is being measured in blocks of from 5 acres up to 275 acres, and they will be available shortly. The town was shut in, and an exchange was made with a lessee to consolidate his holding. It will be a very valuable estate.

1803. *Mr. Farnell.*] At what price do you think wheat can be profitably grown here? If there were a railway here I think 2s. 6d. a bushel would pay; but I should not care about 2s. 6d. a bushel if we had to drag the wheat 80 miles to a railway. To make certain of a fair profit I should say 3s. would be a payable price in those circumstances. I should be fairly satisfied with 2s. 6d. if I had a good lot of grain.

1804. Do you think the residents here would be prepared to pay local rates? I have no doubt they would be prepared to pay a fair thing. I should not like to commit myself to saying definitely what they should do; but you may rely upon their doing what would be fair in the circumstances. At the present time the cost of taking sheep from here to Sydney is about 2s. 2d. We have to pay £8 a truck from Carrathool, and I think people would be willing to pay £9 a truck from here.

1805. What do you mean when you describe the suggested railway to Hillston as a national line? By a national line I mean a line which would serve to the best advantage the whole of the people—the cost being borne by the whole of the people.

1806. You think that the distance of Hillston from a railway centre has acted as a deterrent to settlement and to the growth of cereals? I am quite certain of it. The land is suitable enough for settlement; but it is the distance to market which has proved the drawback.

1807. Have you knowledge of any other produce besides wool and wheat being grown in the district? Our staple products are fat stock, wheat, and wool. All that we want is access to market.

1808. If you had an experimental farm in the district, and it was demonstrated that other produce could be profitably grown, you think that, from the nature of the soil, there would be a great deal of cultivation here? I think an experimental farm might serve a good educational purpose.

1809. You admit that experimental farms in other portions of the Colony have afforded good object lessons? Yes.

1810. If fruit-drying could be profitably carried on here, do you not think the local farmers would take advantage of knowledge gained in that direction by means of an experimental farm? Certainly.

1811. What do you think it would cost to clear land here ready for the plough? It would depend entirely on circumstances. In some places it might cost only 2s. 6d. an acre, but if the timber were at all thick it would cost from 30s. to £2, and perhaps more.

1812. Do you think that having regard to that expenditure, and the original cost of the land, persons would be prepared to embark in agriculture with the prospect of 14 bushels to the acre and a price of, say, 2s. 6d. a bushel? It must not be supposed that the price would invariably be 2s. 6d. a bushel. Settlers would have to go to work gradually preparing the land for the plough. Most of the settlers hereabouts do a lot of hard work themselves.

1813. Upon what acreage do you suppose a man could live comfortably in this district? It depends upon the situation, but I should say from 500 acres to 1,500 acres. Round about the town a man could live well on 500 acres. I do not think you ought to allow him to have 2,560 acres anywhere near the town.

1814. Do you know whether any of the land through which a line from Koorawatha to Hillston would pass, is watered by creeks or tributaries of the Lachlan? There is no water of any consequence along that route.

1815. It would be of no advantage, therefore, to construct weirs along the Lachlan to conserve water in creeks or billabongs? There is one place where a weir might be of advantage, about 9 miles from here up the river. If water were conserved there a considerable area of low-lying land could be irrigated with advantage.

1816. What area would it irrigate? Certainly, 30,000 acres. A very large area is now covered in flood time. I have seen very good results from an overflow of the river in this country.

1817. You think a weir would afford a permanent supply for irrigation? There is not sufficient water in the Lachlan to irrigate to any great extent, except for perhaps a period of six months in the year. When the river goes dry it is quite a common thing to make little dams across it to keep water for the town.

1818. *Mr. O'Connor.*] You spoke a year ago of the probable returns to a railway to Hillston;—what would be the chief sources of traffic? If the railway were brought into this district, I think we should take wool off more than 1,000,000 sheep, although I take that number as the basis. Estimating that 100,000 of these sheep will be sent away as fat stock, and allowing 6½ lb. as an average fleece, there will be something like 2,600 tons of wool from the 900,000 sheep that are left. This wool at the present time costs us £6, £7, and £8 a ton to land in Sydney, according to the distance which it has to travel; but, supposing the freight by rail was £6 a ton, that would give a return to the railway of £13,000. Now we pay £8 per truck to send sheep from Carrathool, and it costs us £1 a hundred to send them to Carrathool. Instead of driving them over dry roads in hot weather we would rather pay £1 a hundred extra to the railway; that would mean for 100,000 fat sheep £9,000 revenue. In order to show the probable revenue that would be derived by the line, I have worked out certain figures which might be made larger, but which, even if they are decreased, will still show a handsome income. I take 1,000,000 acres of land as the area that could be made available for close settlement, and better land is not to be found in New South Wales. The exact area would be 1,600,000 acres. That is the area of land lying within 10 miles on each side of a line from Temora to Hillston, a distance of 130 miles. This country is valued by the Crown for homestead selections at from 7s. 6d. to 15s. an acre; but with a railway its value would be restored to £1 an acre. That would mean a revenue to the Crown of £12,500 in deposit money alone. After five years the Crown gives a certificate, and the payment is doubled, which would make the annual revenue £25,000. If from half this area 12 bushels of wheat an acre were obtained, there would be 6,000,000 bushels of wheat to send to the Sydney market. That, at 5d. a bushel, would give to the railways a return of £125,000.

1819. If a railway were constructed here you think that land which is now being sold by the Crown at 15s. an acre would be sold at £1 an acre? Yes.

1820. You think that if there were a railway here the deposits upon land of £12,500 would in five years be increased to £25,000;—the income to the Colony from the construction of a line being £125,000 a year? Yes; upon that basis.

William

William Thomas, farmer, Williams, sworn, and examined:—

1821. *Mr. Farnell.*] How long have you been resident in the district? About four years next February. W. Thomas.
1822. What is the extent of your holding? 5,000 acres. 6 Oct., 1897.
1823. You are in the Western Division? In the Central Division.
1824. How much of your 5,000 acres have you under crop? Eighty acres.
1825. You were examined by the Select Committee which inquired into the construction of a railway from Condobolin to Broken Hill? Yes.
1826. You endorse the evidence you gave on that occasion? Yes.
1827. Had you any experience in farming before you came here? Yes; in South Australia.
1828. How long were you there? Forty years.
1829. What acreage did you hold there? From 5,000 to 10,000 acres.
1830. What area had you under cultivation? From 500 to 3,000 acres.
1831. What was your average yield? In the early days we averaged as high as 30 bushels; but latterly the average was somewhere about 4 bushels. When we got down to 4 bushels the land was exhausted—it was worn out.
1832. You have had a practical acquaintance with farming for a considerable time;—what is the value of the land here for wheat growing compared with the land in South Australia upon which you were located? The quality of the land here is quite equal to that of South Australia. Some of the land round about here is a great deal better. The whole of the land between here and Yalgogrin and Rankin's Springs is first-class agricultural land.
1833. You know it is proposed to construct a railway from Condobolin to Euabalong? Yes.
1834. Would that extension be of any benefit to you? It would not benefit me at all.
1835. If any incentive is to be offered to settlement in this district by reason of a railway, it would have to be brought much further to the westward than Euabalong? Yes.
1836. If the district is to progress at all the railway must be brought to Hillston? Yes.
1837. You would be prepared to put a much greater area under cultivation than you at present have if you had railway facilities? Yes.
1838. What did it cost you, per acre, to clear the land ready for the plough? The land I have worked, to the best of my recollection, has cost me nearly £3 an acre.
1839. It was thickly timbered, I suppose? It is a scrub lease; the timber was very heavy.
1840. Could that land be taken as a sample of the country round about here, or is it exceptional? It is exceptional, I think.
1841. Even supposing it costs £3 an acre to clear the land, having regard to the conditions under which the class of land to which you refer can be taken up, you think persons would be induced to take it up and to put it under wheat if there were railway facilities here? It would not pay a farmer to grub it as I have done. The proper way to clear the land here is to scrub and ring it, and to let the timber dry; if that is done the land can be cleared very much cheaper. In some cases it would cost from 1s. 6d. to 2s. an acre to scrub and ring; it depends upon the density of the scrub. When the timber has been ringed it must remain for three or four years; it can then be cleared easily by fire.
1842. *Chairman.*] So that, although the operation is a longer one than the green clearing, it is equally successful and much cheaper? Yes; it is better to let the roots die. The green roots suck the life out of the soil; the soil becomes sour, and it will take several years to sweeten it. If you scrub and ring, the land undergoes a process of sweetening while the roots are dying.
1843. What has been your average yield per acre? I have not yet been able to grow anything. The rabbits took my first crop, and last year I only got 3 tons off 30 acres. I was not wire-netted, and you cannot do anything in the way of cultivation here unless you wire-net. It is a very hard place in which to make a start. The rabbits keep the country bare of feed, and there is no railway communication. In poor seasons you cannot get your stock away from the district.
1844. Have you any stock on your holding? Only horses and a few cows. I have no sheep.
1845. Do you think it is possible for mixed farming to be carried on in the district? I am satisfied that it is.
1846. Do you think that if the district is proved to be all that it is represented to be in the way of wheat production, farmers will be induced to leave their exhausted areas in South Australia and Victoria and to come here? I am quite sure of it; it is only the isolated position of the district which keeps people away from it at the present time.
1847. Have you yourself been in communication with any people in the adjoining colonies who would come here if there were a railway? Yes; I know of several who would come over.
1848. Do you think persons here would be prepared to pay local rates? I feel sure they would; but in my opinion there would be no necessity for it. Even if we had to pay local rates we should be in a better position than we are in at the present time.
1849. Have you made any experiments in fruit-growing? I myself have not, but I know that it is first-class vine country. The country from Yalgogrin to Rankin's Springs will produce vines to perfection. That is after they are established; they want a little bit of nursing to give them a start.
1850. Do you think that raisins and currants could be profitably produced here? Yes; I am positive of it.
1851. At what distance from a railway could a person profitably engage in agricultural pursuits here? At from 15 to 20 miles. The road carriage would be rather a heavy tax beyond that distance.
1852. The cost of road carriage, between this point and the nearest railway point, prohibits agriculture? Yes.
1853. Are there any other reasons you can adduce why a line of railway should be constructed to Hillston? I think the close settlement which would follow would do away with the rabbits and wild dogs. I think a railway might be constructed from Temora to Hillston. There is a lot of unoccupied country between that point and Yalgogrin. If the land were occupied, each occupier would have to keep down his own vermin, and wild dogs would very soon become a thing of the past.
1854. *Mr. Fegan.*] Your cultivation is in a wire-netted paddock? Yes.
1855. Have you good prospects this season? Yes; the crop looks very well.
1856. How far were you from railway communication in South Australia? The railway went through Farrell's Flat, and some of my property was on the Flat.

- W. Thomas. 1857. How far were you from market? I was about 90 miles from Adelaide.
 1858. Your market was at Port Adelaide? Yes.
 6 Oct., 1897. 1859. Even if a railway were brought to Hillston, you would not be as near to railway communication as you were in South Australia? No.
 1860. But you would have a better market? Yes; and the soil is better.
 1861. Had you to deal with rabbits in South Australia? There were rabbits at Mount Bryan, another farm I had.
 1862. I suppose that £3 per acre would be the maximum cost of your clearing? Yes.
 1863. Do you think you have a prospect of making a better living than you could make in South Australia? Yes.
 1864. You would not have come here if you had thought the soil would be as unproductive as it is in South Australia? I was certain that it would be a great improvement.
 1865. You do not fear any of the obstacles in your way here;—you think you will be able to make a good living? Certainly.
 1866. Railway extension would make matters much easier for you? Yes; I could go in for mixed farming.
 1867. Are there many places in South Australia where the soil has been exhausted as in the district you have referred to? Yes; all the best lands in South Australia are worn out. They are going into vineyards and dairying.
 1868. What is the highest and lowest price you have received for wheat? Eight shillings and 1s. 10d.
 1869. What is the present price in South Australia? It is pretty high now.
 1870. I suppose you intend to fence the whole of your area? Yes: with rabbit-proof netting, and if I do not get any neighbours I shall have to make the fences dog-proof as well. I cannot keep the sheep there now; it is all abandoned country round about me. My nearest neighbour is 10 miles distant.
 1871. How far are you from Hillston? Forty miles south-east from here.
 1872. What is your nearest pastoral lease? I suppose Gunbar; that would be about 40 miles.
 1873. How far would Mr. Kennedy's line pass from your holding? Eighteen miles to the south.

THURSDAY, 7 OCTOBER, 1897.

[The Sectional Committee met at the Court House, Hillston, at 9.45 a.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

FRANK FARNELL, Esq.

JOHN LIONEL FEGAN, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Joseph Rowe Varcoe, farmer, Camp Plain, Hillston, sworn, and examined:—

- J. R. Varcoe. 1874. *Chairman.* You gave some evidence to a Sectional Committee here about twelve months ago in connection with the proposed extension of the railway from Condobolin to Broken Hill? Yes.
 7 Oct., 1897. 1875. You confirm now what you said on that occasion? Yes.
 1876. You are acquainted with the proposal to extend the railway from Condobolin to Euabalong? Yes.
 1877. Do you think that will be the best route to adopt? I am not personally acquainted with the country between Condobolin and Euabalong, but I know it from hearsay. I have travelled from Willanthry to Mount Hope, and I then passed through some very barren country, some of the worst I have seen in New South Wales.
 1878. You have a general knowledge of the country to the north of the river? Yes; I am told that a large extent of country east from One Eye track past Euabalong for some miles is worthless.
 1879. The great bulk of it is unoccupied at the present time? Yes; and in my opinion a railway would not bring it under occupation.
 1880. Do you think the proposed extension to Euabalong would benefit this district in any particular way? I do not think it would.
 1881. For what reasons? Euabalong is a good long way from here; it is too far to cart wheat.
 1882. You could not cart wheat from Euabalong to Hillston at a profit? No; we already have a line at Carrathool, as near to us as a railway at Euabalong would be.
 1883. How far is it from here to Carrathool? They call it 80 miles; but I think it would be something less than that in a direct line.
 1884. As a resident in this district engaged in farming operations, you do not think the proposed extension to Euabalong would benefit you or anyone else similarly situated? No. Another thing to be remembered is that the farming country is to the south of Hillston. We have to cart our wheat some distance to Hillston. I am 13 miles to the south of Hillston; I should be nearer Carrathool, of course, but further from Euabalong.
 1885. You would have to cart your wheat further to Euabalong, if there were a railway there, than you now have to cart it to Carrathool? Yes. Most of the wheat-growing land is further on towards Carrathool.
 1886. So that in reality the bulk of the farmers in this district would be at a very great disadvantage if they had to cart their wheat to Euabalong? Yes.
 1887. They would prefer to cart to Carrathool? Yes.
 1888. Is there much surplus wheat grown in this district? A great quantity.
 1889. And after supplying local requirements, the balance is sent to Sydney *via* Carrathool? Yes. Three years ago I sent my wheat to Sydney, and it cost me exactly 1s. a bushel from my paddock to Sydney.
 1890. You think the extension of a railway to Hillston would be of great benefit to this part of the country? Yes; it would have the effect of settling a great many farmers on the land. There is a large area of beautiful wheat-growing land which is now abandoned. It is scrubby, timbered country; but I think if it were tapped by a railway it would be all brought under occupation and cultivation.

1891. You think the cost of clearing the land and preparing it for the plough would not be so great as to preclude its profitable occupation? No; this year I cleared some of the heaviest timbered land in the district, and I did it within £1 an acre, including ringing and scrubbing. Of course, it had been lying five years since it was rung; but, including everything, I cleared it at within £1 an acre. J. R. Varcoe.
7 Oct., 1897.
1892. After ringing and scrubbing, you gave the timber five years to die, and then you started to burn off and make the land ready for the plough? Yes; it is now ploughed.
1893. You agree with previous witnesses that it is better to clear the land gradually in that way;—the land becomes sweetened in the process? Yes; it is very much easier to clear after the timber has been dead for some years. It is much better to clear the land then than to clear it when the timber is in its green state. It would cost you about £4 an acre to clear some of the land here when the timber is green. When the timber is dead, by using a team of bullocks and pulling the trees down you can very soon get it cleared. I have cleared a great deal of ground, and I engaged a man to grub it by hand. It cost me about 30s. an acre. This year I have adopted a different method, and I have got the land cleared under £1.
1894. By which route do you think a railway should come to the Hillston district? I think it should go as far to the south as practicable. Most of the wheat-growing country lies to the south of the proposed line.
1895. Would the route described yesterday by Mr. Kennedy run pretty well in the centre of the wheat-growing country? Yes; but there would be more wheat-growing land to the south of it than to the north.
1896. You prefer the route suggested in Mr. Kennedy's report to an extension *via* Euabalong to Hillston? Yes; a line to Euabalong would not tap the good agricultural country; it would keep to the north of it.
1897. It would be practically inaccessible to farmers in the Hillston district? Yes.
1898. By running a line to Wyalong you would traverse the wheat-growing country? Yes; Hillston is just on the margin of the wheat-growing country. The bulk of the land which would be taken up for agricultural purposes, and especially for wheat-growing, would lie to the south of the route described by Mr. Kennedy.
1899. In the event of that line being constructed in preference to the line to Euabalong, I suppose persons would adopt the method you have adopted of clearing, and, having taken up the land, they would, during the construction of the railway, ringbark and scrub it so as to have it ready for the plough shortly after the completion of the line? I have no doubt that immediately it were understood that the railway was to be constructed, the whole of the land would be taken up and prepared for cultivation where it was fit for that purpose.
1900. Do you think the railway would induce persons to come here and settle in any numbers? I am certain it would.
1901. Are you personally acquainted with any persons who would come here? Yes.
1902. What area do you hold yourself? 1,920 acres. I have 300 acres under crop this year. I have 700 acres which have been ploughed and cultivated. I cultivate blocks alternately, year in and year out.
1903. You do not crop one piece of land continuously for fear of wearing it out? No; I fallow in the spring and crop the blocks alternately.
1904. You have altogether 700 acres cleared and ready for the plough? Yes.
1905. Is the whole of your 1,920 acres suitable for wheat-growing? Yes.
1906. I suppose that if a railway were here, you would crop a larger area in rotation than you now do? Yes; I should like also to get a little more land.
1907. If persons were able to obtain areas of 2,560 acres, do you think they could profitably cultivate one-fourth of them year by year, working the blocks in rotation? Yes.
1908. How long would the land last, cultivated under such conditions? I have not been cropping long enough to ascertain that by experience; but I have not by any means worked out my own land yet.
1909. Land in South Australia and Victoria which has been under continuous cultivation for a series of years, has become gradually impoverished? Yes; and I have no doubt that in course of time the land here would wear out. If blocks were cropped alternately it would last much longer. This country, however, would be superior grazing country after it had been worn out for cropping. I gave an old cultivation paddock two years' spell some time ago, and I had my stock running on it. I found that it carried a great quantity, and that they got very fat. I killed a four-tooth merino wether which had been fattened there, and it weighed, when dressed, 90 lb. I am certain it would be impossible to get that weight on ordinary grassed land.
1910. Have you cropped that land since? Yes; I am cropping it now.
1911. Do you find that the rest did it any good? The ground was always growing good crops; it was not worn out when I gave it a spell.
1912. Is the present crop as good as the first crop you put into it? Not quite.
1913. Do you not think scientific farming might be pursued with advantage in a district like this? I have no doubt of it.
1914. You think a proper rotation of crops would keep the ground in good order for years? Yes.
1915. By continually cropping you gradually take away the elements required to bring the crops to perfection? Yes; I think it is a bad system.
1916. You think the establishment of an experimental farm in this district would be of immense advantage as an object lesson, showing the farmers here what they could most profitably grow? It might be of some use; but I am not very partial to experimental farms; I think the expense of them is hardly compensated for by the good they do.
1917. Do you not think they have done good where they have been established in other parts of the Colony? I know that they have done good.
1918. I suppose you know that persons who, as a rule, take up land have not had that extensive experience of farming which is desirable to enable them to carry on their operations to the best advantage? Quite so.
1919. Would not the establishment of a school of agriculture in this district, therefore, be of great advantage to such persons? No doubt it would be of some benefit; but in my experience they would learn more from their neighbours than they would from experimental farms.
1920. There can be no doubt the country you have described is most admirably suited for agriculture? Admirably.

- J. R. Varcoe.
7 Oct., 1897.
1921. And at the present time it is covered with scrub and abandoned to rabbits and native dogs? Yes.
1922. Looking at the matter commercially, would you be one of a syndicate to construct a line to Hillston as suggested? I certainly would if I owned the land.
1923. You would regard it as a profitable investment? Yes.
1924. What you as an individual would be prepared to do, you think the State might do? Certainly.
1925. Is the wheat grown here of good quality? Yes; it is fairly good; it is a quality of wheat which is very much sought after through its being so very dry.
1926. Is the flour of good keeping quality? Yes; very good.
1927. What is the average yield per acre? From 12 to 14 bushels.
1928. Would that be a payable crop? Yes; that would pay at, say, 2s. a bushel.
1929. Anything from that upwards would pay well? Yes; of course, the 2s. would be on the ground.
1930. Do you wish to add anything to your evidence? I have found that vines do well here. Grapes can be grown successfully, and either dried as raisins or turned into wine. I myself have some grapes growing, and they are doing very well. My fruit trees are also doing fairly well, but not as well as they would do in a more moist climate. They do very well in a wet season.
1931. I suppose they get stunted, and the fruit does not come to perfection? Yes.
1932. Do onions grow well here? Yes.
1933. And potatoes? No; vegetables generally require a great deal of water, and this climate is too dry for them.
1934. Do you think the dairying industry could be carried on profitably if there were a railway here to take away the produce? Yes; during the fifteen years I have been here I have had cows in milk and I found they do as well as they do in other places. I had experience in South Australia and Victoria, and I found cows as profitable here as anywhere.
1935. You think, then, that dairy-farming might be carried on in association with wheat-growing and other pursuits? Yes.
1936. Do you think the extension of a railway to Hillston would divert much traffic from Victoria? I think it would divert a good deal. I am not experienced in grazing pursuits, but I can see that a good deal of wool which now goes to Melbourne would go to Sydney if there were a railway here.
1937. Have you farmed in South Australia? Yes.
1938. You are as well satisfied with the capabilities of this district as with the capabilities of that in which you were farming in South Australia? Yes; I am doing better now than I was doing there.
1939. *Mr. Farnell.* Is there a big area in the district cleared and ready for the plough? Almost everyone is clearing round about here this year. They plough the land as they clear it; I have cleared about 70 acres this year. It is all ploughed and ready for the crop next year.
1940. You think the Committee would be justified in recommending the railway on the score of the traffic which it would attract? Just so.
1941. You think that large areas would at once be brought into cultivation independently of an additional area which, under the process you have described, it would take five years to clear? Yes; I was referring to the thickly-timbered portions of the district. There is a great deal of land here which needs very little clearing, and it is still lying idle. There are thousands of acres which require hardly any clearing.
1942. You think that immediately the railway was in course of construction this land would be prepared for the plough? Yes; there would be a large increase in the area under cultivation immediately a railway was started.

Arthur Caldwell Sawtell, police-sergeant, Hillston, sworn, and examined:—

A. C. Sawtel
7 Oct., 1897

1943. *Chairman.* You are a police-sergeant stationed at Hillston? Yes; I have been here thirteen months; I was previously at Jerilderie.
1944. You know the country from that point down to Toomwal? Yes.
1945. What are the boundaries of your district here? Our patrol district has a radius of 30 miles; the district over which I have authority under the Health Act is 200 miles by 170; it goes from Ivanhoe to Rankin's Springs, and from near Gunbar to The Hermitage railway station on the Bourke line.
1946. Your district includes Euabalong? Yes.
1947. What is the distance between Gunbar and Mount Hope? Roughly speaking, 100 miles.
1948. Do you know the population of the police district between these extreme points? The patrol district has a radius of 30 miles; that we give a population of between 1,300 and 1,400; the population of the town would be about 550.
1949. Do you know the country through which the proposed line would run? I know it as far as Wollongough.
1950. At what other places have you been stationed besides Jerilderie? I have been at Ivanhoe, Silvertown, Euabalong, Hillston, and Jerilderie during the last fifteen years.
1951. How long were you in the Jerilderie district? I was there for six years.
1952. What was the nature of the country there? I consider that, taking the country eastwards from here, it is superior to the country in the Berrigan district. It is rich loamy soil, and is superior to the soil in the Berrigan district.
1953. You know that the Berrigan district is very prosperous? It is; they have a slightly heavier rainfall—some 3 or 4 inches—than we have, and that I suppose is the cause.
1954. Do you think that railway communication here would bring about much increase of settlement? I do not hesitate to say it would. There is at present over-production, and wheat has to be sent to the metropolis, involving very expensive haulage.
1955. Have any farmers come from the adjoining colonies to this district in search of land? I know that persons have been here from the other colonies inquiring for land.
1956. What area of land would be sufficient to enable a man of limited means to get a living for himself and family? I think 320 acres of agricultural land in this district would be adequate for the maintenance of a family.
1957. You think a farmer here would also grow wool? Two acres would grow enough flour for his family for one year; 320 acres would give him a decent margin for the maintenance of a family. I might say that last year the returns were small; the actual returns of hay and grain were very poor. In our patrol district there were 5,064 acres under grain, and they had only 36,000 bushels; that would be under 8 bushels per acre.

1958. It was an exceptionally poor season? Yes; it came in very hot, and the grain soon shrivelled up. We had 3,840 acres under hay, yielding 2,600 tons, or not quite 1 ton per acre. There is in the pastoral district 222,913 acres of freehold, and 894,894 acres of Crown lands. Judging from the map before you there is a lot of alienated country round about Hillston, but going eastwards the unalienated area is greatly in excess of the alienated area. The quantity of Crown land would be four times that of the freehold land. A. C. Sawtell.
7 Oct., 1897.

1959. What is the quality of the land between here and Wyalong? I was a farmer in my young days, and I have a slight knowledge of good soil. I know that the soil between here and Wyalong is superior to the soil going west or north.

1960. Have you anything to add to your evidence? I have been in several places where a railway has been opened, and I know what a civilising effect it has had. I was here some thirteen years ago, and the district has since retrogressed. I suppose many persons have left the district, being heartily sick of asking for a railway. Nothing would give such an impetus to the place as a railway. The population has gone back since I was here thirteen years ago.

1961. You attribute the decrease in population to the fact that persons have become disheartened in not obtaining railway communication? I am quite certain that, together with rabbits, has had a serious effect.

Robert Stewart Varcoe, farmer, Newlyn, Hillston, sworn, and examined:—

1962. *Mr. Fegan.*] How long have you been in the district? Fifteen years. R. S. Varcoe.

1963. Where do you come from? From Deneliquin; I was farming there. 7 Oct., 1897.

1964. Do you know that proposal to construct a line from Condobolin to Euabalong? I have heard of it, but I do not know much of that part of the country.

1965. Do you know the country from here to Cudgellico? I know a good bit of the country for 30 miles north of the river, say—as far as Roto.

1966. Do you know anything of the country between Hillston and Wyalong? Not further than Monia Gap.

1967. How many acres have you? 1,280 acres; I have 400 acres under wheat, and I have been farming here for fourteen years.

1968. You have a selection? Yes.

1969. Are you in scrubby country? Some of it is open country, some of it is almost plain, some is thinly timbered, and other parts thickly timbered.

1970. What sort of country was the 400 acres you have now under cultivation? There were clumps of pine and yarran upon it; some of it was very thickly scrubbed, and on other parts there was scarcely any scrub at all.

1971. Why did you start there rather than in the plain country? The plain country was interspersed amongst clumps of timber.

1972. The portion you put under cultivation was not so thickly timbered as was the remaining portion? It was not so thick taking it all through.

1973. Your fifteen years' experience gives you a fair idea of the cost of ringbarking and preparing for the plough? Yes.

1974. Will you be good enough to give the Committee an approximate estimate? Most of my land could be cleared for about 5s. an acre, and the very thickest of it for 15s., but I do not mean to clear it straight away.

1975. You mean to ringbark the timber, to let it stand for four or five years, and then to burn it off? Yes.

1976. How long would it take you to get a crop in, dealing with the timber in its green state? I could have the land under crop next year; there is a lot of pine scrub, and you can pull that out with a team of horses after a shower of rain.

1977. The pine scrub can be pulled out in a green state? Yes.

1978. How much would it cost to clear the more thickly timbered portions of your holding in the green state? I do not think it could be done under £2 an acre.

1979. At the outside it would not cost more than £2 10s.? That would be the outside price.

1980. For how many years have you grown wheat? Fourteen years.

1981. And how many seasons out of the fourteen have you had failures? We had one in 1888, but that was as much through the rabbits as through the dry weather. But for the rabbits we should have had some crop.

1982. You lost that crop chiefly through the rabbits, you think? Yes.

1983. What is your average yield? From 12 to 13 bushels. Our best return would be about 24 bushels, and our lowest about 9 bushels.

1984. Do you grow wheat continuously, or in alternate years? Continuously.

1985. Do you not find that year by year the productive capacity of the land is decreasing? A little, but not a great deal. I have one paddock turned out this year for the first time. Last year it yielded three bags, and it was cropped for thirteen years continuously. The three bags was above my average all through.

1986. Taking the fourteen years, you have not found much difference in the productive capacity of the soil? No.

1987. But, as an experienced farmer, you know that ultimately a decrease must come if wheat is continuously grown upon the same area? Yes.

1988. Where do you send your wheat? To Sydney *via* Carrathool.

1989. Is any sent to the local mill? Very little.

1990. Why? Because they do not need it. There is more than enough wheat grown locally to supply the mill.

1991. Will you tell the Committee at what price you can grow wheat profitably? For about 2s. 3d. I should not care to grow it for less than that, although I have sold it for less.

1992. You have sold it for 1s. 8½d.? Yes.

1993. What has been your best price? Four and sixpence.

1994. What is your road carriage to Carrathool? About 6d. per bushel. It costs me about 11d. a bushel to get the wheat to Sydney. 1995.

- R. S. Varcoe. 1995. If a railway were constructed to Hillston, at what price do you think you would be able to get your wheat to Sydney? I do not know, but I should say it would be much cheaper than the price we have to pay now.
- 7 Oct., 1897. 1906. What would you expect to have to pay? I suppose we should be able to get our wheat to Sydney for 6d. per bushel, or a little over.
1997. Supposing that it were found that the railway would not pay working expenses and interest, do you think the farmers round about Hillston would be willing to pay local rates? I can only speak for myself; as long as the rates were not excessive I should not mind.
1998. You would not object if you could get the wheat carried cheaper than you now get it carried by road and rail? No.
1999. Do you grow anything else besides wheat? A neighbour of mine is growing barley, oats, and maize this year, and they seem to be all doing well.
2000. Do you know the number of acres he has under crop? No; it is only a small plot—an experiment. I am experimenting in a small way with lucerne.
2001. How have you succeeded? I was rather late in sowing; some of it is doing well, other parts are not doing well.
2002. Does lucerne generally do well in this district? It has never been tried, except in small plots.
2003. In what direction is your holding from Hillston? It is nearly due south, perhaps slightly to the west.
2004. How far would you be from the suggested railway? About 20 miles; Hillston would be my nearest point.
2005. No matter by what route a railway came to Hillston you would be within 20 miles of it? Yes.
2006. Have you your holding fenced? Yes; but the fencing is not all rabbit-proof—some of it is six-wire fencing, and some is wire-netted.
2007. How many acres have you which is fenced in with rabbit-proof fencing? 640 acres; my cultivation paddock is included in that.
2008. Have you many rabbits? No; they are very scarce now.
2009. Chiefly on account of the drought? Yes.
2010. I suppose, in view of your past experience, you would not put in any more wheat without having the paddock rabbit-proof fenced? No.
2011. I suppose it is your intention when you can afford it to fence the whole of your holding with rabbit-proof fencing? Yes.
2012. Do you think that by poisoning and rabbit-proof fencing you would be able to cope with the rabbits? Yes.
2013. They do not give you the same anxiety as they formerly gave you? No.
2014. And you believe that with rabbit-proof fencing you would be able to completely master them? Yes.
2015. Had you any cattle or sheep on your holding? I have a few cattle—about twenty head—but no sheep at present.
2016. Do you think you would increase your stock if there were a railway here? No; I should put more land under crop.
2017. You think that would pay much better than cattle or sheep? On small holdings, yes.
2018. How is your run watered? By wells and tanks.
2019. How far do you have to sink for water? About 100 feet.
2020. Did you do the sinking yourself? Yes. It costs me about 10s. a foot; we go through clay of all kinds.
2021. Do you get good water at that depth? It is brackish; but the stock will take it.
2022. It is of no use for irrigation purposes? I do not think so.
2023. I suppose you have not tried deeper than 100 feet? No; there seems to be the same level of water all through this country.
2024. Have you grown any fruit? I tried it; but it did not do well. I tried peaches, pears, apricots, oranges, quinces, and grapes. They did well at first, but in 1888 they seemed to get stunted; the white ant then started to eat them, and killed them off. I have not tried growing any since.
2025. Where do you buy your fruit? Most of it comes from Sydney; plenty of fruit is grown locally in the season.
2026. You think with closer settlement, such as would be induced by a railway, you would suffer less loss from dogs and rabbits? Yes.
2027. You think a line in this district would ultimately pay? I have not the slightest doubt of it.
2028. And that this would become a huge wheat-producing district? I am quite sure of it.
2029. Do you wish to add anything else to your evidence? I know a place in the mallee country, about 20 miles south-east from here. It was rolled down at about this time of the year, and was under crop in the following April, at a cost of about 4s. an acre.
2030. You think that if there were a railway here persons would be induced to take up abandoned resumed areas which contain mallee? I think that as soon as a definite promise of construction was given the land would be rushed.
2031. Where do you think the people would come from? A good many, I think, would come from Victoria. I know they are coming from Victoria now.
2032. Are any of your friends in South Australia making inquiries about land in this direction? One or two have done so.
2033. Where do you think the persons would come from who would settle in this district? I am going chiefly by what I have seen when railways have been thrown open in other parts of the Colony.
2034. You think that is a fair criterion of what is likely to happen here? I do.
2035. Do you think dairying operations could be carried on profitably? I do; I dairy myself, to a certain extent. We make our own butter, and we can do fairly well in cool weather.
2036. Do you think you would have a good market at Wyalong for dairy produce? From what I have heard of the Wyalong country I do not think it would be very long before they would produce all they required themselves.
2037. What sort of potatoes are you growing? They are called the "Federation."

2038. Are they a kind of Early Rose? Yes, I think so; I got them from Anderson, the seed merchant, R. S. Varcoe, in Sydney.
2039. This is the first time you have tried them? Yes. 7 Oct., 1897.
2040. What area have you under potatoes? About a quarter of an acre.
2041. And having regard to the small quantity of rain you have had, they are looking very well? Yes, quite as well as one could expect.

Alexander Cameron, homestead lessee, Murrumbong, Mossgiel, sworn, and examined:—

2042. *Mr. Farnell.*] What area have you? 10,240 acres. My brother is in partnership with me; he has another lease of equal extent adjoining mine. A. Cameron.
7 Oct., 1897.
2043. You gave rather lengthy evidence before the Sectional Committee at Mossgiel, which inquired into the proposed extension of the railway from Condobolin to Broken Hill? Yes.
2044. Do you adhere to the statements you made on that occasion? I think they were fairly correct.
2045. You know that this Committee is inquiring into a proposal to construct a line from Condobolin to Euabalong? Yes.
2046. Can you tell the Committee what bearing the construction of that line would have upon the development of the country in the Mossgiel district? I think the extension would, undoubtedly, have the effect of developing the country out west. It would afford us a means of getting our wool and produce to market at a cheaper rate. Persons would also be able to get fat stock away. I think the railway would have a good effect.
2047. Because it would lessen your road carriage to Condobolin by 48 miles? Yes; we should benefit to that extent.
2048. Do you think the Government would be justified in extending the railway to Euabalong without making Hillston the objective point? I do not think so.
2049. Why do you think the line should be extended to Hillston? It would have the effect of putting under cultivation a large area of country which is now comparatively worthless. The resumed areas which are now out of occupation would be occupied; and the closer settlement which would follow would be a means of keeping the rabbits in check. The railway would also afford facilities to persons far west of Hillston, not only to get fat stock to market, but—and that is sometimes of greater importance—to get them out of the district in the time of drought. In our district we consider that in the time of drought our stock are practically yarded. We cannot get them away. If a drought comes the stock must die. We can struggle on by cutting scrub for them; but as for getting them out of the district, that is impossible. I think that a railway would be extensively used in a time of drought for the conveyance of stock to country where there is feed.
2050. Do you know the country between Euabalong and Hillston? Yes.
2051. Which do you think would be the better country to go through—from Euabalong to Hillston, or from Wyalong to Hillston? You would pass through better country in coming from Wyalong to Hillston. A greater portion of land is alienated between Euabalong and Hillston than between Wyalong and Hillston.
2052. You think the land between Wyalong and Hillston is also superior—that it would be more easily worked and brought into use, and that more land would be available? Yes; there is more available land suitable for wheat-growing.
2053. But you would be prepared to support any railway providing you got it to Hillston? It would certainly be advantageous, so long as it connected us with Sydney. It would, of course, be better to have a railway from Condobolin to Hillston than to have no railway here at all.
2054. But on national grounds you advocate the Wyalong route? Yes.
2055. You think that Grenfell, in the near future, will be entitled to railway communication, and that Wyalong will also be entitled to it, and that a railway passing through both places to Hillston would meet all requirements from a national standpoint? Yes.
2056. What about the traffic on a line to Hillston? I think that if a line were constructed to Hillston, a large quantity of wool would go to Sydney by that line, which now goes down the Murrumbidgee to Melbourne—a very large quantity indeed.
2057. What quantity do you suppose there would be? I thought it out a little while ago. From the north side of the Lachlan I reckon that 10,000 bales would go.
2058. What is the average return of wool within 20 miles of Mossgiel? 4,000 bales, perhaps.
2059. Where does that wool now go to? Some of it to Melbourne, and some of it to Sydney.
2060. I suppose the major portion of it goes to Melbourne? I think so.
2061. Notwithstanding the inducements offered by the Victorian Government, you think it quite possible that if a railway were constructed here the Sydney market would be largely used? I think so. One large owner told me on the day on which I started to come here that he had 40,000 or 50,000 sheep, giving 500 or 600 bales of wool, which always goes to Melbourne; he said that if a line were constructed to Hillston he would send his wool to Sydney, because he would have only 60 miles of cartage against 180.
2062. Can you give me any particulars as to road carriage in your district? The road carriage to Hay varies from £3 to £5 10s.; the old union rate was £5 10s. Mossgiel is 100 miles from Hay.
2063. What do you estimate as being the chief drawback to settlement in your district? Insufficient means of transit, as regards agricultural settlement.
2064. Do you think it probable that within a reasonable time after the construction of a railway to Hillston, there would be rapid agricultural developments in your district? I think so.
2065. Have you had any experience in farming? Not a great deal. I have always grown a little stuff for my own use, but I am not a farmer.
2066. Do you think it likely that mixed farming could be carried on successfully in your district if you had facilities for reaching market? Yes; I think dairying, combined with wheat-growing, could be very successfully carried on.
2067. You have some idea of the cost of clearing land? I have.
2068. What would be the highest and lowest prices paid? It would vary from almost nothing up to £3 per acre.
2069. How long do you think it would be before the present area settled would be trebled or quadrupled if a railway were constructed? It would certainly, I think, be quadrupled in three or four years.

- A. Cameron,
7 Oct., 1897
2070. You think there is sufficient available land to ensure that a large volume of traffic would be brought to the proposed railway almost immediately after its construction? Not immediately, perhaps; but there would be a large increase of traffic immediately people had time to get to work upon the land.
2071. There would be no need to wait for five or ten years for the traffic? Certainly not.
2072. Supposing the Railway Commissioners thought it advisable to impose what is known as local rates upon the section between Koorawatha and Hillston, or upon whatever point the line might touch the railway system, do you think the people here would be prepared to pay them? Judging from my own feeling in the matter, I think they would be. I myself would be prepared to pay rates a little higher than usual.
2073. It would be a question whether the local rates were cheaper than road and railway carriage in another direction? Yes.
2074. Until a line proved itself fairly remunerative you think, then, there would be no objection to pay local rates to make up interest and working expenses? Judging from my own feeling in the matter, there would certainly be no objection.
2075. Where do you send your wool? I am sending it to Sydney; and some years I send it to Melbourne and others to Sydney.
2076. What would be a reasonable area to allow for the making of a living? Nothing less than 640 acres for agriculture.
2077. Are there any signs of mineral deposit in your district? I would not say that it is a mineral district; it is not prospected. A little to the north of us there is a little mineral-looking country—on towards the Mount Hope country. There is plenty of mineral land between Wyalong and Hillston.
2078. Do you think the establishment of an experimental farm in the district would be productive of much good? Yes, I think so. Having regard to what these farms have done in other places, I think one here would have a very beneficial effect.
2079. Do you think the putting of a series of weirs on the Lachlan would induce much settlement? It would be of advantage to those in the immediate vicinity of the weirs; but I have not a very great opinion of weirs. We have had a weir on the Willandra Billabong for about three years. About three months after it was constructed the water came past Mossgiel, but it has not since come there. That, of course, is not due to the weir, but to the fact that there has not been much rain.
2080. Is there anything you would wish to add to your evidence? I would like to impress upon the Committee the vast importance of a railway here to graziers out west, as regards getting away their stock in time of drought. It is a matter of much greater importance than many people suppose. We have already passed through a terrible drought in our district. You will remember that heavy rains fell in June in the Central Division; when there was plenty of grass there our sheep were absolutely dying, and did die in thousands. We had very little rain out our way; they got rain higher up the Lachlan months before we got it, and had we had the means of getting our stock away to places where rain had fallen, we should have saved tens of thousands of sheep which actually died on our holdings.
2081. *Chairman.*] Could you have got the sheep from where they were depastured to Hillston? Yes, we would have got them so far; we should have lost a few, of course, but a great many would have been saved.
2082. I suppose that the evidence you are now giving applies to the whole of your district? —
2083. Another advantage of a railway to Hillston would be that you would be able to send away small lots of fat stock which you cannot send away at the present time? Yes; that would be a great advantage. In the immediate vicinity of Hillston a very profitable trade would be done in fat lambs. Such a trade is out of the question without a railway.
2084. Do you think there is any probability of freezing or tinning works being started here if there were a railway? I think it quite possible.
2085. The district is not so much noted for fat stock as it is for wool? At times stock fatten here very well indeed. North-west from the Lachlan towards Mossgiel is all fattening country.
2086. *Mr. O'Connor.*] I suppose if settlers here went into it properly they could produce fat stock equal to those produced in any part of the Colony? Yes.
2087. *Chairman.*] And you think it quite possible that with railway facilities there would be a considerable traffic in chilled meat? Yes.

Bernard Wright Doyle, farmer, Gunbar, sworn, and examined:—

- B. W. Doyle,
7 Oct., 1897.
2088. *Chairman.*] I presume you have given the proposal before the Committee some consideration? Yes.
2089. Would a line from Condobolin to Euabalong be of any benefit to settlers in your locality? None whatever.
2090. Would the extension of that line to Hillston be of any use to them? That would be of great benefit.
2091. What is your holding? 3,200 acres.
2092. How much of that area have you cultivated? 500 acres.
2093. Are there many other farmers in your locality? There are a few, but they are scattered.
2094. What would be, approximately, the size of their holdings? They would average 1,000 acres.
2095. I presume you combine agriculture with grazing? No; I just run a few killing sheep. I confine myself principally to farming.
2096. Where do you get your market? We truck at Carrathool to Sydney.
2097. What is your distance by road to Carrathool? Fifty-three miles.
2098. At what distance would you be from the railway at Hillston? Twenty-two miles.
2099. I presume you find the road carriage to Carrathool a heavy handicap? Yes; it is 6d. per bushel. As matters now stand, we must send our wheat away direct out of the paddock, whether the market is good or not. With a railway here, we could store or send wheat away as we liked. The distance would not be so great, and there would be a means of getting the produce away.
2100. So that you could farm to better advantage? Yes.
2101. The construction of a railway would be an inducement to other persons to settle in your district? Yes.
2102. Do you think an extension from Hillston *via* Euabalong will be the best railway to construct in this district? No.
2103. What route would you suggest? I think a railway should take the route suggested by Mr. Kennedy.
2104. That would open up an enormous area of wheat-growing country? Yes. 2105.

2105. Have you resided long in the district? Fifteen years. B. W. Doyle.
 2106. You are very well satisfied with your prospects? Yes. 7 Oct., 1897
 2107. Notwithstanding the difficulties with which you have to contend, you manage to struggle along? Yes.
 2108. Your experience in farming is confined to this district? Yes.
 2109. At what distance from the railway line do you think an agriculturist could work a farm profitably? Twenty-five miles.
 2110. You corroborate the evidence of the previous witness as to the general resources of the district? Yes.

William Smith Arnott, post and telegraph master, Hillston, sworn, and examined:—

2111. *Mr. O'Connor.*] For how long have you been stationed here? A year and nine months. W. S. Arnott.
 2112. You know the object of our visit here? Yes. 7 Oct., 1897.
 2113. Have you prepared a return showing the business done in your office? I have prepared a return showing the business done during 1896. The letters posted were approximately, 87,626; the number of money orders issued was 929, and the number paid, 296; the number of deposits in the Government Savings Bank was 289, and the amount of the deposits £3,147 1s. 2d.; the number of telegrams sent was 5,520, and the number received, 5,302; the revenue received from all sources was approximately, £1,337.
 2114. And last year was a comparatively bad year on account of the drought? Yes.
 2115. Where were you before you came to the post-office here? I was in the head office in Park-street.
 2116. You have had an opportunity of observing strangers who have come into the district? Yes.
 2117. Have you heard them express any opinion as to settlement here? Yes. Our great want is a railway, and I do not think there will be much settlement until we get it.
 2118. If you had a railway you think the district would be much improved? Undoubtedly.
 2119. *Chairman.*] Has the district advanced or receded since you came here? I think it has slightly advanced. The business of the post-office this year is a little in excess of that of last year.
 2120. It shows that the district would be a progressive one, you think, if there were railway facilities? It is undoubtedly progressive.

Benjamin Varcoe, miller, Hillston, sworn, and examined:—

2121. *Chairman.*] You gave evidence as to the extension of the railway from Condobolin to Broken Hill? Yes. B. Varcoe.
 2122. You confirm that evidence, and you desire to express an opinion with regard to the proposed extension from Euabalong? Yes. 7 Oct., 1897.
 2123. *Mr. Fegan.*] I understand that you have been residing in the district twenty years? I have been fifteen years in this district.
 2124. And you are the owner of the local mill? Part owner.
 2125. Is it in the hands of a company? There are four of us—myself, my brother, Mr. Fullarton, and Mr. Lynn.
 2126. Have you carried on farming operations? Yes; I started here as a farmer.
 2127. Have you any land now? Yes; in conjunction with my son, Robert Varcoe, who was examined here to-day.
 2128. What was your return last year from milling? I think in the present year we have milled about 400 tons of flour.
 2129. You remember the evidence you gave before the previous Sectional Committee? Yes; I do not think I could add much to it.
 2130. Is your mill kept fully going during the wheat season? No; since we have had the mill we have not worked, on the average, four months a year. We have not the output; we do not send any away; we only put through what is sold locally. We do not send any to Sydney; the carriage would be too expensive.
 2131. You could not compete with other centres on account of the road carriage and the railway freight? No; the distance is too great.
 2132. Do you know the country between here and Euabalong? I have been over it; but I cannot say I am well acquainted with it.
 2133. You know the proposal before the Committee;—we should like your opinion in regard to it? I do not think the railway would be at all beneficial to this part of the country; it would not affect us in any way. We should still deal with Carrathool.
 2134. You know there is an agitation on foot for the extension of the railway from Wyalong to Hillston? Yes; I think it would be a very good line.
 2135. What would your machinery and plant turn out a year, if you had access to market by an inexpensive route? We could turn out 40 tons of flour a week, or 4 sacks an hour.
 2136. Your present market would be considerably enlarged if a railway were brought to Hillston? Yes; we should have the Sydney market to which to send all our surplus, and it would pay us better then to keep the mill constantly at work.
 2137. What are you paying the farmers now for their wheat? Ever since we had the mill, we have generally kept at 6d. below Sydney quotations. The farmers, of course, would like us to take all their wheat, but we are not in a position to do so.

David Gormly, Road Engineer and Council Clerk to the Municipal District of Hillston,
sworn, and examined:—

D. Gormly. 2138. *Chairman.*] You have collected some information for the Committee? Yes; I have the following particulars:—

7 Oct., 1897.

MUNICIPAL DISTRICT OF HILLSTON.

Incorporated, 11th December, 1888. Area, 50 square miles—32,000 acres, made up as follows:—

	Acres.
Alienated, and under lease.....	14,440
Lands reverted to the Crown through exchange, and now being surveyed for sale.....	5,728
Town lands mostly surveyed in $\frac{1}{4}$ acre allotments (sold).....	500
Other Crown lands, including temporary common, reserves, stock routes, roads, &c.....	11,312

Total..... 31,980

Number of buildings within a radius of 1 mile of the Post Office.

Dwellings and residences	113	Churches	3
Combined shops and dwellings	16	Hospital	1
Hotels	4	Convent	1
General stores	4	Council Chambers, including Free Public Library and Mechanics' Institute... ..	1
Other shops and business places	14		
Patent roller flourmill	1		
Brickmaking premises	1	Total number of buildings (town)	165
Public buildings—		No. buildings outside town boundaries—	
Court-house (including lands)		Dwellings	27
Office, &c.	1	Hotels	2
Gaol	1	Wool-scouring establishment	1
Police station	1		
Post office	1	Total number of buildings (Municipality)	195
Schools.....	2		

Population.

Estimated population 6th October, 1897. Town	661
Outskirts	133
	Total..... 794
As per census 1891.....	741

Number of electors on municipal roll.

No. of electors on the roll, 1st February, 1897	234
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Values.

Estimated capital value (on 2nd February, 1897) of the freehold of improved property.....	£106,133
Capital value of the freehold of unimproved property on the 2nd February, 1897	18,024
Estimated capital value of the freehold of all ratable property	£124,157

Assessment and rate, 1897-8.

Assessed annual value of buildings, &c.....	£4,832
Assessed value of unimproved lands (5 per cent. of capital).....	901
	Total..... £5,733
General rate (no special rates) 1s. in £	£286 13 0

Roads, streets, lanes, and footpaths.

Length and estimated value—

miles	chains		
...	20	Metalled	£225
7	0	Formed.....	840
15	0	Cleared	600
1	20	Footpaths.....	350
1	20	Kerbing and guttering	1,200
...	3	Bridges and culverts	710
27	60	Natural surface .....	.....
Total	52 43	Total value	£3,925

Municipal revenue.

Municipal revenue for the past year from all sources.....	£589 6 1
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2139. *Mr. Farnell.*] You have given us your assets, but what about the debit side of the account? We have nothing to speak of on that side. We have no loans or other indebtedness. We have a very small current account.

2140. You have no debentures running? No.

2141. According to the figures you have given there has been an increase in your population of sixty in six years? Yes.

2142. How long have you been here? Seven years.

2143. From your knowledge of the district what would you say were the causes of its want of progress? I think the want of railway communication has been the main cause.

2144. You think that if there were railway communication there would be rapid agricultural developments? I am sure there would.

2145. You are suffering from the want of facilities to get your produce to market? Yes.

2146. Do you think a railway to Hillston would be largely used for the transfer of starving stock to districts where there is good feed? Yes.

2147. Would it also be a means of diverting to New South Wales traffic which now goes to Victoria? Yes; besides creating new traffic.

2148. Do you know the country between Wyalong and Hillston? I know it about Wyalong and Hillston, but that is all.

2149. You do not think that the proposed extension from Condobolin to Euabalong would materially benefit the Hillston district? I think not.

2150. Do you think that extension would divert any traffic from Victoria? No; it might take a little wool which now reaches the New South Wales railway system at other points, but that would be all.

2151.

2151. You think there might be some justification for the extension to Euabalong if Hillston were considered the objective point? Yes. D. Gormly.
2152. Has the entire district progressed during the seven years you have been here? It has progressed a good deal in agricultural settlement. 7 Oct., 1897.
2153. There is an indication that those who have settled here are satisfied with the returns they are obtaining from the soil? Yes; they appear to be well satisfied.
2154. Do you think that if a railway were constructed to Hillston there would be much increase in the settlement here from the other colonies? I believe that if there were a railway a great many persons would come here, especially from the Wagga district. During a recent visit to that district I drew the attention of persons there to the land on this side, and they said, "Wait till you get a railway, then we will very soon come across."
2155. Do you think the persons in this district would be prepared to pay local rates if they were not too excessive? I think they would be glad to pay a little extra in consideration of railway convenience.
2156. Is there anything you can add to your evidence? No; except that I think the dairying industry in fairly good years could be carried on here well. They might conserve fodder for bad years; any quantity of fodder plants will grow here. I have tried a small patch of lucerne, and it seemed to do very well. Mangel-wurzel, and kale, and other plants of the kind will do very well without irrigation. Grape-vines also seem to thrive here, and in a fair season fruit-trees generally do well. The great point, of course, is proper cultivation. If the soil here is properly cultivated it will produce almost anything.
2157. Do you think mixed farming could be successfully carried on in the district? Yes; I think if there were close settlement we should also have a better chance of getting rid of the rabbits and other vermin. Water can be got at a depth of 100 feet, and it is easy sinking—mostly through clay and drift. Close round about here water has been tapped at 35 and 40 feet, and the water has proved good for irrigation purposes.
2158. *Chairman.*] You think a large area of land along the route suggested by Mr. Kennedy would be admirably suited for agriculture? Yes, I believe it would all be taken up.

Alfred Bickford, farmer, Woodlands, near Hillston, sworn, and examined:—

2159. *Chairman.*] You have given some consideration to the proposal before us? Yes. A. Bickford.
2160. Do you think the railway would be of any benefit to the Hillston district? It would be of no use to the farming community here if it stopped at Euabalong. 7 Oct., 1897.
2161. You do not think the Government should extend the railway only to Euabalong? No.
2162. To be of any use it must come on to Hillston? Yes.
2163. Do you think it would be the best route to Hillston? From a national point of view I think the other route which has been suggested to you would be the better one.
2164. You have a good knowledge of the districts through which that line would pass? Yes; from reading reports, from inquiries I have made, and from my own observation.
2165. You think the land is more suitable for settlement on that route than on the other one? Yes; it is better agricultural land. When once it had been used for mixed farming it would be splendid grazing land.
2166. More productive, you think, than the land between Condobolin and Euabalong? I should say so, certainly.
2167. You have heard the evidence of previous witnesses? Yes; and I can corroborate it as regards this district.
2168. How long have you been resident here? About seven years.
2169. What is the size of your holding? I have had 320 acres, but I am taking up a larger area.
2170. Have your farming operations been successful? They have been better in this district than in any other; I have been farming all my life. I have been from Moama down to Swan Hill, and out by Moulamein on the Edwards. This country is quite as good as the Moama country, and far better than the Moulamein country.
2171. You are perfectly satisfied with your venture in this district? Yes; I am satisfied that if I get a good outlet to market I shall be able to make a comfortable living for myself and family.
2172. The want of cheap means of communication has retarded your progress? Yes; and the want of capital; I started with nothing, and I consider I am well off now. I have worked hard, and have done a great deal of the work myself. I find that it has paid me well to do so.
2173. What you have done you think others would do if inducements were held out to them to settle here? I am sure they would.
2174. Do you yourself know of any persons who would be willing to come here if there were a railway? Yes. Yesterday some men came into the town from Sandhurst and Ballarat. Some homestead selections were thrown open on South Marowie. I showed them the blocks, and they said they would apply for them. I said, "Why don't you see the country; why be in such a hurry?" They said, "We will apply for them, because we know before long the country will be rushed; there are others who are waiting to follow us up if there is any hope of a railway." They said they were sure that if there were a railway the whole of the blocks open to-day would be taken up—that many persons would not come here until they were satisfied that there would be railway communication. The men to whom I have referred have taken the land without seeing it; they were afraid if they waited until the next land day it would not be available.
2175. They took the land on your recommendation without inspection? Yes; one man came in and wanted the blocks which had been already taken; he was going to take them up to-day, but they had gone.
2176. What area do you think would keep a man comfortably? From 640 acres up to 2,560 acres; it depends upon his means.
2177. Have you anything further to add? When I came here the first thing I did was to dig up a little plot of ground for garden purposes. I put in a couple of dozen fruit-trees and half a dozen vines. I dig the ground once a year and I get splendid returns. Peaches, apricots, figs, grapes, and quinces have grown best. The flavour of the peaches is particularly good; they beat the peaches grown in the Chinamen's gardens, and they grow without irrigation. I find that Briggs' "Red May" is the best peach to grow; they ripen about the beginning of December. The cherry and plum trees I put in for trial did

- A. Bickford. not do well; the climate is also too dry for pears and apples. A mulberry-tree I have put in has grown exceedingly well. Last summer was a very trying summer; I had splendid grapes up to a certain point; but the hot wind came and dried them up. I have tried bird-seed of various kinds, and it has done very well.
- 7 Oct., 1897. 2178. Have you tried oranges and lemons? Yes; my brother-in-law has some orange-trees which have done splendidly; they were three years old last year, and were weighed to the ground with fruit. The only attention they get is the digging of the ground 8 inches deep once a year; they receive no watering. By picking localities, oranges, peaches, and apricots can be well grown. In connection with the cost of clearing, I should like to say that I let a contract to a man at 37s. an acre; it was heavy box country, and he made £2 a week clear of his expenses. He had to clear it to my satisfaction. As to green pine country, this last winter I cleared some of it at a cost of about 15s.
2179. There is no great difficulty in getting rid of the pine? No; as for the belar country, I had some on one side of a wire-netting fence, which was rung. I am quite sure it would feed one sheep to the acre. On the other side of the net there was not anything green to be seen. If the belar country is cleared, and the rabbits are kept down, it is just as good country as there is on the borders of Victoria.
2180. Do you think dairying might be carried on here? Yes; it is healthy country for cattle; I have seen no disease among them.
2181. Do you think dairy-farming will be a profitable industry? Yes; and sorghum will grow very well here. Last year some grew to a height of 9 feet with one rain; the only thing we want is the railway.
2182. How many of the fifty-one blocks of homestead selections to which you have referred have been taken up? Seven.
2183. Has the district progressed since you came to it? Yes; from my place to the south there was only one farm; now they are on both sides of the road for 6 miles out. If there were a railway here, people would only be too glad to take up the country, rough as it is.

James Macbeth Fullarton, storekeeper, Hillston, sworn, and examined:—

- J. M. Fullarton. 2184. *Mr. Fegan.*] You have been here how many years? Twenty years.
- 7 Oct., 1897. 2185. So that you have a fair knowledge of the capacity of the district and its prospects? I think so.
2186. You gave evidence before the Sectional Committee which visited Hillston last year? Yes.
2187. You endorse that evidence? Yes.
2188. Have you anything to add to it? I have since then cleared 100 acres at my farm; it was very heavy timber, and the clearing cost me £1 an acre.
2189. Was it ringbarked beforehand? I am including the cost of ringbarking, clearing the land, and making it fit for the plough.
2190. How long did you allow the timber to stand? About twelve months; it was principally pine.
2191. Have you ploughed the land? I am ploughing it now.
2192. You had some land under crop when the last Sectional Committee were here? Yes.
2193. How many acres have you under crop at present? 210 acres under wheat.
2194. For hay? I might cut some of it for hay.
2195. I suppose the cost of carriage to and from Carrathool which you gave to the former Committee applies to to-day? Yes, substantially; the rates are a little higher this year on account of the drought.
2196. Have you known the district to be more prosperous than it now is? Yes; prices have been better.
2197. Has the price of wheat been better? No; for the last two years the price has been good; but there has been no quantity on account of the drought.
2198. Is the population greater to-day? The population is at a standstill just now; I attribute it to bad seasons, and to the difficulty of getting produce away. We should have a much larger population here if produce could be got away.
2199. With what centres do you trade? Now that the river is stopped we trade entirely with Sydney.
2200. For many years you traded with Melbourne? Yes.
2201. Are there many business people here who, like yourself, have transferred their trade from Melbourne to Sydney? They have nearly all transferred it to Sydney now.
2202. Is it a better trading centre? I cannot say it is better. Of course, everything has to be bought in bond in Melbourne, and it is more convenient to trade with Sydney on account of the regularity of transit by rail.
2203. You find that river transit is irregular and that the time occupied is uncertain? That is the great disadvantage.
2204. Can you assign any other reason for the population being at a standstill? Those are the two principal reasons.
2205. A railway would make a big difference, you think? Yes; to the whole district, because the whole of the vacant land in it would be occupied.
2206. You are of opinion that the district would become closely settled if there were a railway here? Yes; if there were a railway here, Hillston, for the time being, would be the centre of a large amount of traffic from Mossiel and Ivanhoe, and those districts, which now goes to Melbourne.
2207. Do you know the country between Condobolin and Euabalong? No; but I know it well between Euabalong and this point.
2208. Do you think a line from Condobolin and Euabalong would serve this district as well as a line from Wyalong? It would not be such a good line, because there is not the same population to be served on that route, and the land is not agricultural land.
2209. You think it is not fit for close settlement? Certainly not.
2210. What would you call the major portion of the land between Euabalong and Hillston? It is fair grazing country; the best part of the land between here and Euabalong has been bought up.
2211. Do you know the country in the direction of Wyalong? As far as Rankin's Springs.
2212. What sort of country is it? With the exception of the ranges, it is all excellent agricultural land.
2213. Then I understand you favour railway extension to Hillston, but that you think the line ought not to come *via* Euabalong? Quite so.
2214. From what point would you take the line? From Wyalong; it would be more suitable for settlement; and there would be a better prospect of the line paying in course of time.
2215. You think there would be a greater volume of traffic in that direction? I certainly do.

J. M.
Fullarton,

7 Oct., 1897.

2216. How is that country watered? It is not well watered.
2217. Not as well as the country on the line between Euabalong and Hillston? Certainly not.
2218. Do you think that the shortness of water would be a drawback to railway construction by that route? I suppose they would get over the difficulty by conserving water as they do in other directions.
2219. Do you know what the average rainfall is between here and Euabalong? No; only that the further east you go the rainfall is greater.
2220. Have you grown any barley in this district? Yes.
2221. How did you succeed? Splendidly. I have grown sorghum very well. I grew 10 or 15 acres for my own stock. I do not know what I should have done without it. I had 15 acres of it last year, and put forty head of stock upon it. It was a great saving. This year I am trying Hungarian millet.
2222. You think that both wheat and barley will grow well here? Yes; I have had splendid crops of barley and wheat. Oats require a moister climate; the heat dries them up.
2223. Have you anything to add to your evidence? Yes; I notice it has been stated in the newspapers that by the bringing of a railway to Euabalong a lot of trade which now goes to Melbourne would come to Sydney. To my own knowledge trade in that direction goes to Sydney, and has been doing so for years.
2224. How far out west would it be necessary to construct a railway to take the Victorian trade? You would catch a lot of the trade if you came as far as Hillston. The trade of Roto goes to Melbourne now, also Coombie, Yathong, North Merowie, Willandra, Hunthawong, Little Willandra, Moolbong, and Trida. The whole of that wool goes to Melbourne now, and it would come to Sydney if there were a railway here.
2225. Do you know if any of the farmers here have tried bees? Yes, and they seem to do very well; this part of the country is infested by wild bees.

Patrick Smith, grazier, Hay, sworn, and examined:—

2226. *Mr. O'Connor.*] How long have you been in the district? Ever since I was born, with the exception of the last ten years. P. Smith.
2227. You know the proposal to construct a railway between Condobolin and Euabalong? Yes; I know the country well. 7 Oct., 1897.
2228. You think the line ought not to be left at Euabalong? Certainly not.
2229. You know that it is intended ultimately to extend the railway to Hillston, and that it is proposed as an alternative that the railway should be brought *via* Wyalong;—which do you consider the better route? I would certainly say the Wyalong route.
2230. For what reason? In the first place, it would be running land which is unoccupied; in the second place, it would run on towards country which is settled by small settlers—that is, in the direction of Young. It would also create new traffic. Take Mr. Joseph Varcoe's holding as an example. He stated that he was running 300 sheep on two blocks of 2,000 acres, 30 head of cattle, and 20 head of horses. I understand that there is a million and a half acres of unoccupied land within a short distance of the proposed line between Wyalong and Hillston. We will suppose one million acres of that area to be fit for wheat, and assume each block, roughly, to be 2,000 acres; that would mean 500 blocks, which would run 150,000 sheep, taking 300 sheep to each block. We will suppose that a third of that number would be used for local consumption—say, 50,000; there would then be 100,000 sheep to be sent away by this line, for which at present there is no market, on account of the droving distance to a railway. Taking the rate at £8 per truck, it would mean a revenue of £8,000 which is not now in existence. Mr. Varcoe also stated that he was running thirty head of cattle on his place; on that basis there would be on the area I have named 15,000 head of cattle. There are no cattle there now. We will suppose that they kept two-thirds for their own use; they would then have 5,000 to send away. We will suppose that the freight would be £8 a truck, or 500 trucks, taking ten beasts to to the truck, or a revenue of £4,000. That would be £12,000 of traffic which is not now in existence for the railway. The railway would create that. We will suppose that twenty head of cattle would be run on each block; that would mean 10,000 head.
2231. How far west of Hillston does your knowledge extend? To Menindie and Wentworth.
2232. Taking 60 or 70 miles out of Hillston, what sort of country is it? It is all good grazing land.
2233. Is there any good agricultural land within 20 miles in that direction? Yes; in isolated places.
2234. What is the country like to the north and south of Hillston? It is just what could be desired, as far as my knowledge of the country goes.
2235. It is grazing country to the north of the Lachlan, and agricultural country to the south, is it not? Yes.
2236. Do you know the country between Temora and Wyalong? Yes.
2237. What is your opinion of it? It is not bad country, but I do not think it is equal to the country in this district.
2238. Do you know the country between Wyalong and Grenfell? Yes.
2239. What is your opinion of that? It is good land for wheat-growing, with the exception of a little land to the east and west of the Bland Creek—that would be grazing land; but there is not very much of that.
2240. The land between here and Wyalong is eminently fitted for wheat-growing? Yes; with the exception of the hills. I am only going by what I have seen of other wheat-growing districts, and comparing one paddock with another. I have seen a good bit of land in different parts of the Colony—for instance, I have seen the Berrigan district, also the land at Young, Cootamundra, and Coolamon, and I think the land at Hillston is as good as any I have seen in those districts.
2241. And you think that the reason the Hillston district is not producing more is due to the want of a railway? Yes.
2242. You think that if there were a railway here there would soon be flourishing farms where the rabbits now hold possession of the country? I have no doubt of it.
2243. You think the Crown lands now lying idle would be immediately taken up? Yes.
2244. Has the district been increasing or decreasing within the last few years? It has been increasing.
2245. Notwithstanding the many disadvantages under which it has laboured? Notwithstanding many disadvantages. 2246.

- P. Smith.
7 Oct., 1897.
2246. Showing that it is a progressive district, and that if it had those facilities before it which more favoured districts of the Colony have, it would very soon go ahead? Yes.
- 2246½. I suppose you know the principal holdings about here which are now sending their produce to Victoria? Yes.
2247. Do you think a railway to Hillston would induce them to send their produce to Sydney? I do think so.
2248. You think that if the lessees found that they could get their wool taken to Sydney for a little less than they could get it taken to Melbourne, New South Wales would get their trade? I think so.
2249. Have you anything to add to your evidence? Only with regard to stock movements. I think that if there were a railway here there would be a big revenue from fat stock alone. This stock is now sent to Melbourne; but if they had a railway at their door, instead of sending their stock 185 miles to the Deniliquin railway station as they do at present, they would put them on to the truck here, and send them to Sydney. There is a certain amount of loss incurred whether there be grass or not in travelling stock to market. I myself have done a good deal of droving.
2250. You would rather travel fat stock along the road if there were grass than put them on to a railway truck;—is that what you mean? No; where I live at Hay, I would very often drive my sheep to Carrathool, a distance of 45 miles, by which I could save 10s. a truck. Supposing there were 2,000 sheep—that would mean £10 to me. Generally speaking, of course, you would put the sheep on a truck if you had it at hand.
2251. You would gain in the condition of the sheep when they reached the sale-yard? Yes; I have come to this district and bought fat sheep on spec. I took them down to Hay and trucked them to Sydney. If there were a train here I should have saved the droving of that 100 miles. I suppose that within a distance of (say) 50 miles round here, in one year alone I bought for the Hay Boiling-down Company no less than 55,000 sheep. Had there been a railway here it is very likely that boiling-down works would have been started at Hillston, instead of the sheep being driven down to Hay, which would have meant a saving of at least £2 or £3 of tallow on each sheep. Besides, the country here is much better fattening country than it is where I live on the other side of Hay. I have no present interest in this district, but I should like to see a railway brought to my native town.

Robert Cooper, farmer, Bunda, near Hillston, sworn, and examined:—

- R. Cooper.
7 Oct., 1897.
2252. *Mr. Farnell.*] How long have you been here? Twelve years.
2253. What is the area you hold? My mother, brothers, and myself work the same place; the extent of our holding is 6,000 acres, and we cultivate 400 acres.
2254. What have you planted on the 400 acres? Wheat. Our average for twelve years would be about 10 bushels, our best crop being about 18.
2255. How did you dispose of your wheat? We sent it to the railway at Carrathool; if it is not sold at Carrathool it goes on to Sydney; some of it has been sold at the local mill.
2256. At what price will it pay you to grow wheat? It is difficult to say, because if it is a bad summer, the cartage to Carrathool is high; 2s. 6d. would pay well if we had 25 miles of cartage.
2257. Would the extension to Euabalong be of any advantage to you? No; we should be still as near to a railway at Carrathool, if not nearer.
2258. But you would use the railway at Hillston? Certainly; we should be only 20 miles off.
2259. If there were a railway brought to Hillston, would you put an additional area under cultivation? No doubt we should; there would be every encouragement to do so. We should know that we would get our produce away to market. In 1896 we had to keep our wheat the whole year stored at our place; we could not get it away at any price. It was a bad summer, and the teams would not take it away. The teams will not go off the road to pick up wheat at any price you can afford to pay. When there is back loading they sometimes do it.
2260. You have heard the evidence given to-day in regard to the district generally;—do you endorse it? Yes.
2261. Do you agree with what witnesses have said in regard to the railway here? I do in regard to settlement.
2262. Can you put any new features before the Committee in favour of the railway? I made some experiments in sorghum and Hungarian millet. I tried ½ an acre of each for an experiment.
2263. Do you think that mixed farming could be carried on in the district if there were a railway here? Yes.
2264. You have no doubt as to the suitability of the soil for wheat-growing? Yes. I have no doubt it will grow many other things which have not been tried here. I believe it will be a good dairying district. Several fodders will grow here.
2265. *Chairman.*] You have had experience in clearing here? Yes; I have had cleared about 350 acres out of 400, ploughing with a stump-jump plough. We estimate that it cost us 8s. an acre. They all use stump-jump ploughs out our way.
2266. Is there much land here available for settlement? We are surrounded by resumed areas. It is exactly the same class of country.
2267. Have you any rabbits? Yes.
2268. What do you think is the best way of dealing with them? Close settlement is the only effective way I know of.

James Brissenden, farmer, The Grove, near Hillston, sworn, and examined:—

- J. Brissenden.
7 Oct., 1897.
2269. *Chairman.*] How long have you been in the district? Thirty-two years.
2270. You have seen this place grow up? Yes.
2271. What did you start when you came here? I was blacksmithing; I afterwards took to butchering.
2272. For how many years have you been on the soil farming? About twenty years.
2273. What is your experience of farming in this district? My experience is, that if we have fair rains anything would grow.
2274. You have been fairly successful? I was at first. I used my place for stock; lately I have put in crops, and I have had as high a return as 26 bushels to the acre. This year I had 200 acres under crop. If there were a railway here I should put the whole of my land under crop—about 500 acres.

2275. You know the proposal to extend the railway to Euabalong? That would be of no use to Hillston; we might just as well go to Carrathool.

2276. You think the difficulties of railway construction between Euabalong and Hillston would be so great, owing to the flooded country, that the expenditure would be hardly warranted? Yes; there is too much flooded country in that direction.

2277. Which way do you think the railway should go? I favour the route which Mr. Kennedy has laid before you.

2278. Have you been to Wyalong? Yes.

2279. You can corroborate the evidence of previous witnesses as to the character of the country between here and Wyalong, and the possibilities of settlement in it? Yes.

2280. You endorse the evidence which has been given to-day in regard to the district generally? Yes.

2281. Do you think the Government would sustain any loss from the construction of a line of railway to Hillston? I believe a line would pay well ultimately, and it would certainly bring a lot of unoccupied land under occupation.

J.
Brissenden.
7 Oct., 1897.

Robert Hughes, Crown Lands Agent, Hillston, sworn, and examined:—

2282. *Chairman.*] How long have you been here? About eleven months.

2283. Have you prepared any information for the Committee? I have prepared a few figures. Since the Act of 1895 came into force, of course, the greater part of the land thrown open here has been under the settlement lease and homestead lease provisions of the law. In this district, up to date, including to-day's transactions, there have been about 57,000 acres thrown open under the homestead selection provisions, and out of that area about 13,000 acres have been selected by twenty-two men. To-day sixty-six blocks were available under the homestead selection provisions, and seven only were taken up, giving a total area of 5,589 acres; that is included in the 57,000 acres.

R. Hughes.
7 Oct., 1897.

2284. At what distance from Hillston would the land applied for to-day be? Some is 14 miles, and some 20 and 21 miles; 21 miles would be the furthest.

2285. What is the nearest? About 6 miles; the average would be about 10 miles.

2286. In what direction would the land be? All round the town in different directions. Under the settlement lease provisions of the Act there have been about 27,000 acres set apart, and only two blocks have been applied for, with a total of 4,857 acres; that would be since June, 1895. From 1893 up to the present date there have been only nine conditional purchases applied for, with a total of 1,315 acres, with twelve conditional leases, with a total of 5,884 acres.

2287. Would the conditional leases be taken up as conditional purchases? The tenure is as good as conditional purchase; they can be converted into conditional purchases. There have also been six homestead leases of 22,800 acres taken up from 1893 to date; thirty-nine blocks have been offered as improvement leases, representing an area of 320,000 acres. The term varies from fourteen to twenty-eight years. They were offered very recently, and two only went with an area of 16,400 acres. I endeavoured to ascertain approximately the area of available Crown lands in the district and the area which has been alienated. I communicated with the District Surveyor at Hay to obtain this information, and he wired to me to say that in so short a space of time it was impossible to give the figures definitely, but that he hoped to meet the Committee at Cootamundra with maps, from which he will be able to furnish you all particulars.

2288. I suppose particulars as to the alienated land in the district could be obtained from the head office in Sydney? Yes.

2289. In your capacity as Clerk of Petty Sessions, you come into contact with a number of men who are likely to take up land;—have you had conversations with persons who have told you they would be willing to take up land here if there were railway facilities? I have had numerous conversations with men who are anxious to settle in the district—in fact, I have made it my business to speak to them, and they all agree that the want of a railway prevents them from settling here. They say that the heavy cost of the transit of produce to market is a deterrent. That seems to be the general objection to settlement here.

2290. And it is your opinion that if Hillston were connected with the metropolis by railway the bulk of the land in the district now lying idle would be taken up? I am confident, from conversations I have had with men who have lived in the district for years, and who know the character of the country well, that the greater part of the land now available, or which might become available hereafter, would be settled.

SATURDAY, 9 OCTOBER, 1897.

[The Sectional Committee met at the "Rankin's Springs Hotel," at 8 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR. | JOHN LIONEL FEGAN, Esq.
FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

William Edward Turnbull, manager, Conapaira Station, sworn, and examined:—

2291. *Mr. Fegan.*] How long have you been here? Twenty months.

2292. Of course you have had other experience in pastoral pursuits? I have had nine years' experience.

2293. What is the area of your holding? 130,000 acres.

2294. What stock have you? 11,832 sheep; 40 head of horses, and 34 head of cattle.

2295. At what distance are you from here? Eight miles.

2296. What distance are you from Whitton? Fifty-six miles.

2297. You have heard of the proposal to extend the railway to Euabalong and Condobolin? I have read of it.

W. E.
Turnbull.
9 Oct., 1897.

W. E.
Turnbull.

9 Oct., 1897.

2298. How far do you know the country towards Hillston? Only as far as Naradhan.
2299. How far are you from Lake Cudgellico? About 42 miles.
2300. I suppose that none of your 130,000 acres is under cultivation? Yes; we have 22 acres under hay for station purposes.
2301. You are acquainted with the route suggested for a railway between Wyalong and Hillston? Only partly. I know it as far as Yalgogrin pretty well.
2302. What kind of country is it between here and Yalgogrin? It is for the most part red loamy soil; there is pine, scrub, mallee, and box forest. It is pretty thickly timbered.
2303. When cleared, what would it be fit for? Agriculture.
2304. What rainfall have you? Twenty inches. That has been our average for fifteen years.
2305. Would that average be good enough for wheat-growing? Yes; if we could get it every year; we get 12 inches in some years, and that is not good enough.
2306. Is this good grazing land? No.
2307. How many acres would go to the sheep? Taking one part of the country with another, I should say that it would take from 5 to 6 acres to carry a sheep.
2308. Do you think there is much prospect of a railway in this district paying? No; but I think it would conduce to closer settlement in the form of mixed farming.
2309. Grazing of itself would not pay, you think? It would pay under certain circumstances, with long leases and low rentals. Under present circumstances it does not pay.
2310. What is the land worth at present? Ten shillings an acre.
2311. Not more? No.
2312. Not for agricultural or grazing purposes? I do not think so.
2313. Has it depreciated in value lately? No; but it is so far from railway communication that it does not pay to grow crops from it. It would not pay you to give 7s. an acre for it to graze sheep.
2314. Has the land depreciated to any extent during the last few years? I cannot say. During the twenty months I have been here there have been no sales.
2315. Have you any rabbits? The rabbit pest has been very bad; but now from the drought and preventive measures they are not so bad.
2316. You have coped with them until you think you have the upper hand of them? Yes; it is phosphorised pollard, I think, which is keeping them down.
2317. What does it cost you annually to cope with them? £300.
2318. And for the 130,000 acres you pay how much? £800 a year, I think, roughly.
2319. Do you think closer settlement would be of much assistance to you in getting rid of the rabbits? Certainly; because every holder would have to net on his own account. He could not grow crops here unless he netted.
2320. What is the weight of the fleece here? Five and a half pounds. Of course, the drought helps to keep it down. This has been a bad year for wool; in some years the fleeces would be much heavier.
2321. Where do you send your wool? To Whitton for Sydney, at a cost of £4 7s. 6d., delivered by rail and road. I called for tenders; the railway charge is £3 from Whitton, and it costs me 27s. 6d. by road.
2322. What do you do with your fat stock? There is never any. In ten years only one small mob of fat stock has been sent off the place. When the sheep can get fat we have to starve them on account of the grass seed. We have to put the whole of our stock into one paddock until the grass seed is down.
2323. What do you estimate the cost of wire-netting for rabbits here? £75 a mile for the netting and fence, 1½ mesh.
2324. What does it cost per acre to get the land ready for cultivation? I think it could be done for about 35s. per acre.
2325. That would involve a big outlay? Yes; you want a fair amount of capital to take up land here.
2326. Would the price you have given be about the maximum? Yes; taking one acre with another it would cost that.
2327. Have you tried anything besides wheat here? Yes, fruit; grapes, figs, peaches and apricots all do very well in a fair season.
2328. I suppose that if there were a railway in this direction from Wyalong the abandoned areas would not be left unoccupied? I think the best of the land would very soon be taken up.
2329. I suppose the chief cause of the land being unoccupied is the want of means of transit? In a great measure, yes.
2330. Is the rent in this district high? We pay 1½d. The adjoining stations pay only half the rental per acre we pay—¾d.
2331. How is that? It is settled by the Land Board.
2332. Perhaps your holding is superior land? If anything it is worse land; they have been able to carry more sheep on 40,000 acres less than we have.
2333. You are referring now to Naradhan? Yes; I see the station is advertised to carry 23,000.
2334. Can you give us any further information? I do not think so. Of course, when I say it is bad country I speak from a pastoralist's point of view. There is not much growth of grass, and when it does grow it is seedy and unnutritious.
2335. *Mr. O'Connor.*] Does the grass seed depreciate the value of the wool? Yes; it causes a depreciation of fully 1d. in the pound.
2336. *Chairman.*] Could you not avoid that by shearing early? We do to a certain extent; if we did not shear early the wool would be altogether ruined.
2337. How is your run watered? By tanks and dams and by one well. There is sufficient water in it to water 60,000 sheep in an ordinary season.
2338. The small number of sheep you have on your holding this year is on account of your being short of feed? Yes.
2339. *Mr. Fegan.*] What is the highest number of sheep you have carried in one year? In one year they shored up to 70,000, but that was when the resumed area was held in conjunction with the present leasehold.
2340. What was the area of the resumed area? 145,000 acres.
2341. That is now abandoned? Yes.
2342. So that you had altogether 275,000 acres? Yes. But that would not be a test of the carrying capacity of the place.

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2343. You did not consider it worth while to pay the rent on the resumed area? No.
2344. How many sheep had you last year? 13,800.
2345. What is your average carrying capacity? 20,000 sheep, taking one season with another, or 6½ acres to a sheep.
2346. *Mr. O'Connor.*] When does your lease expire? In 1900; I think all the leases here expire in about three years.
2347. *Chairman.*] I suppose in a good season you have fat stock on the station? Yes, they get fat; sometimes they will fatten in a very short time.
2348. If a railway were within a reasonable distance you could send small lots away instead of putting them into seedy paddocks and allowing them to deteriorate? Yes.
2349. If the land were improved I suppose it would be fair grazing land? Properly improved it would be fair land.
2350. But improvement would entail a considerable expenditure? Yes.
2351. Would it not be possible to improve the land gradually instead of incurring an outlay of 35s. an acre to clear it right out;—would it not be better to scrub and ringbark it and let the timber gradually die? Yes.
2352. What would it cost to do that? It might cost you 2s. 6d. an acre to scrub and ringbark, but that would not include the burning off.

Thomas Shields, selector, Naradhan, sworn, and examined:—

T. Shields.
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2353. *Chairman.*] What is the area of your holding? 1,800 acres.
2354. *Mr. Farnell.*] How long have you been resident here? Six years last August.
2355. Have you improved your holding? Yes; I have ringbarked, scrubbed, and fenced.
2356. Have you any portion under cultivation? Only about 6 acres.
2357. What have you planted? Wheat and lucerne. I am seeing how they get on.
2358. What has been the result? Very good.
2359. You are very well satisfied with it? Yes.
2360. How much wheat did you get? I cut it for hay; in any case it would not be worth while to send it away, the cartage being so dear.
2361. Do you engage in any other occupation besides farming? I go out shearing; and I have between 700 and 800 sheep.
2362. That would be about one sheep to 2 acres? Yes; a little over 2 acres.
2363. For how long have you kept that average of stock? I bought the last lot only last December.
2364. Your land has been carrying 800 sheep since then? Yes; the 800 includes some lambs.
2365. Do you think your land would be more profitable if put under cultivation? Yes; it seems to grow everything well. I have tried pumpkins; the land will grow tons to the acre.
2366. Why have you not put more land under cultivation? The cost of carriage has been too great.
2367. What is your nearest railway station? At Whitton, about 75 or 76 miles away.
2368. You have not sent any of your produce away by rail? No; I did not think it would pay.
2369. If there were a railway within 20 miles of you you would use it? Yes.
2370. Is there plenty of land adjoining you available for settlement? There is.
2371. Is the land as good as your own? Yes.
2372. Supposing there were a railway here, what area would you put under cultivation? I should combine grazing with agriculture.
2373. But I suppose you would increase your area under the plough every year as your means allowed? Yes.
2374. Is it very difficult country to clear? No; it is very good.
2375. What would it cost per acre to clear? When the timber has been rung and is dead it would not cost more than 12s. or 14s. an acre. That would be to clear everything off, and leave the land ready for the plough.
2376. What is the cost of scrubbing and ringing? I have generally done my own, but I know it is being done here for 1s. 3d. and 1s. 4d.
2377. Have you then not to wait a certain time until the timber dies? It only takes a couple of years or so.
2378. You can commence to burn off two years after you have scrubbed and ringbarked? Yes.
2379. What is the nature of the country you occupy? Pine, yarran, box, and bull oak.
2380. You are satisfied that wheat-growing will be profitable? Yes.
2381. What has been your experience as to lucerne? It grows very well. Certain vegetables also grow very well in the garden—beetroot and turnips for example.
2382. How is your holding watered? By a tank.
2383. Did you put it down yourself? I got it from the station; it was there when I took up the land.
2384. Does it hold the water well? Yes, very well.
2385. Do you find that the land generally here holds the water pretty well throughout the year? Yes; about my own place it is very good; I have never been short of water. Even last summer my tank was full up to the top. It lasted all the summer.
2386. As to the land itself, does the soil hold the water well? Yes; everything seems to grow well in it.
2387. What is your average rainfall here? Something like 20 inches.
2388. Would a line from Condobolin to Euabalong be useful to this country? That would be rather far away. It would not bring me much nearer to a railway than I am at present.
2389. How far is it from here to Lake Cudgellico? A little over 30 miles, I think.
2390. So that if you had anything to send away, you would send it to Whitton? Yes; just the same as I do now.
2391. Supposing a line were constructed through here along to Hillston, would the farmers in the lake district send their produce this way? I think so, because it would not be so very far from Lake Cudgellico.
2392. You do not think the road-carriage would be too heavy for them? I do not think so; they have to go to Whitton at present, and that is 110 miles from the lake.

- T. Shields.
9 Oct., 1897.
2393. What is the nature of the country between your place and the lake? It is very good country all through; there are two or three selectors there. Landers and the Templeton Brothers have selected between here and the lake. They are about 9 miles from my place, and about 16 miles from here.
2394. Do you think a railway to Hillston would promote much settlement in this district? I am sure it would. I know plenty of families who would come over from Victoria. I came from Victoria myself six years ago.
2395. Had you any farming experience in Victoria? Yes.
2396. What is your opinion of the land here compared with the land you know in Victoria? It is every bit as good, from what I have seen of it.
2397. You can get a larger area here than you could get in Victoria? Yes; and the land here is much easier to work than is most of the Victorian land.
2398. Have the Templeton Brothers, or Landers, any land under cultivation? I think the Templeton Brothers have 120 acres.
2399. You do not think that under present conditions it would pay persons to settle down here and cultivate wheat? No.
2400. *Chairman.*] You are quite satisfied with your prospects here? Yes; at present it is a hard struggle, and we have to supplement our income by shearing as much as we can. With better means of transit to market things would be all right.
2401. You think that when the existing leases fall in there will be a large influx of population from Victoria, if there is any prospect of railway communication? Yes; persons have been asking me about land here from parts of New South Wales, besides Victoria; they have said they would take up the land if there were any chance of a railway.
2402. You think the land here would support a large number of persons? Yes; a large number of farmers.
2403. But do you think men of small means could settle, having regard to the difficulties they would have to contend with? They would do so if there were a railway.
2404. You think that in whatever area they would take up there would be sufficient land upon it clear of timber to enable them to make an immediate start? Yes; all Naradhan is country of that kind. It is very open.
2405. Is there much mallee land upon Naradhan? I could not say, but there would be some blocks of the same description as my own—box, pine and yarran. Mine is a conditional purchase and conditional lease.
2406. *Mr. O'Connor.*] What time have you within which to acquire your fee simple? I could acquire it in five years. The same thing, of course, applies to the conditional lease.
2407. What method of acquiring land do you think Victorians intending to settle here would prefer? Conditional purchase and conditional lease.

John Hannan, hotelkeeper, Rankin's Springs, sworn, and examined:—

- J. Hannan.
9 Oct., 1897.
2408. *Chairman.*] Do you do any farming? Yes; besides the hotel I have a hotel and a farm.
2409. How long have you resided in this locality? A little over five years at Rankin's Springs; I have been about twelve years in the Hillston district.
2410. You consequently have a good knowledge of the country? Yes.
2411. Do you think the proposed railway extension to Euabalong would be of any benefit to people in this part of the country? No; I do not think it would.
2412. Do you think an extension to Hillston, *via* Condobolin, would be of any benefit? It depends upon which way it went. If it went on the other side of the river the railway at Whitton would be as close.
2413. You do not think it would be justifiable to extend the railway to Euabalong alone? I do not know much about that district.
2414. You do not think there is settlement enough on that route to justify a railway? No.
2415. Do you think it will be justifiable to take a line to Hillston? Yes.
2416. Of course, a line from Wyalong to Hillston would benefit this part of the country? It would be of great benefit to the country all through.
2417. Is there much unoccupied land about here? From 10 to 12 miles on each side of the line there is a lot of unoccupied country.
2418. Is the land available for settlement? Yes.
2419. Do you think that land would be taken up and utilised if there were a railway line within a reasonable distance? I am sure most of it would.
2420. What is the land suitable for, in your opinion? It is more suited to agriculture than to grazing, I think.
2421. Have you any idea of the cost of clearing the land here? It depends upon the part of the country; but I should think it would take from 15s. to £1 an acre, taking the land all through. In some cases it might cost a little less, and in other cases a great deal more.
2422. Have you any idea of the carrying capacity of the land? For the last three years Naradhan has averaged only 20,000 sheep.
2423. What has Malonga carried? It has averaged from 20,000 to 30,000 sheep.
2424. And Conapaira? That has averaged from 12,000 to 15,000.
2425. They formerly carried many more, did they not? Yes; they all carried much more than they do at present.
2426. Have you any idea what is the biggest number they have carried? I think they shored 70,000 at Conapaira about eleven or twelve years ago.
2427. And what at Malongla and Naradhan? From 50,000 to 60,000 each.
2428. How do you account for the decrease? By the rabbits and dry seasons.
2429. If the rabbits were kept under, and the country were ringbarked and improved, I suppose the carrying capacity would be increased? Yes; I can tell by my own little paddock. When I came here it was full of rabbits, and there was hardly any grass growing. There are no rabbits there now, and you can see a great difference in the grass.
2430. Do you know the country between here and Wyalong? Only a little to the other side of Malongla.

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2431. Is the country you know suited for agriculture in that direction? A good deal of it.
2432. Do you know the land between here and Hillston? As far as Monia Gap.
2433. Do you consider the land suitable for agriculture? Yes, very suitable.
2434. What about the ranges? Of course, the hilly country would not be suitable for cultivation; but that is only a strip. Between the ranges there are big open flats with plenty of good land.
2435. Do you think the construction of a line through this district would result in the occupation of much land? I am almost sure it would.
2436. Do you know of any persons who would settle here? I have heard several persons say that if they thought there was any probability of a line being constructed here they would soon take up the land.
2437. Do you think agriculture could be profitably carried on in this country if there were a means of sending produce away? Yes; in anything like a fair season.
2438. Do you grow any wheat? I grew some in 1894. I got 28 bushels to the acre. I also grew from 45 to 50 bushels of oats, and I obtained 4 tons of potatoes off an acre down here on the flat.
2439. What kind of potatoes? I had three sorts—Early Rose, Brownhills, and Early Vermont; the Brownhills kept the best. The Early Rose grew the quickest, but they did not keep so well as the Brownhills. As to the Early Vermont, I sowed two crops; the one in the spring was not so good. I sowed again after Christmas, and in the autumn they were very good.
2440. You have proved that you can grow wheat, oats, and potatoes successfully? Yes; and as to lucerne I sowed a little over an acre two months ago, and it is now 18 inches high.
2441. You are on the main road from Cudgellico to Whitton? Yes.
2442. Is there much traffic coming this way? Not a great deal just now.
2443. Does much wool go past there? Not a great deal. The Naradhan, Wooyeo, and Uabba wool goes through here, also the Malongia wool; but I think the Uabba clip has gone to Condobolin this year.
2444. Is the country between here and Lake Cudgellico fit for settlement? Yes.
2445. All the way? Yes, most of the way. It is pretty scrubby from Naradhan to the head of the lake; there is a line of hills to the left between here and Naradhan; I think they call them the Ural Range.
2446. You think the country between here and the lake is well suited to agricultural settlement? Yes.
2447. It is of the same description of country as that between here and Monia Gap and Yalgogrin? It is not quite so open. Most of the people who travel along this road like the country between here and Monia Gap. A young fellow passed here the other day who had been to Berrigan, and he said he had never seen country suited to cultivation like that out Monia Gap way.
2448. Is there any mineral deposit on the range here? None close to here. They found some leaders on Malonga, but they did not strike a reef; the country has not been prospected properly. They applied to the Government for aid, but they did not get it. Stanley, 9 or 10 miles from Malonga, has a good reef. They are working at it now, but there are no returns.
2449. Is this district going ahead, or at a standstill? It is going backwards, I think.
2450. You think it is likely to continue to recede unless better means of communication are afforded? Yes.
2451. At what would it pay you to grow wheat? I should think from 3s. to 4s. ought to pay well.
2452. Carting it to Whitton? No; it would not pay to cart it to Whitton, but it would pay at 3s. or 4s. if you had means at hand to get it away.
2453. *Mr. Farnell.*] Is there any valuable timber between here and Hillston? There is a lot of good pine country.
2454. Is there any ironbark or box fit for use? There is plenty of box, and I think ironbark could be got through.
2455. *Chairman.*] There is a good road between here and the lake? In wet weather it is not good.
2456. Have any watertables been made? No; for miles it is only just cleared.
2457. What is the distance from here to Lake Cudgellico? Thirty-eight miles.

MONDAY, 11 OCTOBER, 1897.

[The Sectional Committee met at the "Yalgogrin Hotel," at 7:30 p.m.]

Present:—

THOMAS HENRY HASSALL (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Theophilus Frederick Smith, Warden's clerk, Yalgogrin, sworn, and examined:—

2458. *Mr. O'Connor.*] How long have you been here? Upwards of three years. I am a general T. F. Smith. storekeeper.
2459. You are acquainted with the proposal to extend the railway from Condobolin to Euabalong? Yes. 11 Oct., 1897.
2460. You know that the objective point of that railway is Hillston;—do you know the country round about there? Yes.
2461. Can you give us any particulars about this district? Yes; the population would be about 300. The number of claims on gold is twelve; there are others at work.
2462. Are the twelve on payable gold? It is questionable. The yield so far has tended to prove that the stone raised will be refractory, and will require special treatment, which cannot be got here at the present time.
2463. Do you know the country between Wyalong and Yalgogrin? Yes; it is all good agricultural land. I travel over it many times a year in my official capacity.
2464. And you have the advantage of meeting many men who are qualified to express an opinion with regard to the various resources of the district? Yes.
2465. You know from their opinion and from your own observance that there are thousands of acres of very fine agricultural land available for settlement in the vicinity of Yalgogrin? Yes; there are several resumed areas which are available, but I cannot tell you what the acreage would be.

- T. F. Smith. 2466. Apart from mining, is there much agriculture carried on in the district? Apart from mining, it is a pastoral district.
- 11 Oct., 1897. 2467. At what distance are you from Wyalong? Twenty-three miles by the new surveyed road.
2468. How is the country occupied between here and Wyalong? From here to the Wyalong boundary the land is all good pastoral land. The first 6 miles is held by Yalgogrin, and the rest by the Wyalong station under pastoral lease; it is all good agricultural land.
2469. How long has this township been established? It is three years since it was surveyed.
2470. You depend mainly upon mining? Yes.
2471. In what way would the town be benefited by a railway? It would mean increased settlement, and also development of the mining industry. The roads are untrafficable in wet weather; we cannot get any produce to market.
2472. What is the rate of carriage between here and Temora? The rate of loading now is £2 10s. per ton.
2473. What is the distance? Seventy miles; it is very difficult at times to get teams at the rate I have named. I know the country very well; I have travelled to Temora both ways, through Barmedman and through Broken Dam.
2474. What kind of country is there between Temora and Wyalong? It is all agricultural land on both routes. There are several selectors along the Broken Dam route about 14 miles from here.
2475. You say that the land between Temora and Wyalong is all fit for agriculture? It is very scrubby, but it would be good land when cleared; a lot of it is mallee.
2476. Do you think a railway between those two points would develop that country to any extent? I do certainly.
2477. Is it sparsely populated? I cannot say; I have travelled only along the road.
2478. How is the land held? About Barmedman there are several selectors, but I do not know of any anywhere else. Several conditional purchases have been taken up there recently.
2479. What are the prospects of this mining field? The field is only in its infancy.
2480. Does it give promise of permanency? The deeper they go down the better the prospects are.
2481. What kind of machinery have you? We have a battery in course of erection and almost completed, and we have an Otis machine.
2482. What is the extent of the area over which gold has been discovered? It is about 10 miles square.
2483. How many men are employed upon the claims? They average six to every claim; there are also leases; some forty leases have been applied for.
2484. If the labour conditions were fulfilled, how many men would they employ? About 200; after development one lease might employ that number.
2485. What is the area usually applied for? Ten acres; one man has to be employed on each acre, here and at Wyalong.
2486. Have you found it any drawback to be situated so far from the railway—I mean drawback to the development of the field? Certainly; a railway would benefit us all.
2487. You think it would promote greater activity in the mining industry? Yes.
2488. You want greater facilities to obtain appliances for the treatment of the stone? Yes.
2489. Is the country between Yalgogrin and Temora auriferous? Yes, right through.
2490. Has it been prospected? Not much.
2491. So that it is hard to say what the future of the field may be? Very hard; I know the route right through from here to Rankin's Springs, and that is mineral-bearing country.
2492. Do you consider it good agricultural country? Parts of it.
2493. *Mr. Farnell.*] Is it deep or shallow sinking here? The deepest claim here is at present upwards of 200 feet.
2494. Is it a payable reef? Yes; the owners are looking forward to big dividends.
2495. What is the highest return per ton? From stone containing free gold, over 10 oz.
2496. What has been the output from this field? In 1894, 348 oz.; in 1895, 804 oz.; and in 1896, 1,350 oz.—showing clearly an advancement in the output. Up to the present date, in 1897, the gold won exceeds that won in 1896. The deepest shaft here would be about 250 feet, and at that depth there is a well-defined reef highly mineralised.
2497. In what direction do the reefs trend? East and west.
2498. You think that with railway facilities a lot of the stone would be treated at Dapto or Cockle Creek? It is hard to say where it would be sent; but it would require special treatment; there are chlorination works at Wyalong.
2499. You have said you know the route pretty well between here and Rankin's Springs;—do you know the country 20 miles to the north, and 20 miles to the south of it? I have only been as far as Yarrandale going towards Ungarie; that is good country, and to the south of the route the country would be similar.
2500. Is it similar to the country we travelled through to-day—the travelling stock route? It is far superior land; it is red soil.
2501. Is there an absence of mallee scrub to the north and south of the route? You will find belts of mallee throughout the country, but not as extensive as the belt through which you passed on the stock route.
2502. You do not know of any large areas being put under cultivation in that direction? Not any large areas.
2503. You have no doubt as to the suitability of the soil for the production of cereals? No doubt whatever; the soil here would grow anything.
2504. What is the average tonnage per annum on the goods you obtain from Sydney? At the present time, 150 tons.
2505. Then a railway would be of considerable benefit to you? Yes; if the rates were reasonable.
2506. If the rates were similar to those in force upon the Government railways at the present time? Certainly.

William Thompson, selector, Caroon, sworn, and examined:—

2507. *Chairman.*] You are a selector residing at Caroon? Yes.
2508. At what distance from Yalgogrin? Twelve miles.
- W. Thompson. 2509. *Mr. Fegan.*] How long have you been in this district? Twenty-one years.
- 11 Oct., 1897. 2510. Did you come here as a selector? Yes.
- 2510½. And you have been in possession of your present holding for that number of years? Yes; ever since I came here. 2511.

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Thompson.
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2511. What is the area of your holding? 8,922 acres of conditional purchase and conditional lease.
2512. How many acres of freehold have you? 3,200; the rest is conditional lease.
2513. How are you using the land? For grazing chiefly; I grow a little hay for my own use.
2514. What stock have you upon it? I have about 1,500 at the present time; I generally carry between 6,000 and 7,000.
2515. How is it that you have such a small number of sheep on your holding at the present time? That is owing to the drought.
2516. Is your land fairly well watered? Yes.
2517. During the twenty years you have been here how many dry seasons have you had? I have had three dry seasons.
2518. Do you call that a big proportion? I think they have been as badly off in any other part of the Colony.
2519. You do not think you suffer more from drought here than do any other portions of New South Wales? I do not think so.
2520. What is your annual rainfall? About 20 inches.
2521. Have you any vermin to contend with? Rabbits and wild dogs.
2522. How are you coping with them? As far as the rabbits are concerned, with wire-netting, and destroying them by poison, digging out, and fumigating. We trap and shoot the wild dogs.
2523. What does it cost you per annum to cope with the rabbits? If I fenced in, say, 3,000-acre paddocks it would cost me about 3d. per acre to keep them down.
2524. I suppose the drought has assisted you materially in that direction? Yes, we have not many now; but they will soon be bad again if they are not kept down. We cannot deal with them by poison when there is good grass.
2525. You have had no experience in cultivation except as regards hay? That is all.
2526. Have you grown any fruit? Yes; apples, peaches, pears, and grapes grow splendidly. The other fruits grow better than the apples.
2527. How many acres have you under cultivation? About 20.
2528. What does it cost you to clear for the plough? I have an advantage in my own case, because some of the timber had been killed for many years. It would cost three or four times as much to clear green timber as to clear dry timber.
2529. What would it cost you, on the average, to clear land taken up with green timber? I should think about £2 per acre.
2530. Out of your 8,922 acres what area would be suitable for agriculture? About 6,000 out of the 8,922.
2531. I suppose that you know the proposal to extend the railway from Condobolin to Euabalong? Yes.
2532. Do you know that part of the country? I know it a little below Condobolin, but not in between there and Hillston.
2533. Would a line to Euabalong serve this portion of the country? No.
2534. At what distance are you from Condobolin? About 70 miles.
2535. How far are you from the nearest station to the south? About 70 miles; I am midway between Temora and Condobolin.
2536. You think the Euabalong line would not serve the people here, because you are almost as near to Condobolin as to Euabalong? Yes; it is about 80 miles from here to Euabalong.
2537. Condobolin then would be a better terminus for you than Euabalong? Yes.
2538. Are you acquainted with the lines of survey from Grenfell to Wyalong and from Temora to Wyalong? I know the route from Temora to Wyalong, but not the other.
2539. Do you know the country towards Grenfell? I have been once or twice across that country.
2540. And you know the country between here and Temora? Yes.
2541. Knowing both routes as well as you do, do you think the railway should be extended from Condobolin, from Koorawatha, or from Temora? I certainly think the line should come from Wyalong in this direction, but whether from Koorawatha or from Temora I cannot say.
2542. What timber have you upon your holding? Box, myall, gum, yellow-box, ironbark, pine, and yarran.
2543. How much ironbark is there? Very little.
2544. Where is the ironbark chiefly to be found? From here to the north.
2545. Do you think sufficient ironbark sleepers could be found here for a railway? Yes; there are some south from here, between here and Wyalong, and also to the north and west.
2546. What would be the chief freight supplied to the railway from the district? Agricultural and pastoral produce.
2547. Would you put any more land under cultivation than you now have if there were a railway at hand? I would put in 1,000 acres in two years if I thought a railway would be brought here.
2548. That would apply if a railway were within 20 miles of you? Yes.
2549. It would be principally wheat, I suppose? Yes; wheat and oats, or whatever would suit—lucerne, and so forth.
2550. Do you know the surveyed route? Yes, it runs through my holding.
2551. If it were determined to build a railway here, do you think the Government would have any difficulty in getting landholders to give the required land free of charge? If the Government would guarantee that they would not apply a betterment tax they might have some show of getting the land.
2552. You think that if the Government charge here the rates which are in force elsewhere, there would be a possibility of their getting the land free of charge? As far as I am concerned I get very little from the Government for nothing, and I think I should give them about as much.
2553. How far would the railway go through your property? Approximately, 2½ miles.
2554. How much land would you have on each side of the railway? I should have about 2,000 acres on the north-east side.
2555. How far would you be from the proposed line direct from Wyalong to Hillston? About 16 miles.
2556. Do you know the land through which the line runs? Yes.
2557. Is it private property or Crown land? It is chiefly Crown land.
2558. What does it cost you to erect rabbit-proof fencing? About £60 a mile.
2559. Do you know the land surrounding your holding? Yes; most of it is taken up on the resumed areas.

- W. Thompson.
11 Oct., 1897.
2560. What is the character of the land available? It is good land; good for agriculture and grazing.
2561. But the greater portion would be fit for agriculture? Yes.
2562. Do you think a railway would lead to much close settlement near you? Yes; and I should like to say one thing about close settlement—it would materially help to exterminate noxious animals.
2563. Do you know of anyone who, if there were a railway here, would take up the agricultural land to which you have referred? Yes.
2564. Where are the persons to whom you refer? In the Berrigan district.
2565. Have you let any of your wheat go to grain? Yes.
2566. What number of bushels would you get to the acre here? In one year when I saved an acre for seed there were 40 bushels to the acre.
2567. Was that an exceptionally good year? No; it was in 1882. I do not think it was exceptionally good.
2568. It is chocolate soil, somewhat similar to that we have passed through on the road to-day? It is better than that.
2569. *Mr. O'Connor.*] Do grapes grow particularly well here? Yes; I have had grapes for about twelve years, and they have done well in almost every year.
2570. Do you think grapes would be produced either for the table or for wine-making purposes? Yes.
2571. Have you been in Albury? Yes.
2572. How do you think this district compares with the Albury district for grape-growing? Albury has a slightly moister climate than this. It is many years since I was there, and the vineyards were then in their infancy; but I think this district would be quite as good a one for the production of grapes. Some persons who lived in Albury for many years are living to the north of Wyalong now, and they are very much taken with this part of the country for grape-growing.
2573. What height are you above the sea-level here? I do not know the exact altitude, but we are considerably higher than Wyalong.
2574. You think that if the Government constructed a railway here they would have to pay compensation for any land that they might resume? They would have to get it in the usual way. It is possible that the line might run through my place in such a way as to cut off a small acreage from the rest of the holding.
2575. *Mr. Farnell.*] I suppose you would be prepared to let the Government have the land at a reasonable price? Yes.
2576. As a matter of fact, if the line ran through your property for 2½ miles it would take 40 acres from you, and you would think it hard, after having expended labour and capital in improving that land, if you were expected to give it to the Government for nothing? I think it would be hard. For instance, I might have expended a large sum in making water, and it would be very hard to have the water cut off from the rest of the property.
2577. But you would be prepared to meet the Government in a reasonable way? Yes.
2578. What would your land be capable of carrying in a fair season? 6,000 sheep.
2579. A railway would enable you to stock with greater confidence, because it would enable you to get your sheep to well-grassed country in the time of drought? Yes.
2580. Where do you now send your clip? To Sydney, *via* Temora.
2581. If a railway were brought here from Wyalong it would go in that direction? Yes.
2582. Do you send any live-stock away? I send fat wethers to Temora sometimes.
2583. You would send them *via* Wyalong if there were a railway? Yes.
2584. Have you tried growing potatoes here? Yes; they grow very well. We grow vegetables of all descriptions for our own use.
2585. What kind of potatoes? Early Rose.
2586. Do you think it possible for mixed farming to be carried on here with railway facilities? Yes; that would be the way to make the most out of the land.

William Stanley, selector, Restdown, Nariah, sworn, and examined:—

- W. Stanley.
11 Oct., 1897.
2587. *Mr. Farnell.*] How long have you resided in the district? Seven years.
2588. What area do you hold? My son and I have 5,120 acres.
2589. What use are you making of it? We run sheep and cultivate.
2590. What is your cultivated area? 160 acres.
2591. What are you growing? Wheat, oats, and barley.
2592. Have your crops succeeded? They have succeeded very well.
2593. What has been your average yield per acre? About 20 bushels; we have had as high as 38 bushels.
2594. What has been your yield of barley and oats? This is the first year we have put them in.
2595. What has it cost you per acre to clear your land for the plough? My land was rung for years before I got it, so that it did not cost me so much. It must have been rung for fourteen or fifteen years. It would cost me from 10s. to 15s. an acre to burn off and clear.
2596. What would be the cost of ringing in the first instance? One shilling per acre. The total cost would be 16s. an acre, but the land had been rung for some time.
2597. Where do you send your wheat to? I have only stripped enough for flour and seed; I have cut it for hay principally, because we have been too far from a railway to cart the wheat away.
2598. You think the absence of railway facilities has been a great obstacle to agricultural developments here? Yes.
2599. You know the proposal to extend the railway from Condobolin to Euabalong? Yes.
2600. Would that extension be of any use to you? None whatever.
2601. What is your present station? Temora or Narrandera; they are about the same distance away—it is about 80 miles either way. I live about 13 miles west by south from here.
2602. From a national point of view, why is a line from Condobolin to Hillston *via* Euabalong not so good a line in your opinion as a line from Wyalong and Yalgogrin to Hillston? A line in this direction would be the means of settling a number of abandoned resumed areas. There are the resumed areas of Nariah, Binya, and Eurathra—about 40,000 acres on Nariah, 40,000 on Binya, and 20,000 on Eurathra.
2603. If there were a railway to Hillston *via* Yalgogrin would you be prepared to put a larger area under crop? Yes; I should have 600 or 700 acres every year. I would have 500 acres the year after next. I intend to have 300 acres under crop in any case.
- 2604.

2604. Do you think it likely that other persons would settle in the district, and do as you propose to do? I think that all the resumed areas that I have referred to would be taken up. It is red chocolate soil, and splendid agricultural land. W. Stanley.
11 Oct., 1897.
2605. Do you think mixed farming could be successfully carried on? Most decidedly; that would be the best form of settlement.
2606. You know the surveyed line from Wyalong to Yalgogrin, and on to Hillston? Yes.
2607. Does it pass through Crown lands? Yes; it follows the travelling-stock route for a great distance. I do not think there would be any need for resumption.
2608. Have you grown anything besides wheat, barley, and oats? I have grown vegetables of all sorts; onions do not do as well as other vegetables.
2609. Have you tried any citrous fruits? No; but I have tried apples, peaches, and apricots. Apples do not do quite so well as do the other fruits; but grapes have done very well with me during the last five years.
2610. What stock have you upon your holding? I have only 500 at the present time.
2611. What would it carry in a good season? It would carry about 3,000.
2612. Have you any knowledge of the mineral resources of the district? Not much.
2613. Do you think they are of a permanent nature? I think they would last a good while; the deeper they go down the better the returns they get. I have a reef being worked on my own place, and what I say has proved to be the case there; we are down 132 feet.
2614. What is the size of the reef? Three feet 6 inches now; it was about 10 inches on the surface.
2615. Which way does it trend? East and west; the underlay is a little south.
2616. Where do you get your stone crushed? We have done very little yet; it is all highly-mineralised stone, and requires special treatment.
2617. *Chairman.*] Have you any neighbours? Only three.
2618. What would be the area of their holdings? They are full selections of 2,560 acres each.
2619. What is the land chiefly used for? It is principally under sheep.
2620. But, like your own, it is suitable for agriculture? Yes.
2621. You are satisfied with your prospects? Yes; the only drawback is the distance to a railway.
2622. Do you know of any persons who would take up land here if there were railway facilities? I know of no one in particular; but I am sure all the land would be taken up for 20 or 30 miles on each side of the line.
2623. How long have you been occupied in trying to make a living off the soil? Twenty-eight years; I had been farming in Victoria; I have been twelve years in New South Wales. The land I am farming here is quite equal to any land I farmed in Victoria. We have obtained better returns from it in wheat.
2624. You think many settlers would come here from Victoria if there were a railway? Yes. One advantage of the railway would be to secure the settlement of areas which are now overrun with vermin.
2625. *Mr. Farnell.*] Have you tried the growth of fodder for ensilage? No; but I think it could be grown quite easily.
2626. What do you think of the capabilities of the district for dairying? I think it could be made a success.
2627. *Chairman.*] You think that any railway within 20 miles would be of great service to you? Yes.

William Hubert Waldron, grazier, Yalgogrin, sworn, and examined:—

2628. *Chairman.*] What is the extent of your holding? 2,560 acres.
2629. To what use do you put your holding? It is being mined upon at present.
2630. How many lines of reef are there running through it? There are four different lines of reef running east and west. W. H. Waldron.
11 Oct., 1897.
2631. Is each of the reefs being worked? Yes.
2632. How many parties are at work upon the different lines? Our party is on the first line, there are two parties on the next line, one on the next, and two on the next.
2633. Have they discovered anything payable on the different lines of reef? They have not been declared payable yet.
2634. But the indications are sufficiently promising to induce you to continue working? Yes.
2635. To what depth have you gone? 140 feet.
2636. What is the width of the reefs? They vary from 2 feet to 3 inches.
2637. Do you put the land to any other use? I take in stock on agistment.
2638. Is the town progressing? Yes.
2639. Rapidly? Lately.
2640. That is in consequence of discoveries in mining? Yes.
2641. Is mining your principal industry? Just round about Yalgogrin.
2642. Are there any other industries within a short distance? No; there are only a few selectors outside—about half a dozen, I think, in different directions.
2643. Do you think that with a railway there would be much prospect of the available land being settled upon? I should say so; it is good land.
2644. Is the land in your own paddock of good quality? Yes; it is quite equal to the Cootamundra land.
2645. Then if mining operations died out altogether your land would be turned to profitable use under agriculture? Yes.
2646. Is that the general characteristic of the mineral land here? Yes.
2647. Is there any large area of land in the district suitable for agriculture? A very large area. I think it would have been cultivated long ago if there had been facilities for getting the produce to market.
2648. Is the land as good as the land at Temora? Better than that.
2649. Is the land between here and Temora as good as it is here? It is hardly as good as the land north and west of it.
2650. Have you done any grazing? I had 1,500 sheep before the mining began.
2651. Will it carry 1,500 on the average? I only lost six in the year.
2652. Has your land been improved by scrubbing and ringbarking? Yes, previous to my occupying it.
2653. Have you done anything to keep the land in good order since you occupied it, or has the scrub grown up again? I have cleared part of it.
- 2654.

- W. H. Waldron.
11 Oct., 1897.
2654. What is the carrying capacity of the land scrubbed and ringbarked, generally? It is equal to about a sheep to 2 acres; I carried my 1,500 sheep in a good season. I never had sheep in a bad season, so that it is difficult to say what the average carrying capacity would be.
2655. In what particular way would the railway benefit the district? I think that people would go in for mixed farming; that is what is wanted here to make things pay.
2656. Do you know of any settlers who would come here if there were a railway? No; but I have heard many persons say that it is good country, and if a railway were here it would be worth while to take up the land. I myself have no doubt that if there were a railway almost all the available land would be immediately applied for.

TUESDAY, 12 OCTOBER, 1897.

[The Sectional Committee met at the "Yalgogrin Hotel," at 9:30 a.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN.)

The Hon. DANIEL O'CONNOR, | JOHN LIONEL FEGAN, Esq.
FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Walter Barnett, hotelkeeper, Yalgogrin, sworn, and examined:—

- W. Barnett.
12 Oct., 1897.
2657. *Chairman.*] You are largely interested in mining matters here, and can give us some information about the mining industry generally? I am interested in the mining here, at Temora, and at Wyalong.
2658. *Mr. O'Connor.*] How long have you been in the district? I have been to and fro in the district for four years in December next, but I have resided in Yalgogrin only twelve months.
2659. Where were you before you came here? I was at Wyalong; I was one of the first in the field.
2660. Were you interested in mining there? Yes.
2661. You have a good practical knowledge of mining? Yes; I have been a miner for forty years.
2662. What do you think of the future of this district from a mining standpoint? I think this field has as good a future before it as any field I have been on for many years, and I have been on all the fields in the Colony. As to the country round about here, it is the best looking country I have seen. The average being obtained from the reefs which are now being worked is one of the best averages of any field in the Colony. According to its age it is better than Wyalong, and Wyalong averaged 2 oz. to the ton for the first twelve months. In two years this field has averaged 3 oz. for the quantity of stone which has been crushed. It is one of the best fields I have ever seen.
2663. How many reefs are there here? There are about twelve or fourteen lines of reef here now being worked.
2664. Do you know how many claims are at work? I suppose there are about fifteen to twenty claims working now. Fully twelve of that number are upon payable gold.
2665. The development will require more labour? Yes; I consider that when we have the machinery we shall be getting after Christmas there will be at least 500 people here. There must be 200 wages men here now. Our deepest mine, the Adelaide, is 250 feet down.
2666. Who is interested in that mine? They are known as the Mossgiel syndicate. The last crushing went 6 oz.
2667. What is the area which has been tested? The place has been tested for about 8 miles round.
2668. And it has proved to have been auriferous within that radius? Yes. The field, however, is in its infancy yet; it has not been half prospected.
2669. You have some batteries erected? We have ten head up now, and we are providing for an additional five.
2670. How many tons would that fifteen head crush a week? We could go through about 130 tons a week. We do 100 a week now. We reckon about 10 tons to a stamper. Taking the poor with the good, we have about 800 tons to start upon.
2671. You think that mining developments here would inevitably lead to a large increase of population? Yes; the evidence which I gave before the Sectional Committee which examined witnesses at Wyalong has proved to be correct. I said at the time that I considered the field would carry from 4,000 to 5,000 people for five or six years, and perhaps twenty. I said I thought that for ten or twenty years it would settle many people there, and that has been proved to be correct. There are now from 2,000 to 3,000 people at Wyalong.
2672. Do you know the country from a pastoral or agricultural standpoint? I have been prospecting and going to and fro in it since 1869. It is good agricultural country for miles round, taking it in which direction you like.

Edward Carroll, miner, Yalgogrin, sworn, and examined:—

- E. Carroll.
12 Oct., 1897.
2673. *Mr. Fegan.*] How long have you been in the district? Nearly four years.
2674. What part of the Colony did you come from? From Condobolin.
2675. You are well acquainted with that district? No; I did not reside there long. I went there from Peak Hill.
2676. You have been following mining all your life? Yes.
2677. You are interested in mining here? No, I am bootmaking now.
2678. You have an idea as to what this field will become? Yes; I desire to direct the attention of the Committee to the reports of Mr. Slee and Father Curran as to its prospective capabilities. I think a railway should be considered in connection with the mining as well as in connection with the pastoral and agricultural interests of the country. You will see, on reference to the reports I have mentioned, that Yalgogrin is only in its infancy. Within 4 miles each way there is gold enough perhaps to keep thousands of persons profitably employed by and by. Cobar affords an illustration of the advantage of constructing

a railway to a mining field. If I had my way I would bring the line from Temora; by and by these Colonies will be amalgamated, and it will not be so difficult to reach the seaboard by railway.

E. Carroll.
12 Oct., 1897.

2679. Why do you mention Temora as the point of departure for a railway in this direction? Because it is the nearest route to the sea in Victoria. I have no particular liking for Melbourne, but when the whole of these Colonies are federated, the trade of the southern parts of New South Wales will go to Melbourne as its nearest seaport.
2680. Do you not think the Grenfell district is entitled to a railway? Yes.
2681. Putting aside the question of federation, you think the Grenfell route would be the better route? Yes, for the Colony itself. The Grenfell district has splendid agricultural country; there is none better in New South Wales. A railway in this direction would cause settlement upon country where there is nothing but rabbits now.
2682. Have you worked in any mines here? No; but I am interested in mines at Wyalong.
2683. You think the construction of a line through Grenfell would be the means of developing mining as well as the agricultural industry? Yes; probably the mining industry will pay eventually a larger proportion of interest and working expenses than will agriculture.
2684. Upon what fields have you had experience? My first experience in reefing was at Hill End in 1871, and since then I have been following mining pursuits; at the same time I cannot put myself forward as an expert in mining.

Samuel Hill, grazier, Yarrandale, sworn, and examined:—

2685. *Chairman.*] Have you been long resident in the locality? Thirty years.
2686. You have a pretty good knowledge of the district? Yes.
2687. *Mr. Farnell.*] Where is your holding? About 9 miles north-east from Yalgogrin. I have nearly 11,000 acres of conditional purchase.
2688. What is the carrying capacity of your holding? It all depends upon the year. It would take about a sheep to 2 acres.
2689. What stock have you on it now? Very few; not quite 1,000.
2690. What area have you under cultivation? I have 270 acres cleared, but I have only 12 acres under cultivation this year. I only cultivate for home consumption.
2691. What do you think of the soil? It will grow anything. I have one paddock under cultivation now which has been twenty-eight years under crop.
2692. What is the reason you have not put more land under cultivation? Because there is no way of getting our produce to market profitably. I should put 1,000 acres under crop if there were a railway, because the land is easily cleared.
2693. What does it cost per acre to clear? I believe the green timber would cost fully £2 per acre; but I have some timber which has been rung now for over twenty years, and all that you have to do in such a case is to burn it off. You could get it cleared for 7s. or 8s. per acre.
2694. What does it cost per acre to ringbark? About 1s. an acre.
2695. So that the total cost of clearing, including ringbarking, would be 10s. per acre? Yes.
2696. You would have to wait about four or five years after ringbarking? Yes, and perhaps longer than that.
2697. Are there any available areas which could be put under the plough almost immediately? Yes, it is good growing country.
2698. Have you experimented with different kinds of produce? Yes; I have grown potatoes and corn. I remember getting a middling crop off a 4-acre paddock one year. In another year I had 38½ bushels of wheat to the acre off a small paddock, but it was a good season. If we had from 12 to 14 bushels per acre of wheat it would pay.
2699. And with a railway I daresay less would pay? A great deal less.
2700. Where do you send your clip to now? To Sydney *via* Temora.
2701. Is that your nearest railway station? Yes.
2702. Do you send any live stock to Sydney market? Yes; about twelve months ago I sent from Temora nearly 900 fat sheep.
2703. And you would no doubt use a railway for that purpose within 20 miles of your holding? Certainly.
2704. Do you think a railway would promote much settlement here? Yes; there is no better growing land in the Colony than you will find on the Humbug Creek.
2705. Have you tried fruit-growing? I have tried a few vines, they did remarkably well. Two vines at my place cover an outbuilding, but they have been in a great number of years.
2706. Have you any vintage grapes? No.
2707. Do you think that mixed farming or dairying could be successfully carried on here? Yes.
2708. Have you tried growing fodder for cattle? I have tried lucerne; it grew very well for about three years; I happened to turn the sheep on to it when the crown was just coming above the ground; they ate it off, but it will grow again. I have 6 acres of lucerne in this year.
2709. Have you any knowledge of the mineral resources of the district? Yes; I believe it will turn out to be a permanent field. I am interested in some of the mines myself. I have a 20-acre lease on one of the selections, about 6 miles from here.
2710. Are you working it? Yes.
2711. What has been the return? We have not crushed any yet, but an assay gave 30 oz. to the ton. Our lowest stone gave 2 oz. 14 dwt., and our highest 30 oz.
2712. Did that stone carry free gold? Yes.
2713. Have you any pyrites? Yes; there are three different reefs running through the ground; one is a good mineral reef; they are not very far off from one another.
2714. What are the timber resources of the district like? There is some very good ironbark.
2715. There will be no difficulty in getting the necessary quantity of sleepers for a railway in this direction? Not the slightest.
2716. You know the proposed railway from Condobolin to Euabalong? Yes.
2717. That line would not benefit you in any way? No.
2718. In the event of the railway being constructed to Hillston, which would be the better route? I think the route which was surveyed some time ago from Wyalong; a portion of it comes through my place.

S. Hill.
12 Oct., 1897.

S. Hill.
12 Oct., 1897.

place. I think that with a little alteration, bringing the line further from the lake, you would find it the best route. It goes through about 3½ miles on my property.

2719. Is it all improved land? Yes; but I should be perfectly willing to give the portion required for a railway, provided the line did not cut off my dam. If it cut off the dam I should expect the Government to compensate me for severance.

2720. If the line were not fenced it would do you no great injury? No.

TUESDAY, 12 OCTOBER, 1897.

[The Sectional Committee met at the "Wollongough Hotel," Ungarie, at 8.15 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

FRANK FARNELL, Esq.

JOHN LIONEL FEGAN, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Digby Noy Johns, settlement lessee, Crown Camp, Wollongough, sworn, and examined:—

D. N. Johns.
12 Oct., 1897.

2721. *Chairman.*] What is the area of your lease? Three thousand two hundred acres; but I am interested also in the Wollongough pastoral holding, in conjunction with my brother.

2722. How long have you been a resident here? Four years.

2723. From what part of the world did you come here? From the Goulburn Valley, in Victoria, where I had been farming at Madowla Park. I was engaged in mixed farming—agricultural and sheep farming, breeding draught horses and cattle, fattening and breeding large quantities of pigs, and market gardening. Hearing that the Committee had come up here to investigate the desirableness of constructing a railway to Euabalong, and believing it to be essential that Hillston should be the objective point of any extension in this direction, I attended there, as Chairman of a railway league representing the Humbug Valley, to suggest that the Committee should examine the country lying between Hillston, Wyalong, and Grenfell, with a view to laying before them evidence which would conclusively show that very extensive areas of land suitable for close settlement and mixed farming would be traversed by a line in this direction for almost the entire route. I then prepared some evidence as to this district, bearing out the view I took, that this suggested line would be more suitable than an extension from Condobolin. I will submit to the Committee some particulars as to crops and rainfall, and will compare them with statistics from another wheat-growing district of the Colony, Green's Gonyah, where large areas of freehold are being taken up in small lots by farmers from all parts. The wheat-growing areas centre in Brookong, which was at one time proposed to be purchased by the Government, and which is now being sold for £2 10s. per acre freehold. I desire particularly to compare the two districts in regard to rainfall and soil. I have received a letter from Mr. J. B. Nutting, resident manager for the company owning Brookong, who has been well acquainted for many years with Wollongough. It is dated 16th July, 1897. He says:—"I have no doubt as to your being able to make a most valuable property of Wollongough. It is sure to be a great wheat-growing centre. The soil is quite equal to that of Brookong for wheat, although the grasses are not."

2724. Mr. Nutting has had a large experience of wheat-growing? Yes; he has about 3,000 acres under crop on the share system, on the portion of Brookong station surrounding Green's Gonyah.

2725. He has had experience in agricultural pursuits generally? Yes; he is able to make a comparison, having known both places very well for years. I will give you a comparison between spring rainfall at Urana and Wollongough from 1890 to 1896, taken from the Government Astronomer's reports. Urana is one mile from the Brookong boundary, and fairly in the centre of all the wheat country of South Riverina.

COMPARISON of the Spring Rainfall of Brookong and the Humbug Valley, 1890-1896.*

	August.	September.	October.	Annual total.	No. wet days in year.
1890 { Wollongough	0.59	2.14	1.50	22.96	64
{ Urana	1.12	1.56	1.71	17.93	60
1891 { Wollongough	1.56	3.57	1.52	28.90	68
{ Urana	1.55	1.65	0.95	22.50	56
1892 { Wollongough	1.10	2.48	2.91	17.75	53
{ Urana	2.39	2.04	3.00	19.77	50
1893 { Wollongough	1.24	1.78	1.58	19.09	61
{ Urana	1.57	1.59	0.88	17.61	59
1894 { Wollongough	1.93	1.60	3.58	29.36	63
{ Urana	1.71	1.22	3.12	29.29	83
1895 { Wollongough	1.32	1.08	1.53	12.15	55
{ Urana	1.19	0.20	0.70	13.14	39
1896 { Wollongough	1.39	0.77	0.64	12.36	.....
{ Urana	0.52	1.05	0.16	14.90	.....

I. Analysis of rainfall of Urana and Wollongough in relation to the growth of wheat in the most important spring months—August, September, and October:—Out of a total of twenty-one spring months in the seven consecutive years, Wollongough has fifteen wetter than Urana. This is especially marked in droughty years.

II. The number of wet days is almost the same, and a closer examination shows the wet usually occurs about the same period. The average annual totals are about the same, namely 20 inches.

The Humbug Valley embraces about 450,000 acres. The country is flat, and, with the exception of a few small areas, it is all suitable for agriculture. The runs embraced are Youngara Creek, Wollongough, Bolygamey,

* NOTE (on revision):—1897 { Wollongough 1.93 | 1.88 | 1.44 | |
 { Urana 1.50 | 1.27 | 0.85 | |

Bolygamey, Merringreen, Ungarie, Youngee Plains, Euglo, Bena, Crown Camp, and Bygoloree. The other runs, lower down the valley, are within the sphere of the Condobolin railway. The quality of the soil may be judged from the fact that when the runs were divided into resumed and leasehold areas, in 1884, almost the whole of Wollongough, all Bolygamey, the greater part of Merringreen, all Ungarie, and almost all Bygoloree were selected. As the resumed area is generally the inferior portion of a holding, you may infer that the quality of the soil is good. The geological formation on the hills surrounding the Upper Humbug Valley is slate; the soil is red, sandy loam, friable, and of great depth. It is well adapted to miscellaneous and continuous cultivation with rotation of crops, being readily fallowed even in summer. Miners who have sunk for alluvial have reached 140 feet without bottoming. This area includes Bolygamey, Merringreen, Youngara Creek, Wollongough, and Ungarie. On the Lower Humbug the geological formation is largely basalt, and the soil changes into a dark, loose chocolate loam of extraordinary fertility. This area includes Bygoloree, Crown Camp, Four Bob Camp, Euglo, and Bena. That basaltic area is the richest country I know anywhere south of the Lachlan. For crops it is by far the most prolific in all this district. It is outside the zone served by the Condobolin railway, and contains an enormous area of Crown lands. The basaltic area embraces Gorman's Hill and Dundoo Hills, where limestone also outcrops; all that soil is of equal fertility. With reference to the fertility of the country, I might refer the Committee to Mr. Inspector Slec's evidence before the Sectional Committee in 1894, page 14. He there describes the district as "a perfect Garden of Eden." All this country lies outside the zone served by the proposed railway from Wyalong to Hillston, *via* Yalgogrin. But were the alternative Humbug Valley route, through the Youngara Gap and thence to Hillston adopted, the whole of Humbug Valley south of Condobolin railway zone would be served, and also all this rich area, as the 25-mile zone of this alternative route would embrace all the country to within a few miles of Lake Cudgellico. This line would have this two-fold advantage—that it would reach and open up all the back country from Wyalong to Hillston; it also, if taken by the Humbug Valley route, has all the advantages and none of the drawbacks of the Lake Cudgellico route. The advantages of the route I suggest over the more direct route lie in the character of the country traversed. In spite of the line "*via* Lake Cudgellico" being 12 miles longer, and having engineering difficulties between the Lake and Hillston, it was judged by Mr. Kennedy—according to the evidence of Mr. Barling, in 1894, who quoted Mr. Kennedy's report—that in comparison with it, the direct route "*via* Rankin's Springs" must be dismissed from serious consideration. I would point out to the Committee that by adopting the Humbug Valley route the whole of the area referred to by Mr. Kennedy, almost as far as Lake Cudgellico, would be served, while all the advantages claimed by him for that route would be gained. The survey made to Hillston, *via* the Youngara Gap, by Mr. Gillett, C.E., has proved the practicability of this route which I am advocating, and I would strongly recommend it to the consideration of the Committee. I submit that there can be no comparison between the serviceableness to the country at large and the profitableness to a railway department of a line through 70 miles of the richest of agricultural country, as compared with a line of 67 miles, skirting a chain of barren hills, the only merit of which would be that it would be 3 miles shorter, and that it would serve the village of Yalgogrin, consisting of fifty working miners and their dependents. The Youngara Gap route, moreover, would afford abundance of convenience to them, as they would be within 10 miles of it. I think also that it would be a serious loss to dislocate the route of a main line depending wholly for its profit on the agricultural produce it gathers between Wyalong and Hillston—beyond Hillston the country will never be anything but pastoral—for the infinitesimal purpose of serving a small and hitherto unproved diggings at Yalgogrin. If the question be put to all witnesses, they will tell you that, from an agricultural point of view, the line from Wyalong *via* Yalgogrin to Rankin's Springs passes through the very worst class of country that could be chosen between those two places by any route whatever. The climate of the Humbug Valley is almost identical with that of Brookong and the great wheat-producing areas of southern Riverina. Mr. Russell's exhaustive tables of the temperature show that, compared with Urana, the Humbug Valley is, on the average, 2 degrees Fah. hotter—varying from 1½ degree in summer to about 3 degrees in winter and spring, at which latter season the difference is greatest. The following crops have been grown on Wollongough:—Wheat, barley, oats, maize, corn, potatoes, fruit, and vines. As regards the inexhaustible fertility of the soil, I may mention that the old station cultivation paddock was continuously cropped for hay from 1872 or 1873 until 1894, and in that year yielded about 3 tons of hay per acre. It was then put under lucerne. At present, owing to the impossibility of making it pay to improve small areas for small quantities of sheep in such a way that they will withstand long droughts, and the impossibility of profitably growing wheat, owing to the great expense of carriage, selecting has been a failure. Any number of selections are for sale at low figures. The soil throughout the valley is in my opinion quite equal to that of Brookong and the Riverina wheat-growing district generally; and if a railway were to pass within accessible distance, I am confident an immense number of men would avail themselves of the opportunity to take up land, in preference to purchasing from private owners. I myself know a number of men in and around Brookong, some of whom are working on the share system, who would come into this district, and would, I believe, settle here permanently; in fact, the way in which the district was rushed in 1884 shows that the quality of the land is well known and appreciated by farmers. One great cause of the unprofitableness of selection has been the rabbits; but the greater part of the country is now netted, and is therefore protected from further incursions. I believe that with railway communication, settlement in blocks of 320 acres would take place with the same rapidity as on blocks of from 200 to 400 acres, situated on Brookong and the neighbouring districts, and these are being eagerly competed for by farmers from all parts of the country. I know the Brookong and surrounding country very well, being very often there.

2726. Do you think a railway from Condobolin to Hillston, *via* Eubalong, would be of as much national benefit as a line running from some point on the Southern railway system to Hillston, passing through or near the country you have described? Most certainly not. The country passed through between Condobolin and Hillston is largely inferior as compared with that of this district, and the rainfall is not nearly so good. Besides, a considerable portion of the land would be in the Western Division, and would not therefore be available for settlement for twenty-one years; on the other hand, a line in this direction would run through land in the Central Division, the whole of which could be made available, when the leases fall in as they shortly will, if necessary.

2727. Do you think the land round about Ungarie is equal in quality to that in the cultivation paddock which

D. N. Johns. which you tell us has been under cultivation from 1873 to 1894? Identical. Almost in an adjoining paddock in the same year a crop was sold by weight, and it went over 3 tons on the scales.

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2728. There is a considerable area of land here similar in quality? The most part is similar in quality, and I think it would be greedily snapped up as soon as the leases expired if there were railway communication.

2729. At what distance from a railway station could farming be profitably carried on in this district? It depends on what crops the farmer grows. Judging from what has been done I should say that wheat could be carted 20 miles; but I believe the Humbug Valley would develop into a dairy-farming district, and that it would produce immense quantities of green fodder and fruit, and I do not think the bulky produce could be profitably carted so great a distance as 20 miles.

2730. For what distance do you think it could be carted? Fifteen miles.

2731. What would be the cost of clearing land fit for the plough? Green timbered land can only be cleared for the plough by grubbing out the trees with the spade; old dead-timbered land can be cleared by using a fire-stick. There are so many descriptions of clearing to be done. In some cases you have land upon which the timber has been rung for many years, and is absolutely dead. In other cases you have land where timber has been rung, and where some of it has grown again—where it has not only grown again, but where the country has thrown up large quantities of seedlings and suckers. The prices would vary under all these conditions—according to the nature of the timber. I might say that the old ringbarked country here is exactly similar to a great deal of the country in the Brookong district which has been cleared for 3s. 6d. an acre, by the farmers taking it on the “halves” system.

2732. An enormous area of country along the route you suggest has been ringbarked for some years? On all the leasehold properties the country has been ringbarked, but a great deal of it has thrown up suckers and scrub, and requires to be ringbarked and scrubbed worse than ever.

2733. Still, there is a large area of good ringbarked country which will be available for settlement when the leases fall in? Yes, a large area fit for immediate settlement by men of small capital, given a railway.

2734. Do you know the country between Wyalong and Temora, and between Wyalong and Grenfell? I know the country between Wyalong and Temora. Looking at the map before me, I am struck by the fact that the whole of the Crown land round Temora, with the exception of the reserves, have been alienated; and knowing as I do how inferior the land is to the land in the Humbug Valley, I think the fact corroborates my statement that land here would be eagerly competed for if a railway were constructed to the district. I would like, however, to point out to the Committee what I consider to be the real secret of agricultural settlement in this part, and that is to have the timber and scrub thoroughly dead and dry before the farmer of small capital goes upon the land. That is why the usurious “halves” land is being fairly rushed by farmers. The very men who have failed when selecting green forest land for themselves are making rapid fortunes by taking up dead-timbered land on the “halves” system. Green forest land cannot be cleared for the plough under £1 10s. per acre. Dead-timbered land is being cleared for the plough wholesale on Brookong for 3s. 6d., and the farmer of small means can, with the aid of his family, clear this rapidly almost entirely by burning it off; children can do most of it, the work being light. The ground is already sweetened by years of pasturing, and the farmer getting in a good big area in his very first season has a large immediate return. Dealing with green timber means either very heavy expenditure in grubbing it when green, or if it is rung it means at least five years' delay while the trees are gradually and slowly becoming dry enough to burn out. Either of these courses ruins the farmer of to-day just as it has ruined nearly all the selectors under the 1884 Land Act. The farmer of small capital cannot wait for four years before getting his return. The timber must be dead on the land if he is to make a success of it, and to get much of the country from Wyalong to Hillston into this state can only be done—but it can be done well—by the issue of improvement leases at a very low rental, with a stringent condition for the killing of the timber. We have, even during the late drought, fed bullocks on belar which has been ringbarked eighteen months. I would therefore recommend, as the railway cannot pass through this country for a number of years, that the land should be disposed of under improvement leases on such terms as would ensure the destruction of the valueless descriptions of timber upon it. Then when it is thrown open in small areas it can be cleared at a small expense—at least, 5s. per acre. In its present state it would cost from 30s. an acre to clear it, and the land would not then be so sweet for cultivation as it would be after being ringbarked for a number of years. With regard to the area of 450,000 acres of the Humbug Valley, it is, in my opinion, the best land which could be traversed by a line passing from Wyalong to Hillston. By far the greater portion of it is Crown land, and it can only be adequately opened up by a line which, coming from Wyalong, would go through Youngara Gap to Rankin's Springs. Judging the value of this land by the present saleable price of similar land in Brookong, it would amount to over £1,000,000. This land would not be adequately served by a line from Wyalong *via* Yalgogrin to Rankin's Springs. This is important, having regard to the fact that the land will be ultimately occupied in small areas which will be largely under green fruit and fodder crops which cannot bear long cartage. I should also like to impress upon the Committee that 320 or 640 acres would be sufficient for a settler if a railway came within 10 miles of him, because he could then grow green produce and fruit crops; otherwise, 5,000 acres would be required, as pastoral pursuits would have to be followed. I think I said in a former part of my evidence that wheat could be carted 20 miles. I had in my mind the fact that the Brookong farmers cart that distance; but I think, on further consideration, that it is only the expectation of getting a railway line that induces them to go there, and it is only at the present high price of wheat that they could afford to cart that distance.

Charles Bailey Blyth, station manager, Wollongough, sworn, and examined :—

C. B. Blyth.

2735. *Mr. O'Connor.*] How long have you been upon the station? Four years.
2736. How were you occupied before you went to Wollongough? I was on a station out Bourke way for three years.
2737. How long have you been connected with pastoral pursuits? All my life, in various places. I was born in Tasmania; but I left the country when I was 17, and I have been engaged in pastoral pursuits in Queensland and New South Wales ever since. I have always been connected with pastoral and agricultural pursuits.
2738. Do you know the country round here pretty well? Yes; I have been over the whole of it.
2739. For what distance? 100 miles to the south, and 100 miles to the north-east and west.
2740. What is your opinion of the land in this district? I think it is as good as I have ever seen, and I suppose I have seen the best wheat-growing land in the Riverina.
2741. What portions of Riverina have you seen? I have seen the Berrigan and Brookong land.
2742. And you consider the land here quite equal to the land at either of those places for wheat-production? Yes.
2743. You can endorse the statements by Mr. Johns? I can.
2744. Is there anything you would like to add to his evidence? With regard to the railway route, my idea is that a line might come through from some place off the Southern system—say, from the Blayney-Murrumburrah line. I think it should go through Grenfell, Wyalong, and Lake Cudgellico, to Hillston. I think such a line would be of greater national advantage than a line from Condobolin to Hillston, *via* Euabalong; because I think the land on the route I have indicated is superior in every way. Not only that, but there is more chance of the land on that route being closely settled, owing to the leases falling in shortly. The leases on the other line have twenty-one years to run; but the leases down here have only three years to run. That would apply to the leases from Grenfell nearly to Hillston.

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Thomas Phelan, grazier, Ungarie, sworn, and examined :—

2745. *Mr. Fegan.*] How long have you been in this district? About thirty-seven years.
2746. During that time what have you been doing? I have been engaged in agricultural and pastoral pursuits.
2747. What is the area of your holding? 14,000 acres.
2748. How many sheep are you running at the present time? About 4,400.
2749. Have you carried more than that number at any time? Yes; I have carried 15,000 sheep—about a sheep to the acre.
2750. How long have you been in this immediate neighbourhood? Seven years.
2751. During those seven years how many droughts have you had? The seasons have not been good for the past three years.
2752. How many sheep, on the average, could you carry? A sheep to an acre and a half. You must remember that is after spending £10,000 on the 14,000 acres. It is conditional purchase land. There are about seven blocks of 640 acres, and the remainder would be conditional lease, with an annual lease of 2,400 acres.
2753. Have you improved the annual lease? Yes.
2754. What have you spent upon it? Over £100.
2755. Are you doing any farming? Yes; a little at the present time. I have 29 acres under wheat.
2756. Have you tried wheat-growing in any previous year? Yes. In any good season we get about 20 bushels to the acre.
2757. What are the best results you have obtained per acre? I could not very well say; I have been growing what I wanted for hay for my own use. I have not gone in for wheat-growing, because there has been no means of getting the wheat away.
2758. Do you know the land between here and Condobolin? Yes.
2759. Which do you think would be the best means of reaching Hillston from the present railway system? I think a line from Temora to Wyalong and through the Gap on the old survey to Hillston would be the best line. There would be less engineering difficulties; you would have a large freight of agricultural produce; it would open up a large area of country; it would support a great number of people; and it would be the shortest and cheapest line.
2760. How far would you be, at the nearest point, from the railway which you have suggested? As a matter of fact, the line would travel parallel to a portion of my land for 8 or 9 miles; but between Wyalong and this point the line would travel parallel with *bonâ-fide* settlement without a break.
2761. What is the distance between Wyalong and Temora? Forty-four miles.
2762. You heard Mr. Johns state that a farmer could profitably cart wheat 25 miles to a railway;—what would the distance be in your opinion? The distance would be what a horse can do in a fair day's stage—10 miles to a railway and 10 miles back.
2763. Do I understand you to say that a line which would not be within that distance to the majority of the settlers in a district would not be of much use? I do not say that. I should be very pleased to get a line within 30 miles.
2764. You think 30 miles would be a fair distance? Yes.
2765. Supposing there were a railway from Grenfell to Wyalong, do you not think the people between Barmedman and Wyalong would be well served, having regard to the fact that there is already a railway at Temora? Yes.
2766. Do you not think it would be well, therefore, to bring the railway to other centres in need of railway communication—Grenfell, for instance? I do not know the Grenfell district well enough to say; but you have a trunk line already open to Temora 40 miles in the direction of Wyalong. By continuing that trunk line another 40 miles you would serve a large number of people, and you would at the same time be approaching Hillston. My idea is that the line should be called the Great Western line. You might have a light line of railway from Cowra to Grenfell.
2767. Have you tried fruit-growing? Yes; the trees have not been a success, owing to the rabbits. I have grown barley and I have also grown turnips, carrots, potatoes, beans, peas, and cauliflowers. My garden

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- garden ground has not been specially picked for gardening; it happened to be at the homestead. It was at one time supposed that we could grow neither fruit nor wheat between here and Wagga Wagga.
2768. Have you tried the land for dairying to any extent? No; but this Humbug Valley country is well adapted to it. The soil is very deep; it has never been bottomed that I know of. Dairying has not been tried extensively, because there is no market to which we could send our produce. We make sufficient dairy produce for our own purposes.
2769. Do you find it keeps well? Yes.
2770. So if you were brought nearer to a centre of population by means of a railway you think the dairying industry here would be a success? I do, certainly.
2771. How is your run watered? By tanks and excavations.
2772. You have no wells? No.
2773. Do you know of any wells having been put down here? I know of one or two places where they have been started, but no water has been found.
2774. What timber is there on the land here? Pine, box, oak, dogwood, yarran, and many other scrubs. There is no ironbark.
2775. Do you know of any ironbark close at hand? I know of little belts 10 or 15 miles from here. There might also be some further on.
2776. Is there anything you would like to add to your evidence? I might qualify my statement as to the railway route by saying that on the northern side the land is all good, whereas on the southern side it is ridgy, ironbark, gravelly country. From Wyalong to Mandamah it is all bad country with the exception of small patches. I might also explain that several of the leases here will soon expire, and the lessees do not really want a railway.
2777. Why? They want to secure the other half of their runs.
2778. They think the Government might hold back the leases if a railway were on the point of construction? Yes; and I might add that, from my experience in farming, if there were a railway here a man could do as well wheat-growing on 640 acres as he could do on 14,000 acres with sheep.
2779. Would you put any greater area under cultivation if there were a railway here? Yes. I have just finished a contract of 176 acres.
2780. Are you going to put it under wheat? Yes.
2781. Do you know of any applications having been made for land in this neighbourhood? Yes; persons are passing through here from Victoria almost every day, and they ask me about the land in the district.
2782. You have no doubt that if there were a railway here the district would be thickly populated in a few years? Yes. I was in Riverina before I came here, and as soon as a railway in that district was opened people very soon went for the land.
2783. What did your fleeces run this year? I got fifty bales of wool. As a matter of fact, I have not quite finished shearing yet, and I cannot tell quite how the fleeces will go.
2784. Where do you send your wool? To Sydney.
2785. Do you know of any settlers hereabouts who are sending their wool to Melbourne? No.
2786. What would it cost you to prepare land for the plough? It would cost 10s. per acre including the burning off of the timber.
2787. What would it cost you to ringbark? I paid for ringbarking and having the land scrubbed and scrubbed again 4s. 9d.; that would be taking the timber in its green state and allowing it five or six years to decay.
2788. Then it would cost you about 16s. per acre to prepare the land for the plough? About that.
2789. About how many bushels of wheat to the acre have you got here? About 20 bushels.
2790. So that wheat-growing would undoubtedly pay here? No doubt it would if we had easy transit.
2791. As matters stand it would not pay you to cart the wheat to Temora? No.
2792. With a railway 20 miles distant at what price would wheat pay you? Two and ninepence.

Richard Jones, farmer, Wollongough Station, sworn, and examined.

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2793. *Mr. Farnell.*] What area do you hold? Over 2,000 acres. It is conditional purchase and additional conditional purchase.
2794. How long have you been in possession? Three years and ten months.
2795. During that period you have had an opportunity to test the capabilities of the soil? Yes; I have grown wheat, hay, and vegetables.
2796. What area have you had under wheat? Twenty acres, and 12 acres for hay.
2797. Have you tried oats? No.
2798. Is that the extent of your cultivation? Up to the present time. I have 25 acres more in this year than I had last.
2799. What has been your average yield of wheat per acre? About 17 bushels.
2800. How have you disposed of it? I have made it into flour for my own use; I send it to the mill.
2801. You have not grown any for market? No.
2802. Are you satisfied with the result of your experiment as far as wheat-growing is concerned? Yes.
2803. What has been the obstacle to your putting further areas under crop? It is too expensive to get the produce away.
2804. You know the prices which are realised in this Colony for wheat from time to time? Yes.
2805. With a yield of 17 bushels to the acre, and with proper facilities for getting the wheat to market, what area would you be prepared to put under cultivation? Between 400 and 500 acres. The seasons have been bad since I have been here, but I believe that in an ordinarily good season the returns would be much greater.
2806. At all events a yield of 17 bushels per acre at a fair price would pay? Yes.
2807. What distance could you afford to cart wheat to a railway? About 20 miles. I think you might perhaps cart it 25 miles at a fair price.
2808. Have you seen any indications of rust in the crops you have grown? None whatever; and I have grown as fine crops as you could wish to see. I have also grown potatoes, cabbages, and maize.
2809. To what extent have you grown maize? I put in an acre as an experiment; it grew splendidly.
2810. You were satisfied with the result? Quite satisfied.
2811. Have you tried fruit-growing? The rabbits destroyed the fruit-trees I put in, but they were growing very well.
- 2812.

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2812. Do potatoes do very well here? Yes, splendidly. I have tried the Early Rose, and also Brown Hills. I tried a white skin seed potato which grew very well indeed. Those which I grow gave from 30 cwt. to 2 tons per acre.
2813. Have you any doubt as to the success of lucerne here? No. I believe anything you put into the soil will grow.
2814. Have you tried ensilage? I have not made any ensilage since I have been here.
2815. But you think you could succeed? I have no doubt of it.
2816. Taking all these circumstances into consideration you think mixed farming could be carried on here? That is my firm belief.
2817. You also think the dairying industry could be developed here? Yes.
2818. Are you dependent here upon artificial water? Yes.
2819. Are you running any stock? None at present.
2820. What did it cost you to prepare your land for the plough? About 22s. per acre.
2821. What character of country is it? It is flat country; it is all agricultural ground. The timber was ringbarked some years before I took up the land.
2822. What would be a sufficient area here upon which to make a livelihood? I reckon a man could live upon from 200 to 400 acres if he had facilities for getting his produce away.
2823. Have you any idea of the population within a radius of 20 miles of this place? I cannot say definitely; but I should think there would be about 1,500. I think that number would be within the influence of a railway in this direction.
2824. I suppose you know it is proposed to extend the railway from Condobolin to Euabalong? Yes.
2825. Is the railway at Condobolin of any use to you at present? Not the slightest.
2826. Would the extension to Euabalong be of any use to you? No.
2827. You think that if it is decided to connect Hillston with the railway system of the Colony, the line should pass through this district? Yes.
2828. What railway station do you use? Temora was our nearest station until the railway was extended to Condobolin.
2829. What is the rate of road carriage between here and Condobolin, and between here and Temora? I do not think there is much difference. The rate is about 25s. per ton when there is back loading.
2830. Supposing you wanted to send a ton of wheat to Temora, what would it cost you, ordinarily? From £3 to £4 per ton.
2831. Are there any mineral deposits in this district? There are indications of gold in different places.
2832. You do not know of any prospecting having taken place? No.
2833. Have you had to fall back upon irrigation in connection with your cultivation? No; only for cabbages.
2834. Is there anything you wish to add to your evidence? I would like to say that the country here is more adapted to agriculture than anything else.

William Smith, selector, Ungarie, sworn, and examined:—

2835. *Chairman.*] What is the extent of your holding? 2,560 acres conditional purchase and conditional lease.
2836. Have you been settled here long? About eight years.
2837. You desire to mention some reasons why a railway should be constructed through this part of the country to Hillston instead of going through Euabalong? Yes; I think the land on this route is much better than on the other.
2838. You think a line to Euabalong would not benefit this part of the country? I think not. As regards the southern route, I may mention that I have tried growing wheat, and have found it a great success. I think that if we had a railway through here there would be a good deal of cultivation. It would pay us to grow it. So far we have had no market. We have been unable to sell when we did grow it.
2839. The road carriage is prohibitive? Yes.
2840. Therefore, you would have to confine your operations to wool-growing, with small crops for home use? Yes.
2841. You think you could farm more profitably if you could use your land partly for wool-growing and partly for agriculture. Yes; if you could get the produce away.
2842. Is the land all taken up in the vicinity of your holding? Yes.
2843. How is it held? By selectors.
2844. Do they grow wool? Yes; and they farm.
2845. I suppose they cultivate only for their own use? This year they have more in than they have had in former years.
2846. They are increasing their cultivated areas year by year? Yes.
2847. What area did you commence with? I had only 7 acres at first; that was about three years ago; now I have about 45 acres.
2848. Do you use the whole of the produce yourself? Last year I had only 40 acres in, and I used nearly all the produce off that.
2849. What area is held by the selectors who are near you? I think they have full blocks of 2,560 acres. There are selections pretty well all the way to Wyalong. There is settlement also at Lake Cowal to the east and still more to the north of us.
2850. But the bulk of the settlement is between your place and Wyalong? Yes.
2851. I presume you have a market for a certain quantity of produce in Wyalong? Yes.
2852. In what direction from you is the available land? North, east, and west.
2853. Do you find farming pays fairly well in the conditions under which you can carry it on? Yes.
2854. You are quite satisfied with your prospects? Yes.
2855. You think the land would carry a large population? Yes.
2856. And that it would be at once taken up if there were a prospect of a railway? Yes.
2857. Are you in a position to compare this land with the land at Berrigan? Yes; I think it is equally as good. There is a much larger area of good land here.

W. Smith.
12 Oct., 1897.

- W. Smith.
1 Oct., 1897.
2858. Are you able to cope successfully with the rabbits on your small holdings? If the whole of the settlers poison you can keep them down, but unless everyone endeavours to cope with the pest you cannot hope to be successful.
2859. You think that if the whole of this country were taken up in blocks of 2,560 acres you would gradually be able to exterminate the rabbits? Yes. That is the only way you can get rid of them.
2860. You have proved that you can get rid of them by fencing in holdings of 2,560 acres and poisoning? Yes. My father's holding adjoins mine; he had 60 acres under crop three years ago, from which he obtained 16 bushels per acre.
2861. Is that the average yield of the wheat-land about here? In better seasons the yield would improve, but that would be about the average.
2862. You think you could rely upon 16 bushels to the acre year in and year out? Yes.

THURSDAY, 14 OCTOBER, 1897.

[The Sectional Committee met at the Court-house, Wyalong, at 10 a.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

John Smethurst, architect, Wyalong, sworn, and examined:—

- J. Smethurst.
14 Oct., 1897.
2863. *Chairman.*] You are Chairman of the Progress Committee? Yes.
2864. You have heard of the proposal to extend the railway from Condobolin to Euabalong, with a view to its ultimate extension to Hillston? Yes. But the only evidence I can give with reference to that proposal would be of a negative character. A railway is required for this portion of the country, and if it be not possible to construct the two railways I am of opinion that the preference should be given to a line in this direction. A railway connecting Wyalong with the railway system of the Colony is necessary, to begin with, for the proper development of the mining industry here. Some of our ores are comparatively refractory, and expensive works have been erected here by capitalists for the purpose of treating them. At present the cost of treating them locally is so high that it is almost as cheap to send them to the smelting works on the seaboard. The cost of sending them there would be very much reduced if Wyalong were connected with the railway system of the Colony. You would have traffic in ore opened up from Wyalong over the whole railway system to Illawarra. If the cost of the local treatment of the refractory ores be reduced below the cost of treating them on the seaboard then there would be traffic in ores from mining districts connected with the railway to Wyalong. To a certainty there would be an inward and outward traffic in mineral ores to a considerable extent.
2865. Can you give the Committee an idea of the quantity of refractory ore which is raised here? It would be impossible to give a definite estimate of the refractory ore which is raised annually, as the production of ore is not constant in the different mines. There are periods when sinking operations are carried on, and when the output in some mines is almost suspended. Our mines are not being worked on the best system. In fact, I think they are being worked on the worst system in the world, and not until that system is done away with and a more modern system adopted will the field produce anything like its capacity. But I consider when the mines are opened up 500 tons a week would be a very fair estimate of the quantity of ore which would require to be treated otherwise than by a battery. That would be a moderate estimate of the production of refractory ore when the system of mining has been modernised.
2866. Do the mines show any indication of permanence? Yes.
2867. Are the lodes well defined, and are there foot and hanging walls? Yes.
2868. Do they improve with depth? Yes; they show every appearance of going down to an unlimited depth, and increasing in value as they get deeper.
2869. Have you any idea of the deepest mine on the field? The deepest shaft is 470 feet. It is a prospecting shaft. They are endeavouring to cut a lode which is not definitely known to exist on the property on which the shaft has been sunk.
2870. What is the deepest shaft at work where the lode is well defined? Three hundred and twenty feet. The lode was struck there a few days ago.
2871. Have they proved the width of it? It showed about a foot where they cut it, but you cannot say that that actually proves the size of it. They would require to drive along it for some little distance. The character of the stone is superior to any previously raised from the mine. It is highly mineralised, and carries a considerable quantity of arsenical pyrites. That shows through the lode from one side to the other.
2872. That stone will require special treatment? Yes.
2873. If it could not be treated locally it would be sent to the seaboard? They can treat ore here as well as it can be treated anywhere, but at the present time some is being sent to the seaboard, because it can be treated there more cheaply. On the other hand, if local prices are brought down, as I feel certain they will be, there will be traffic from mineral centres near Wyalong. I am in a position to state that the cost of treating refractory ores will be so reduced that it will be cheaper to treat them here than to send them to Dapto. I am surveyor for Duncans, Noyes & Co., who have large gold-extracting works at Wyalong, and also in several parts of Victoria, and I can authoritatively state that the cost of treating refractory ores will in the near future be less in Wyalong than it would cost to send them to any existing works in the Colony for treatment.
2874. Can you give us an idea of the extent of ground over which gold is being mined at the present time? The mines on the field proper are now being worked from Bartley's Tank to near the White Tank, a distance of about 5 miles; it might be a little more than that. The length from north to south would be about 4 miles. There may be other mines working of which I have no knowledge.

2875.

2875. Have you any idea whether the gold-bearing country continues westward? Further west, towards Yalgogrin, there is good development. I know that Father Curran, who is an expert, believes there will be a considerable development between here and Yalgogrin. J. Smethurst.
14 Oct., 1897
2876. You believe, then, that there is a belt of gold-mining land extending 30 miles westward? Yes, certainly that distance; and we do not know how much further it goes.
2877. Are there any gold-mining operations being carried on in an easterly direction? I do not know of any being carried on further than Bartley's Tank, with the exception of operations some 25 miles to the east at Billy's Lookout. Mining operations have been going on there for the last fifteen or twenty years in a small way.
2878. Is the mining industry here progressing, or is it going back? It is progressing in the sense that the mines are proving to be permanent. The output is not progressing just at present, because the system of mining is not of the best. The large sums which have been made as profit on many of the claims have been dissipated, and when the time has come for carrying on expensive works capital has not been available. Operations have been hampered by the want of capital on the part of many of those who now own the claims.
2879. Have you any idea of the average yield of gold per ton? The all-round yield is about 2 oz. to the ton. With reference to the suitability of the land for agricultural purposes, I am not an expert in such matters, but in many places round Wyalong, where the mallee has been cleared, everything planted has grown most luxuriantly. In some places vegetables are now flourishing where this time last year there was mallee scrub. It proves, therefore, that the mallee land is not unfit for agricultural purposes.
2880. What is the depth of the soil? It averages from 1 foot to 6 feet. In some cases there are 6 feet of soil before you come to the decomposed granite. I may also mention that fruit trees have been planted in Wyalong within 100 yards of where we are now. They have borne fruit, although they have been planted within the last three years.

Jeremiah Moriarty, dealer, Wyalong, sworn, and examined:—

2881. *Chairman.*] You have heard of the proposal to construct a railway through Wyalong to Hillston? J. Moriarty.
14 Oct., 1897.
Yes. I may state that I have had considerable experience in agriculture.
2882. *Mr. O'Connor.*] You have travelled about the district and know it well? Yes.
2883. Would railway extension from Condobolin to Euabalong be of any use to this district? Not the slightest.
2884. You know the Wyalong district well? Yes.
2885. What are the chief resources of the district? In my opinion, Wyalong and the surrounding district has a great future before it. In ordinary seasons the land hereabouts would produce wheat splendidly. If we had access to market it would be a great agricultural district. There have been two or three hundred applicants for one block of good wheat-growing land, and I gather from that that agriculturists have every confidence in the district.
2886. Do you know the country from Wyalong to Temora? Yes.
2887. What is your opinion of it? For some years past we have been unfortunate in the seasons, but I have seen splendid crops growing along that route, 10 miles on this side of Temora. I have seen splendid crops taken off the land in the last two bad seasons. There are splendid crops about Barmedman this year. So far the country is undeveloped, but when cleared it would be capable of growing almost anything.
2888. You think it would contribute a large volume of freight to a railway? I am sure that agriculture would follow railway extension, and that there would be a great demand for land.
2889. Do you know the country between Wyalong and Grenfell? Yes; but I cannot speak so well of that as I could of the land between here and Hillston. In that direction the land is as good as any in New South Wales.
2890. Have you been to Lake Cudgellico? I have been near it.
2891. And you are acquainted with the surveyed railway route to Hillston in that direction? Yes.
2892. You think the land would justify railway construction? Most certainly.
2893. Do you understand anything about mining? I have lived in a great many mining centres, although I am not a practical miner. I think the country for fully 50 miles west is auriferous, and that great quantities of gold will be found there. I know that practical miners entertain a very high opinion of the prospects of the field.
2894. How far does your knowledge extend south of the proposed route? I daresay 20 or 30 miles; it is all good country.

James Plowee, hotel manager, Wyalong, sworn, and examined:—

2895. *Chairman.*] You know it is proposed to construct a line of railway from Condobolin to Hillston, *via* Euabalong? Yes. J. Plowee.
14 Oct., 1897.
2896. How long have you been in the district? For the greater part of my life.
2897. Therefore you are well acquainted with the country surrounding Wyalong? Yes.
2898. From what point do you think Wyalong should be connected with the railway system? We are not particular where the line comes from so that we get it.
2899. You are not proposing that the railway should stop at Wyalong? No; I certainly think it should go on to Hillston.
2900. Would a railway from Condobolin to Euabalong be of any service to the people of this district? It would not serve the people of Wyalong in any way. The distance from here to Condobolin is 75 miles. It is 42 to Temora and 75 to Grenfell.
2901. Do you know the country between here and Grenfell? The greater portion of it is good agricultural land.
2902. Is it watered by many creeks? The only creek is the Bland Creek.
2903. Does it run continually? It is not a permanent creek.
2904. Is it flat country? Generally, the country between here and Grenfell is flat. It is capable of growing almost anything. The Bland country cannot be surpassed as pastoral land.
2905. Have you had much experience upon the land? I have been all my life engaged in pastoral and farming pursuits. 2906.

- J. Plowes.
14 Oct., 1897.
2906. You can therefore speak with authority as to the capabilities of the Bland soil? Yes.
2907. Is there any mining between here and Grenfell? None.
2908. What is produced at Grenfell? Wheat, chiefly. I have seen corn growing well there also.
2909. What sort of country is it between here and Temora? Travelling along the road you do not see the pick of the country between here and Temora. The worst land borders the road.
2910. But, taking the country all through? The two routes are pretty much alike as regards country. There is good land all the way to Temora.
2911. How is it it is not good along the road? It is not improved, generally; but where it has been ringbarked and improved the land is first-class.
2912. Has the land been improved between here and Grenfell? It does not need it so much; it is plain country.
2913. It would be better for settlers with small means? I would not altogether say that. The land is all in large holdings.
2914. Is the greater part of the land taken up? Yes; and from here to Temora also.
2915. What kind of country is it between here and Temora as far as engineering difficulties go? The two routes are about equal in that respect.
2916. As far as distance is concerned it is some 30 miles in favour of Temora? Yes.
2917. You say you have followed pastoral and farming pursuits all your life? Yes.
2918. What is the outside distance over which it would be profitable for farmers to convey wheat to a railway station? From 20 to 25 miles is quite far enough.
2919. You think a railway 20 miles distant from a farm would serve all purposes? I think so.
2920. Have you done any ringbarking and clearing in country similar to this? Yes; I do not know what it would cost to clear the mallee country; but it would cost about from 9d. to 1s. per acre to ringbark the more open portions. I should think that from 15s. to 17s. 6d. per acre would clear the land for the plough—say, £1 per acre.
2921. What is the wheat yield in this district? It has been as high as 20 bushels to the acre. I have heard of a yield of 30 bushels to the acre between here and Grenfell; 16 or 17 would be the average in the district.
2922. Can you advance any other reasons why the township of Wyalong should be connected with the railway system? No; I think the principal reason is to be found in the agricultural capabilities of the district. Of course, the mining industry would also benefit.
2923. What is the rate of carriage between here and Sydney? I am unable to say what the rate is at the present moment.
2924. What is the highest freight you have paid for forage during the present year? I have paid as high as £9 and £9 10s. per ton for chaff.
2925. How long ago was that? Not more than three or four months ago.
2926. Is that the highest price you have paid for forage since you have been in the district? Yes.

Frederick Neeld, jun., miner, Wyalong, sworn, and examined:—

- F. Neeld,
jun.
14 Oct., 1897.
2927. *Chairman.*] You are one of the original discoverers of the Wyalong goldfield? Yes.
2928. *Mr. Farnell.*] How long have you been here? It is four years last September since we found the first gold.
2929. In 1894 you were a progressive township, with a population of 4,100 souls? Yes. The population has since decreased. The field was over-populated at the time, development was slow, and there were too many here. I have no doubt, however, that the population will increase again.
2930. What is the condition of Wyalong from a mining standpoint now as compared with 1894? There can be no doubt so far that the field is in its infancy. We have every confidence in the field being permanent. We have laid out a very large sum of money in machinery, and we should not do that unless we thought a good deal of the place.
2931. Have your mining operations been satisfactory? Yes; I think they compare favourably with those in any place—not only in New South Wales, but in the Colonies.
2932. What is the nature of the country? It is granite country. The reefs run in and out; that is characteristic of all granite country. When we were first on the field we did not like the reefs pinching out. We used to be afraid of their disappearing; but we think nothing now of losing and picking them up again. The same thing occurs at Charters Towers.
2933. Is the stone all treated locally? We have chlorination works of our own. We have been treating stone for the public as well as our own stone. Had our works been larger we should have been able to treat a great deal more refractory stone. The battery will save some of the gold, but not all of it. In some cases we got 2 oz. per ton by the battery, and by chlorination 5 or 6 oz. The amount of gold which was being lost in Wyalong is enormous. Since chlorination works have been started results have been much better.
2934. I take it that the majority of mines are dividend paying? Many mines are, and there is every prospect of their improving with depth. We are only down to 200 feet in our mine, but the shaft to the north of us is down 300 feet, and to the south they are down 250 feet. Our own reef looks more permanent at the deeper level than near the surface.
2935. What area do you hold? Nine acres.
2936. How many men do you employ? About forty-five at the present time. In three or four months we shall have more than double that number. In six or seven months' time there will be twice the number of men employed in the principal mines.
2937. What advantage would be gained to the railway system generally by railway extension *via* Wyalong? It would be of considerable advantage to us in connection with the chlorination works. The carriage of chemicals costs us about £500 a year. I suppose the chemicals and machinery would amount to about 150 tons. A railway would, therefore, involve a saving to us of from £200 to £300 a year, and other large works would be benefitted similarly by the doing away with road carriage.
2938. Do you know Yalgogrin? Yes; samples have come to us from Yalgogrin for treatment. We have a very good opinion of the stone. No doubt great developments will take place between here and Yalgogrin.

2939. You are satisfied from bulk assays that it will be a good field? If there were a railway here there would be very much more prospecting, and stone would be brought to our works from different mining centres.

F. Neeld,
jun.

14 Oct., 1897.

2940. You think that if the railway to Hillston passed through Yalgogrin there would be a certain amount of mineral traffic from that direction to Wyalong? Yes.

2941. What have you laid out on your chlorination works and machinery? £6,000 or £7,000.

2942. You know the country round Wyalong for a radius of 10 miles? Yes.

2943. Have you seen any indications of mineral which would lead you to suppose that the country within that radius is of the same character as the Wyalong country? Yes; it is all auriferous, and there are likely to be discoveries at any time. At Wyalong there were at first small indications. It is all auriferous country, and you may have a big discovery anywhere. We have no outcrop here such as they have in Western Australia. It was only from loose stones on the surface that the Wyalong field was discovered.

2944. You had something to do with the discovery? Yes; I and my father were the first to discover the Wyalong field. It was reported in December, 1893. We found gold in September, and prospected before we reported it.

2945. Was it free gold? Yes; but it was very fine. We had to use a glass to discern it. That makes it very difficult for prospectors. You may walk round and try for years and never come across the gold. I have every faith in the district for mining. In time to come I am certain that Wyalong will be a large mining centre.

John Ernest Eisenstaedter, manager, Wyalong Chlorination and Cyanide Works, sworn, and examined:—

2946. *Chairman.*] In view of the proposed railway extension to Hillston, can you give us any evidence showing which would be the better route to adopt—that *via* Condobolin and Euabalong, or that *via* Koorawatha and Grenfell and Wyalong? I should not care to express an opinion as to which route should be adopted; but there are numerous reasons why Wyalong should be connected with the railway system.

J. F.
Eisenstaedter.

14 Oct., 1897.

2947. Can you give us any information as to the extent of the field, and as to its probable permanence? I can only speak of the number of payable reefs here. I represent Mr. Sully, who has spent about £22,500 in the erection of machinery to treat the stone in Wyalong and the surrounding districts. He has so much faith in the field that he has, within the past six months, erected extra machinery, which has cost very nearly £2,000. Within that period we have added the cyanide plant, and have bought over 2,000 tons of tailings. So far we have treated upwards of 1,200 tons profitably. Our railway account has been pretty heavy. I estimate that in the ordinary course of trade we shall have about £40 or £50 a month of railway freight. It seems hard that we should be handicapped to the extent of having to pay, as far as Temora, £2 a ton for road carriage. In addition to that, I estimate that we shall get a quantity of stone from the surrounding mining centres. For instance, if a railway were brought here from Grenfell we should get stone from Grenfell, because it would be nearer than sending it to the metropolis, and the facilities for treating stone are as great here as they are at any other works in the Colony at the present time.

2948. You know the stone at Yalgogrin? Yes.

2949. Some of it is of a refractory character? Yes. There are some very good reefs there which have not yet been developed. I have lately seen one or two reefs there which, in my opinion, were very good.

2950. Do you know any of the mines at Yalgogrin? Yes; there are two or three that are payable.

2951. Have you received any stone from there for treatment? No; if the line went from Temora we should get the Temora and Reefton business. I suppose that the Railway Commissioners would give us the same facilities for bringing stone here as are given to take it to the seaboard. Machinery is being erected by other companies at the present time, and at the present rate at which wood is being used it will soon become pretty scarce within a few miles of Wyalong. There would be, therefore, freight in wood for a railway. In country like this the expense of putting down railway lines would be very cheap, and I presume they would have loop lines running right up to the different shafts, as they have at Charters Towers and other mining centres. There can be no doubt that railway facilities would allow us to treat very low grade ores. In Wyalong they depend very much upon getting stuff that will give 5 or 6 oz. to the ton, whereas in other places they get 1 oz. to the ton, and make £2 profit on a ton of ore.

2952. Is the bulk of the ore here of a refractory nature, requiring special treatment? Some of the stone here is free-milling stone, while in other cases the stone is of such a character that you do not get more than 40 per cent. out of it by a battery.

2953. I suppose the tailings are well worth treating? Yes. On the other hand, a lot of the tailings have not been worth buying, the batteries having extracted pretty well all the gold from them.

2954. What do you think of the prospects of permanency of this field? I think it has every prospect of permanency. I think the amount of money we have expended in putting up machinery is the strongest proof of our confidence in the place. I know of no place where mining is more active than it is at Wyalong. There is a considerable amount of prospecting going on here at the present time. New discoveries are being made every week.

2955. You think there is a wide belt of auriferous country round Wyalong? Yes; it has been proved to be so. You have to consider not only Wyalong, but Yalgogrin and Reefton. There is a number of good reefs at Yalgogrin which are not yet opened up.

2956. You think that a line from Koorawatha to Grenfell, Wyalong, and Hillston might be regarded as a national line? Yes; and I also think it would be one of the leading lines of the Colony from a mining standpoint. A great quantity of ore will come to Wyalong from different mining centres for treatment.

2957. You do not think the field will peter out? No.

2958. Do the leads invariably improve with depth? Some of the reefs improve with depth; others do not. It is just the same here as on other fields—you lose the gold and find it again. Yalgogrin is heavily handicapped from want of capital. Then the labour conditions are very hard upon those who have leases. I have no doubt in my own mind that if the railway be extended to Wyalong persons will spend large sums of money here. The Prince of Wales claim is just putting up big machinery, and other claims will

- J. E. Eisenstaedter.
14 Oct., 1897.
- do the same. A number of them have got machinery within the last eighteen months. Prior to that there was no machinery on the ground for winding. Now there are six mines with winding machinery.
2959. Those mines, at all events, have proved that the reefs as they go down are of a payable nature? Yes.
2960. Primitive appliances would not be sufficient for the depth at which they are now working? No.
2961. *Mr. Fegan.*] Well, how much stone can your machinery deal with in twenty-four hours? Well, about 150 tons by chlorination, and about 150 tons by cyanide.
2962. How much can you crush? About 35 tons a day.
2963. That is, with your new machinery? Yes.
2964. What could you crush with your old machinery? We did about 5 or 6 tons a day; that is all.
2965. What is the latest machinery you have imported on the field? The mill we have at present is a Krupp Ball mill.

Robert James Cullen, mining speculator, Wyalong, sworn, and examined:—

- R. J. Cullen.
14 Oct., 1897.
2966. *Mr. O'Connor.*] How long have you been here? About three and a half years.
2967. Where did you reside beforehand? I have been in the district for four years. I was at Cootamundra and Temora mining.
2968. Are you a practical miner? Yes; I have also been to Peak Hill, Yalgogrin, and other places.
2969. You are now interested in several mines to a considerable extent? In the New South Wales, the Lighthouse, and other mines.
2970. What, in your opinion, is the best route with which to connect Hillston with the railway system of the Colony? I do not know about the best route, but we certainly want a railway to Wyalong. As far as our claim is concerned—that is, the New South Wales—we have had to send the whole of the stone to Dapto and other places for chlorination. Our average output is about 40 tons per month. It has averaged about 7 oz. a ton.
2971. How far are you down? 200 feet, and the stone is improving.
2972. There are indications of permanency? Yes.
2973. You are personally acquainted with other mines outside of your own? Yes.
2974. Are the indications good in those places? Yes; I think the whole of the indications—and some of the reefs have been tested to something like 300 feet—show permanency.
2975. You have plenty of faith in the future of Wyalong? I certainly have; as far as the reefs have been tested they have been proved richer with depth.
2976. What are the labour conditions here? I think about two men to the acre.
2977. Is it in the power of the Warden to vary them, and to say how many men shall be employed? Yes.
2978. In your opinion, do the labour conditions interfere with the development of the mines here? Yes, I think so. In some cases the labour which has to be employed deters the investment of capital. It also hinders prospecting. Suppose you have a lease of 10 acres, for instance, you would have to put twenty men on to it, and that would mean great expense.
2979. This field is supposed to be a poor man's field, and you think the labour conditions are such as to seriously retard this development? Yes.
2980. Do you know the land between here and Yalgogrin? Every inch of it.
2981. Is it gold-bearing country? Yes; but there has been very little prospecting done.
2982. Do you yourself know Yalgogrin? Yes. I know every one of the mines there—the Black Coon, Picanniny, Eureka, Adelaide, and Shelly's. I think it will be a good field in time, but it requires capital.
2983. And railway communication will of course be of the greatest advantage? Yes.
2984. I suppose a railway will be of considerable benefit, quite apart from mining development? Yes; there is good agricultural land all round Yalgogrin, and right out to Lake Cudgellico and Bygalore. I think it is the finest country in Australia.
2985. Is there anything else you wish to say? Only that in a fair season the land is capable of growing anything.
2986. Do you think that if the field is to be developed by men of small capital the labour conditions must be modified? Yes; I might mention one instance. Some time ago on the Princess claim they had 16 acres of ground and wanted to sell it, but it was refused because the labour conditions were too severe. They would have involved the employment of thirty-four men. They said, "If you had lumps of gold as big as my thumb we could not buy, because the labour conditions are so severe."
2987. *Mr. Farnell.*] Are those labour conditions supplied by statute law, or by regulations? I do not know.
2988. *Mr. Fegan.*] Some men favour no labour conditions at all? Yes; I think some concession should be made to prospectors.
2989. *Mr. Farnell.*] They do not object to employ the labour if the mine proves dividend-paying? No.
2990. *Mr. Fegan.*] It is only where a mine proves payable that labour conditions are imposed? Yes; but in the cases to which I refer I do not think the mines are payable. I know of one case where thirty-two men had to be employed on a mine, and it is not a dividend-paying claim so far.
2991. *Chairman.*] It is in cases where mines are not paying that the labour conditions are found to be so oppressive; you think they hinder development? Yes.

James Joseph McDonnell, mine-owner, Wyalong, sworn, and examined:—

- J. J. McDonnell.
14 Oct., 1897.
2992. *Chairman.*] You have heard of the proposal to construct a railway from Condobolin to Euabalong? Yes.
2993. Do you think a better route might be adopted to reach Hillston? Certainly I think so.
2994. *Mr. Fegan.*] What mines do you own? I hold shares in the Currajong, Golden Fleece, White Reef, and others, but none of the others are paying. They are prospecting claims.
2995. What reasons can you advance for the adoption of this route in preference to the route from Condobolin? I think there is a better lot of country to open up on this route than on the other. There is no country to speak of worth occupying between Condobolin and Euabalong. The travelling stock reserve takes a good deal of the river frontage. There is no chance of getting any settlement close to the river.
2996. Is there much country in this direction fit for close settlement? Yes.

2997.

2997. And a railway having Hillston for its objective point would therefore be a paying line? Most decidedly.

J. J.
McDonnell.

2998. Are you acquainted with the route from Koorawatha through Grenfell to Wyalong? I have been all through the country from here to Grenfell. I do not know where the line is located, but I know the country across the Bland. I have not been all the way to Hillston by the suggested route, but I have been as far as Cudgellico and Naradhan.

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2999. What kind of country is it from here to Temora? Pretty level country—box and yarran.

3000. What is the soil capable of producing? Near Barmedman a selector named Maher had a small paddock from which he obtained a little over 40 bushels to the acre of wheat. I think he said it was 42 bushels.

3001. It is fairly good agricultural country between here and Temora? Yes.

3002. What about the country between here and Grenfell? That is also good country.

3003. In what direction do you think a railway should be taken at Hillston in order to serve the greater number of people at a reasonable cost? Individually I should prefer the Temora route. I fancy that would be the best connection. There would be a larger population between here and Temora than between here and Grenfell.

3004. Is not the land on both routes taken up? Yes; but there are more selectors about Barmedman, and between here and Temora, than there are between here and Grenfell.

3005. Do you know of any engineering difficulties in either route? I do not think there would be any difficulty of that kind. The Bland Creek is the only creek of any significance on the Grenfell route.

3006. You are living here? Yes. I was living at Barmedman before Wyalong broke out.

3007. Have you seen any crops of hay here? Yes; oaten and wheaten hay, also lucerne.

3008. Are the mines you own permanent? I think they give pretty good prospects. The specimens I produce were obtained at the 220-foot level in the Golden Fleece. I estimate that the stuff will go about 10 oz. Similar stone I have seen go as high as 30 oz. per ton, assayed by Mr. Pittman, of the Department of Mines.

3009. Can you tell us the depth of some of the mines? The White Reef is 279 feet, and the Golden Fleece 220 feet.

3010. What would be the width of the reef at those depths? I cannot say—the reefs run in and out.

3011. You are not troubled with water in the mines? Very much so; some of the mines have knocked off now; it was impossible to work in them.

3012. To what depth do you go before you reach the water? 150 feet. Whips are not capable of coping with the water after you get down 150 feet; you want some kind of whim after that depth.

3013. You regard Wyalong as a permanent gold-field? Yes; but I think we want a new mining law. The present labour conditions are too severe. As regards a railway, we have sent stone to Dapto, the road carriage to Temora being £1 a ton. If there were a railway, and the same rates were charged as are charged from Temora to Dapto, the carriage over the distance from here to Temora would be 1s. 8d. instead of £1; that would be of great consideration.

3014. What does it cost to send to Dapto? £4 6d. per ton; the carriage from here to Temora is £1; from Temora to Dapto, 14s. 6d.; from Dapto to the works 1s., and £2 5s. for treatment. Mr. Howell, the manager of the Dapto works, told me that they would be able to treat the Wyalong ore cheaper, on account of the nature of the mineral in it. It would come in for flux, instead of the company having to buy it.

3015. The carriage from Temora to Dapto is cheaper than the road carriage from Wyalong to Temora? Yes.

3016. *Mr. Farnell.*] You think that if the labour conditions were amended the development of the district would be comparatively rapid? Yes; as regards certain claims. You have to put four men on for the first six months, and eight men afterwards, on a claim of 4 acres. When converted into a lease the conditions of lease do not say that the ground must be payable at all. It was held at one time that the ground had to be payable before you had to put on eight men, but the conditions of the lease say four men for the first six months, and eight afterwards, whether the claim be payable or not.

John Nicholas Penberty, miner, Wyalong, sworn, and examined:—

3017. *Mr. Farnell.*] How long have you been in the district? A little over three and a half years; I came here in March, 1894.

J. N.
Penberty.

3018. Had you any previous knowledge of the district? No.

3019. How long have you been engaged in mining operations? From my cradle.

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3020. You have had good practical experience? Yes; I went under the surface when I was 12 years of age.

3021. Where have you gained your experience? The first seven years in my native land; and thirty years in South Australia, Queensland, and New South Wales.

3022. You are in a position to arrive at a reliable conclusion as to whether this is likely to be a permanent field or not? It is a difficult matter to decide, because the field is yet in its infancy. The field, being a poor man's diggings, has had to rely upon itself for support without outside capital. I think that is a guarantee for its prosperity and progress.

3023. How do the reefs run here? Principally north and south. The majority of them are nearly vertical; they are from 1 foot to 9 feet in width. I have worked on one at from 9 inches to 1 foot, and on another out on the Barmedman-road 9 feet wide.

3024. As to the continuity of the reefs which you find running east and west, do they keep up their average pretty well? The reefs run north and south for a distance, and they then suddenly swerve, but eventually they come back again north and south.

3025. Do you think the stone is capable of being treated with the best results with the machinery on the field? Up to the present they have not obtained the best results; but since the chlorination works have been opened the results have been better; they are probably now as nearly perfect as possible. The fact that tailings have given 2 oz. to the ton shows that the miners had not received what they ought to have received.

3026. Are there many poor men's claims here? They are nearly all poor men's claims. They have put some of the men in a good position to-day.

3027.

J. N.
Penberly.
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3027. Have the labour conditions operated harshly in the development of the field? Yes; very harshly. I think a hard-and-fast rule in a case of a field like this is entirely out of place.

3028. You think the provisions of the law should be more elastic? Yes; for the simple reason that if three or four poor men come along and take up a piece of ground, having no money, it is six, eight, or twelve months before they can raise a quantity of ore which will produce cash. We have been entirely neglected by capitalists, and after the unfortunate men have developed the ground, and, from the want of money or food, a portion of them are compelled to go away to earn a little, other people rush on to the ground like a lot of vultures to take it, leading to lawsuit after lawsuit. Eventually the man with the longest purse wins the day, and the poor man who has partly developed the ground has to go elsewhere.

3029. In your opinion the labour-conditions are not such as to lead to rapid development of the resources of the field? Certainly not.

3030. From your knowledge of mining fields in other colonies, what should you say would be the extent of the mineral deposits here? It is impossible to say. The country is auriferous from Temora through here to Yalgogrin. There are possibilities of half a dozen Wyalongs between Temora and Hillston.

3031. You think that this is not the only field likely to be developed in this direction? Quite so.

3032. What would you think would be the main advantages of a railway which would go from Wyalong to Hillston? It is quite evident that Wyalong needs a railway, and I have no doubt that a number of small townships would spring up on the route that has been suggested. I do not know the country from Condobolin and Euabalong, but from what I can learn of it, the soil there is not so productive as is the soil in this direction. Between Temora and Hillston you have from 150 and 160 miles of country which would be very rapidly developed. When men are engaged in prospecting, the price they have to pay for necessary articles of consumption is a very great consideration. If the articles are cheap, more money can be expended in developing the ground, and I do not think there can be any doubt as to a railway cheapening the prices of articles generally. If a railway were brought here, and the Government could throw open about 30,000 or 40,000 acres in the vicinity of Wyalong, the place would be a city in about ten years' time.

3033. You think that the development which would take place in and around Wyalong would of itself be sufficient to justify the construction of a railway? Yes; even if you took a line to Euabalong, you would have eventually to make a railway in this direction; the growth of this district is so palpable.

3034. You do not know the country between here and Hillston? No; not further than 10 or 12 miles beyond Yalgogrin.

3035. What is your opinion of Yalgogrin? I think it will become what Wyalong is to-day—a large mining centre. The ground is harder, and the reefs are consequently slower in developing, but there is a great deal of very rich ground there.

3036. Is not the formation there similar to the formation here? No, not exactly; they are only just getting to the better formation here. The rich gold which has been sent to the surface here points to the fact that at a greater depth the reefs will become very rich; they have yet to reach the richer stone.

3037. Do you anticipate that a considerable quantity of refractory stone will be sent to Sydney by railway for treatment? My impression is that, with the appliances on the field, there will be no need to send much stone to Sydney. If there were a railway from Temora, the probability is that with the number of works on this field a quantity of stone would be brought here from Albury, Gundagai, Temora and Barmedman. It would be a sort of depôt for the treatment of stone.

3038. Do you know the Grenfell district at all? Pretty well.

3039. Do you now think that the question of railway communication in that direction must one day force itself upon the attention of the Government? The question of railway construction to Grenfell is mixed up with the development of a large area of agricultural land. There is very hilly country between Koorawatha and Grenfell, and you will find that on the whole it will cost a great deal more to bring a railway from Koorawatha to Wyalong than to bring it here from Temora.

3040. Have you made up your mind as to which of the two lines it would be better to construct from a national standpoint? I think that the sooner we get railway communication here the better; the question of route I should prefer to leave to better judges than I am. I think a railway could be constructed from Temora almost as cheaply as a macadamised road. Wyalong, in my opinion, will eventually become the centre for a network of railways from Temora to Forbes and from Grenfell to Hillston.

James Stewart, grazier, Lake Cowal, sworn, and examined:—

J. Stewart.
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3041. *Chairman.*] You have a knowledge of the proposed railway extension from Condobolin to Euabalong? Yes.

3042. With a possible extension to Hillston? Yes, that would necessarily follow.

3043. You have been through that country? Yes; any extension in that direction must go to Hillston, unless you strike north and go to Mossgiel.

3044. Having Hillston in view as a terminus, do you think that some better route than that *via* Euabalong might be adopted? Yes; that line would go through a considerable area of the Western Division, which will not be open to settlement for twenty-one years. Moreover, the land on this side of the river is superior. My own opinion is, that the line should come from Temora.

3045. Upon what grounds do you base that opinion? In the first place, Temora is only 40 miles from here, and if you brought the line from Koorawatha you would have to cross the Bland, which would involve 7 miles of very difficult country. The soil on the Bland is black, of a sugary nature, and it crumbles very much in wet weather.

3046. But is it splendid pastoral country? Yes, it is not agricultural country. For some distance the railway would have to be built upon piles, not only to keep the permanent-way in order, but to allow flood-waters to pass through. For about 2 miles it would be very difficult to get along at all. At times it is almost impossible to do so. It has taken me an hour sometimes to go a mile with a buggy and pair.

3047. What is the extent of that black soil country? There are 12 miles of it.

3048. What is the soil on your holding? Red soil.

3049. Then it would be suitable for agriculture? Yes.

3050. Does the soil extend from that point into Grenfell? Yes.

3051. What is the soil from the Bland country to Wyalong? Red-soil plain; it is mostly alienated land. When you come over the Back Creek it is forest country.

3052.

3052. Of course, in railway extension to Hillston shortness of route would be a great consideration? J. Stewart. Yes.
3053. In constructing a line from Temora to Wyalong, 42 miles, you would only get 20 miles further westward;—the object of a railway in this direction being to extend facilities for traffic westward, do you not think construction by that route would be rather a mistake from a national standpoint? There is another consideration attaching to railway construction between Temora and Wyalong, and it is that pastoralists out this way in a bad season like the last two or three seasons would take advantage of the line to send their starving stock to the mountains; it would be much easier for them to send their stock by that route than *via* Koorawatha. 14 Oct., 1897.
3054. Have you suffered much from droughts in this district? Yes.
3055. Have you been able to get your stock away? We have taken them away, and have lost severely.
3056. Stock are left here until the very last moment? Yes.
3057. Under such circumstances I suppose they are too weak to travel any distance by road, but you could truck them without much difficulty? Yes.
3058. What is the extent of your holding? 180,000 acres.
3059. What is the average carrying capacity? Nine acres to the sheep, with the land in its natural state.
3060. In its improved state what would it be? About 2 acres to the sheep.
3061. Land of that description would be suitable for men of small means, provided railway facilities were afforded? Yes.
3062. Is there much settlement round you? Yes.
3063. Of what character? Selections taken up under the old Act; there was very little settlement there until the Act of 1884 was passed.
3064. What are the settlers doing? They are all graziers.
3065. Is settlement still proceeding in that direction? Yes.
3066. Is the country being fairly occupied between the Bland and Grenfell? Most of the settlement is in that direction; a good deal of agriculture is carried on for the first 30 miles out of Grenfell.
3067. Where do the settlers send their produce? Some goes to Young; but I think the bulk of it goes to Cowra; we send ours to Young.
3068. Is there a good road to Cowra? It is a good road after you leave Grenfell.
3069. Is the road to Grenfell difficult? It is very level, and in wet weather it is very bad.
3070. From what you have said I gather that the country between Grenfell and Wyalong is suitable for both agricultural and pastoral settlement? Yes; I think all the available land would be taken up if there were a railway; but there is not a great deal to be taken up, especially on the route to the north of the Weddin Mountains.
3071. The line passes almost entirely through alienated land? Yes.
3072. A considerable portion, however, between the Bland and Wyalong would be available? Yes; there would be a larger portion on this side.
3073. Have you had any experience of mining enterprise as a means of settling people on the land? Yes; a little on our own run.
3074. How long have you been here? Since 1879.
3075. You have seen Wyalong grow up? Yes; it has exceeded my expectations.
3076. It is evident that the mining industry is a great factor in settling people on the soil? There is no doubt of that.
3077. It is, perhaps, the most rapid means of promoting settlement? Yes.
3078. It invariably leads to a certain amount of permanent settlement? Yes.
3079. Considering the circumstances, and the large area of land available for settlement in this district, you think the Government would be justified in constructing the railway which has been suggested? Yes.
3080. Whether it comes from Temora or from Koorawatha to Grenfell? Yes; I think either line would be justifiable.
3081. Do you know the country between here and Hillston? Up to a little on the other side of Lake Cudgellico.
3082. Taking a distance of 25 miles on either side of the line would the land be good? At some points it would not be, and the further north you go the better. In my opinion any line a little to the north of Rankin's Springs would go through good land.
3083. Do you know the country at all? Yes; I have been there buying sheep.
3084. Do you know whether it is possible to get through from Naradhan to Monia Gap? I could not say.
3085. A line north of Rankin's Springs would serve Lake Cudgellico and settlement in that direction right out to Hillston? Yes.
3086. Have you any idea of the cost of clearing land in this district? We have not done much clearing, but we have done some ringbarking and scrubbing.
3087. What is the average cost per acre? The ringbarking cost on an average 1s. 3d., and the scrubbing 1s.
3088. And when the timber is cleared you say the improved country will carry one sheep to 2 acres? Yes.
3089. So that a man with comparatively small means taking up a couple of family selections would do fairly well? Yes, if he had fair seasons and a reasonable amount of money to start with.
3090. Have you had any experience in mixed farming? I have not done any myself.
3091. You do not know what results have been obtained by any settlers in your neighbourhood? No; they do not go in for mixed farming.
3092. A number of the resumed areas in your neighbourhood have been abandoned in consequence of the wild dogs, rabbits, and scrub? Yes. But the land would be taken up if there were a light line of railway constructed. A railway would have much the same effect here as it has had in other places.
3093. You think a railway would open up a lot of abandoned country, besides materially developing the mining industry? That is my opinion.
3094. Is there anything else you wish to say? If the Department were more lenient as to the conditions under which the country is taken up it would be in a different position. The expenses in connection with the working of these areas of abandoned land would cripple the selector at the very beginning. For instance, he would have to put up a rabbit-proof fence if he wished to save his crop.
3095. Mr. Farnell.] You have an intimate knowledge of Lake Cowal? Yes. 3096.

- J. Stewart.
14 Oct., 1897.
3096. What is the extent of the lake when full? It covers 40,000 acres.
3097. What is the extreme length? About 21 miles.
3098. What would it be at the widest portion? About 7 or 8 miles.
3099. How is the lake fed? By what is called the Bland Creek. The overflow from the Lachlan, at Jamalong Range, where it touches the Lachlan River.
3100. Have you known the lake to become dry? Yes; it dried up in the summer of 1883, in 1885, and in 1886, and it was dry on the 26th May last.
3101. What is its condition now? There is a little drop of water in the centre of it; perhaps an inch or two from local rains. The lake is now quite dry.
3102. What is its maximum depth when full? About 12 feet. That is the highest point at which I ever saw it.
3103. Are the creeks which feed the lake permanent? They only run while it rains.
3104. They are not fed from snowy mountains? No.
3105. Are there any creeks which form an outlet for the lake waters when they overflow? No; the creek flows over a level stretch of ground until the water reaches Manna Creek.
3106. Does that water ultimately find its way into the Lachlan? Yes.
3107. During the time you have been here, have you taken any notice of the fish which inhabit the lake waters? Yes.
3108. Are the fish indigenous to the Lachlan River? Yes; cod, perch, catfish, and bream.
3109. During the time prior to the lake drying up in 1883 did you notice any quantity of fish in the lake? Yes; when it dried up I saw a number of large cod; I presume they all went up the Bland Creek.
3110. Is there permanent water in the Bland Creek? Yes, for about 3 miles.
3111. What would be about the depth of it? I have never seen it lower than 3 feet.
3112. So that the fish have a means of escaping into the creek when the lake begins to dry up? Should a fresh come down the Bland all the small fish can go up against the stream, but the large fish cannot.
3113. Have you seen any quantity perish in that way? I must have seen a thousand or more large cod in 1883.
3114. Have you noticed a repetition of that state of things since? In 1886 there were no fish, and during the late drought they were taken out and carted away. A few died, but not many.
3115. Do you think the Bland Creek contains many at the present time? A few, of course, but not many; you could not catch any with a hook and line.
3116. Do you think it would be possible to keep the lake at a permanent level by the erection of a weir on the Lachlan? I do not think so.
3117. Is there anything you could suggest by which the lake could be kept permanently filled? If a large dam were placed across at the outlet where the waters run over this level country it might answer; but it would have to be a very wide one. The difficulty would be, if that were done, miles of country would be flooded from the eastern shore, where the banks are very low.
3118. Why do you think the lake could not be fed by water from the Lachlan? I did not intend to say that it could not be fed from the Lachlan. You could fill up the lake without water from the Lachlan, as far as that goes; it is a question of keeping the water there.
3119. What I desire to know is whether the lake could be kept at a permanent level by the erection of a weir over the Lachlan? There is no creek to convey the water to the lake; you would have to make a canal.
3120. Have you noticed fry in any quantities? Not in any quantities.
3121. There is no doubt as to the creek and lake being breeding-grounds? No.
3122. Where are the fish which are taken out of the lake sent? To Sydney, Forbes, Young, Wyalong, and other places; it lasted for a short time when the lake became 18 inches deep.
3123. Have you noticed the presence of many natural enemies of the fish when the lake has been full? All their natural enemies are there; there are thousands of pelicans.
3124. How many men were employed there fishing last season? About half-a-dozen.
3125. Can you tell us what kind of a net they used? The ordinary nets generally, about 3½-inch mesh.
3126. Did they haul the fish to the shore? In the creek they tied one end on to the bank, and went round with the net in a boat, taking a circle of 150 feet or more.
3127. Did you see any nets 500 yards long? No; I think that from 150 to 200 yards would be the longest.
3128. Have they a purse at the end of the net? No; they are just the ordinary seine.
3129. No one exercises any control or supervision? No; I wrote to the Department about the nets being small, and they instructed the police not to interfere with the fishermen on the lake, but to prosecute them on the creek. We pay for grazing-ground which is sometimes under water the same as we do for the other country; and that was the difficulty. The police told us we had our own remedy; they stopped them from using the small mesh on the creek.
3130. Have you any doubt as to a good supply of fish being obtainable from Lake Cowal if a permanent supply of water could be kept there? I do not think it could be done without an enormous expenditure. The eastern bank is very low, and you would flood an enormous area of low-lying country; a considerable amount would have to be expended in compensation.
3131. Is the land freehold? Yes; nearly all of it on the eastern side.

Robert Edwin Moore, selector, Wyalong, sworn, and examined:—

- R. E. Moore.
14 Oct., 1897.
3132. *Chairman.*] Do you desire to give evidence as to the best route for railway extension to Hillston? Yes.
3133. *Mr. O'Connor.*] What is your occupation at the present time? I am managing a produce store, but I have a selection out at Yonga Plains.
3134. How long have you been in the district? I selected on the 3rd April, 1890.
3135. Where were you residing before? Near Benalla, in Victoria; I was farming there; I have been farming for about twenty years. I was also in the Goulburn Valley and at Rochester, about 40 miles from Bendigo. The Goulburn Valley is regarded as the pick of Victoria for wheat-growing purposes.
3136. You can speak from personal knowledge of a large area of country round about Wyalong? I know the country from Wyalong to Grenfell, and also from Wyalong to Temora.

3137. What is the country between Wyalong and Temora best fitted for? With the exception of some little patches it is suitable for the growth of all kinds of cereals. It is particularly adapted for wheat-growing. R. E. Moore.
14 Oct., 1897.
3138. What is the quality of the land between Wyalong and Grenfell? It is very good.
3139. How does the land hereabout compare with the land in the Goulburn Valley in Victoria? The land between Grenfell and this point is as good as any land in the Goulburn Valley. The land on the Humbug Creek, towards Cudgellico, is all good agricultural land.
3140. There are tens of thousands of acres of the finest agricultural land available for settlement here? Yes.
3141. Why is that land lying idle now? Because there is no way of getting the produce to market. Until Wyalong broke out there was absolutely no market at all; the carriage in many cases would absorb all the profit.
3142. Do you think there would be much additional settlement here if the district were brought into railway communication with a market? If the country were cut up into small farms of 320 to 640 acres thousands of families could be settled here. I do not believe in the occupation of such good agricultural land in large areas—it is an absolute waste; one acre well cultivated is more profitable to the State than 10 acres poorly cultivated, or used simply for grazing. A number of Victorians have come here, and they are making inquiries every day as to whether land is available for settlement.
3143. Do you know of any Victorians who would come here to settle if the district had railway facilities? Yes.
3144. What did it cost you to prepare your land for the plough? From 12s. to 21s. per acre; there was dense scrub and very heavy timber. If the timber has been dry for some years you can clear for 12s. an acre, but to clear the timber in a green state would cost considerably more.
3145. Would £1 per acre pay for it except in rare cases? Yes.
3146. What would be the average yield of wheat here in a fair season? In ordinary seasons from 16 to 20 bushels.
3147. With a fair average, what price would it pay you to produce wheat in this district? It would pay well if at 3s. a bushel, but it would not pay to send it by bullock team to Temora at that rate.
3148. What is a reasonable distance to allow for the cartage of wheat? No farmer ought to grumble if he has a railway within 20 miles.
3149. Do you understand dairying? I kept a dairy at Benalla for nine years.
3150. Is this district suited to dairying? In a fair season.
3151. Is it a good fattening district? Yes; but there are not many cattle here; nearly all the country is under sheep.

Peter Neilsen, farmer, near Wyalong, sworn, and examined:—

3152. *Chairman.*] You are a farmer near Wyalong? Yes; my land comes to within about 8 miles of Wyalong—that is the nearest corner of it. P. Neilsen.
14 Oct., 1897.
3153. *Mr. Fegan.*] How long have you been in the district? I selected on the 18th September, 1890.
3154. What area have you? 2,560 acres, 640 of conditional purchase and 1,920 of conditional lease.
3155. Do you graze or do you cultivate your land? I cultivate and graze. I have about 170 acres under crop this year—that is, under wheat.
3156. Was your land ringbarked when you took it up? About half had been ringbarked, probably about eight or nine years previously; the other half was green timber.
3157. What does it cost you to ringbark? I had to pay about 1s. an acre.
3158. What was the average cost of preparing your 170 acres for the plough? It cost from 25s. to 30s. per acre, but there was a good number of big trees upon it; it was also heavily scrubbed.
3159. In what direction is your holding? North-west.
3160. You are here as an advocate of railway extension to Wyalong? Yes.
3161. Will you tell the Committee upon what you base your claim to railway construction, and from what point you think the railway should come? The price of wool has come down so low that we cannot live on 2,560 acres running sheep. If we combine wheat-growing with grazing we can do fairly well. It is over 50 miles from my place to Temora, and it costs me almost half-a-crown per bag to cart wheat; the bag would be another 6d., so that you may reckon 3s. per bag, and when wheat is very low you can understand that it will not pay with that road cartage. With a railway here it would pay.
3162. What would be the lowest price at which you could profitably grow wheat with a railway? From 2s. 6d. to 3s. a bushel; we could do fairly well at that.
3163. You are considering the cost of clearing the land? Yes.
3164. Have you had wheat in any other year? I have had a little in for the last five years. Before Wyalong broke out we put in very little, because there was no market for it. I sent the first waggon-load of wheat from this district to Temora four or five years ago, but it is too far to cart it.
3165. What does your crop average? I have had up to 28 bushels per acre; the lowest was 14; that was last year, when we had a very severe drought. We had good seasons up to three years since.
3166. What would be your average production? From sixteen to twenty bushels. You can safely calculate upon that and leave a margin.
3167. What is the lowest price you have received for your wheat? I believe it was four years ago when I sent it to Temora and got 2s. 11d.
3168. That would not pay you? No, not carting over 50 miles.
3169. Therefore you lost upon that crop? Yes; I did not strip it all; I cut some for hay.
3170. If there were no railway here you would not continue to grow wheat? No, we could not do so; we could not compete with people who are within 10 or 15 miles of a railway station.
3171. Therefore if this district is ever to become a wheat-growing district you must have railway facilities? Yes.
3172. Have you tried anything else besides wheat? I have tried oats; they succeeded fairly well in a comparatively moist year; oats require more rain than we generally get. I have also grown potatoes as fine as I have seen in any part of the Colony.
3173. What kinds have you grown? Generally some of the early varieties, such as Early Rose. Last year, on account of the drought, they only came to the size of big plums.

- P. Neilsen. 3174. Do you think any other kind of potatoes would grow here? Yes, if we had anything like a favourable season; I also grow corn.
- 14 Oct., 1897. 3175. Why do you particularise early potatoes? Because they come to maturity before the really dry weather sets in.
3176. What area have you under potatoes? I have never put in a large crop; I grow only for my own consumption.
3177. With railway communication you could grow them for market? We could; but I do not think you could rely upon the crop to add much revenue to a railway in dry seasons.
3178. How have you succeeded with corn? I have grown a little of it for green fodder; it has grown 8 or 9 feet high, but for the last two or three years it has been impossible to grow it without rabbit-proof netting.
3179. Then your holding is not netted? No; none of it.
3180. How have you coped with the rabbits then? They have not been so thick as to do a great deal of harm in this district. I suppose it would cost me about £500 to net in my holding. I should require 9½ miles of netting.
3181. How many sheep have you? At the present time only 300 sheep.
3182. Do you know the country between here and Grenfell? No; I have not been over most of it.
3183. Do you know the country between here and Temora? I have travelled on that road a great many times.
3184. You have heard other witnesses describe that country? Yes.
3185. Do you agree with their description of it? Yes.
3186. Do you believe Temora to be the best point from which to establish railway communication? I should like to see the route adopted which would do the greatest amount of good to the greatest number of people; but I am not certain which route that would be. I have never travelled over all the country between here and Grenfell, but I have always heard that it is first-class land.
3187. *Chairman.*] You produced a sample of wheat? Yes; it has been in three and a half months; it was not put in until a week after the rain we had at the end of June.
3188. In the event of a railway being constructed here, would you feel inclined to crop a large area of your holding;—about 500 acres at the very least? I should crop more and more as long as it continued to pay me.
3189. You think others in the locality would cultivate? Yes; they are all increasing their areas under crop every year.
3190. So that there would be the prospect of a fair amount of freight from agricultural produce alone? Yes; if a line were constructed to Hillston in a few years the whole of the land served which was at all suited to agriculture would be under wheat. It is quite as good wheat-producing land as the Riverina land.

William Dawson, miner, Wyalong, sworn, and examined:—

- W. Dawson. 3191. *Mr. Farnell.*] How long have you been resident in the district? Since the 6th January, 1894.
- 14 Oct., 1897. 3192. What experience have you had in mining? On and off I have had a good number of years at it. Sometimes I have been mining and sometimes working at blacksmithing. When Wyalong broke out I was at Condobolin blacksmithing.
3193. On what other fields have you been? On New Zealand and Victorian fields.
3194. You desire to give some evidence as to the probable permanence of the Wyalong field? Yes.
3195. You know that a proposal has been laid before the Committee for the construction of a railway between Koorawatha and Hillston, which it is considered would be more advantageous from a national standpoint than a line to Hillston *via* Euabalong? Yes; I think a line from Condobolin to Hillston would be of no use. I think it might come from Temora and Grenfell through Wyalong, and go to Hillston through Yalgogrin and Rankin's Springs. That would be the most beneficial line to the whole Colony, because there is so much good land available for settlement in that direction, and, quite apart from the mining industry, agricultural pursuits would make the line pay.
3196. You know that there are large areas of good agricultural land available for settlement along the route? Yes.
3197. It is only the absence of a railway which is retarding settlement? Quite so.
3198. Have you any knowledge of agriculture? I have worked on farms, but not in New South Wales.
3199. Where have you had experience in farming then? New Zealand and Victoria.
3200. Do you think the possibilities of development are as great here as in those Colonies? From what I have seen of the soil here I think it is as good as you will find in any part of the world.
3201. Have you come into contact with many persons who have a special desire to settle in this district? Yes. I know of many persons who would have settled here had there been a railway. My brother-in-law came up the other day from the Murray, and bought a farm here on the strength of a railway coming here shortly.
3202. Can you tell us anything of the mineral deposits between here and Hillston? From here right through to Hillston the country is gold-bearing.
3203. Do you know Yalgogrin? Yes, I have been over the field.
3204. Do you think it shows any signs of permanency? I think it has a great future before it. You might rely upon mineral development to bring a great deal of traffic to any railway through the district.
3205. Do you know the country between here and Grenfell? Yes; it is really good pastoral and agricultural land. I have been right through the Bland country.
3206. Can you think of any other reasons apart from those you have heard mentioned which would justify the construction of a railway here? Well, the chlorination works here are at present charging a good heavy price for the treatment of ore; they say it is through the heavy carriage they have to pay from Sydney. If there were a railway they could get their chemicals on to the field cheaper, and they would then charge a cheaper rate, so that all the mines on the field would benefit from railway construction.
3207. Do you know of any timber between here and Hillston which could be used for railway sleepers? There is a good lot of ironbark and box country between here and Hillston.
3208. There would be no difficulty in getting sleepers for a railway? None at all; you could get nearly enough 10 miles from here to lay a light line.
3209. The Wyalong people want a railway quite independently of the route? Yes; we want it to come the cheapest and quickest way.

Jacob Haub, farmer, Hiawatha, sworn, and examined:—

3210. *Chairman.*] You are a farmer? Yes, at Hiawatha. I have 2,560 acres. I have been farming there since Wyalong broke out; prior to that I was grazing.
3211. Do you graze any sheep now? Yes.
3212. And in addition to that you have started agriculture? Yes.
3213. What do you grow principally? Wheat for hay. I have done so all along. It would not do to grow it for grain, because we are at such a distance from market.
3214. Have you a fair demand for all you can grow? Just at present.
3215. In a bad season you have a good local demand, but in a good season you cannot give the produce away? Yes.
3216. You have heard of the proposal to extend the railway from Euabalong to Hillston? Yes; I do not know the proposed line from Condobolin to Euabalong, but I know the country to within 15 miles of Grenfell, and down to Temora.
3217. How would you describe the country between here and Grenfell? It is all good agricultural land excepting on the Bland.
3218. As to the land between here and Temora? It is good agricultural land with the exception of the ironbark ridges.
3219. Do you know the cultivated land between here and Temora? I have seen the wheat growing when passing along the road.
3220. Is the land equal to or superior to the land between here and Grenfell? I think the land between here and Grenfell is superior.
3221. What is the average yield of hay you have obtained? For the last two years it went only 12 cwt., but in a good season it would go from a ton to 25 cwt.; in an exceptionally good year it would go to 30 cwt.
3222. Does that crop pay you? Yes, sending it to Wyalong.
3223. How far is your farm from Wyalong? Ten miles.
3224. And you can carry your produce that distance profitably? Yes.
3225. You would be satisfied if a railway were within 20 miles of you? Yes; that would about serve us. I am satisfied that if there were a railway here there would be a great demand for land. As matters stand we are too far from market to grow wheat. It would not pay us to grow it and cart it to Temora. If there were a railway here I should soon increase my cultivated area. I am increasing it now on the chance of a railway coming here.
3226. Where is your holding? At Hiawatha, on the Wollongough road, 10 miles from Wyalong.
3227. *Mr. O'Connor.*] You know the Humberg Valley? Yes; it is as good agricultural land as I have ever seen.

J. Haub.
14 Oct., 1897.

John Charles Holmes, settler, near Wyalong, sworn, and examined:—

3228. *Mr. O'Connor.*] What are you doing upon the land? I have not done any farming upon my place as yet. I am a new comer; I have been here twelve months, and owing to the severe drought I have been unable to get any land cleared for cultivation. I originally came from Victoria, but I was in the Deniliquin district from 1874 to 1891.
3229. What is your opinion of the land here as compared with the land in that district and at Berrigan? The land is equal, if not superior, to the land there for agriculture.
3230. You know the district surrounding Wyalong? Yes, and from what I can hear I think the whole of the land here could be profitably cultivated with railway communication. The district also grows grape vines and fruit trees well.
3231. What area of land have you? 2,582 acres; I am a settlement lessee.
3232. You could live well upon that area if you had a railway to get away your produce? Yes; the land is fairly good; part of it is not fit for agriculture, but a great part is agricultural land.
3233. How do you utilise it now? I am grazing at present.
3234. Do you find that land pays fairly well? I have done fairly well considering the season. A great deal of the country has never been rung, and that which has been rung has been so neglected that it would be not of much use until the suckers have been cut out. A great many of the trees which had been rung were not killed.
3235. Can you speak as to the capabilities of the land between here and Temora? It would be better for cultivation and grazing if the timber were cleared off it.
3236. Do you know the land between here and Grenfell? I have heard it very favourably spoken of; but I only know a short distance along that route.
3237. Do you know Wollongough? I have been through Wollongough to Euabalong; that is all.
3238. Did you take any notice of the soil? I thought that if it were cleared it would be good agricultural land. In fact, when I was in Sydney, I mentioned the matter to one of the members of the Assembly, and I told him I thought it a great pity the Government did not give the district railway communication.
3239. What area of land would there be available for a settlement in the district if it had railway communication? Fully half a million acres; the only drawback here is the scrub and the timber.
3240. If there were a railway here do you think men of fair capital would be induced to take up the land and prepare it for cultivation, leading to the employment of a good deal of labour? Yes.
3241. Do you think the "halves" system would be adopted in this district? Yes.

FRIDAY, 15 OCTOBER, 1897.

[The Sectional Committee met at the Court-house, Wyalong, at 10 a.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Eaubalong.

William Clarke, police magistrate and mining warden, Wyalong, sworn, and examined:—

- W. Clarke. 3242. *Chairman.*] You are acquainted with the proposal into which the Committee are inquiring? Yes.
- 15 Oct., 1897. 3243. Can you give us any information as to an alternative route to Hillston, which would also serve Wyalong and the district? I can give you some statistics as regards mining matters.
3244. *Mr. Fegan.*] How long have you been police magistrate and mining warden at Wyalong? Since December, 1894. In that year the yield was 9,649 oz., valued at £35,946; in 1895 the gold was valued at £91,688; and in 1896, £130,000. For the present year the returns are not complete, but judging from the returns to date there will be very little short of 40,000 oz. for the year. These returns do not show the whole of the gold obtained, and it is impossible to obtain it, because a lot of it goes away privately. We cannot obtain the results of the treatment of the tailings and concentrates by the cyanide and chlorination processes; they will not disclose the information. In 1896 there were 395 claims at work, out of which 150 were declared payable. The number of miners' rights issued was 2,180, and of business licenses, 145; the revenue was £1,709 9s. 3d.; the population was estimated at about 4,200 within a radius of 5 miles; the number of miners employed was 2,361, and the value of the machinery, £50,000. In 1897 there were about the same number of claims at work; 200 were declared payable; 1,565 miners' rights were issued, and 70 business licenses. Up to the 30th September the revenue was £325 9s. 1d. The population is set down at 4,250, and the number of miners employed, 2,100, the value of the machinery being £70,000. The number of gold-leases granted and in force is 94, and the residence areas occupied in the Government town number 240; a number of the areas occupied in the other town are not residence areas. The whole of the returns given, except the last one I mentioned, include both divisions. At Yalgogrin the yield of gold for 1894 was 348 oz.; for 1895, 804 oz.; and for 1896, 1,250; 300 men were employed in 1896, and about the same number are employed there this year. I am unable to say what the yield will be this year; we have no returns yet. From Barmedman, in 1895, 117 oz. were obtained; in 1896 the only work of any importance done there was at the cyanide works. They treated a large quantity of tailings, but the yield cannot be obtained. Some work was done by a company called the Fiery Cross, which are now under suspension, otherwise mining is pretty well at a standstill at Barmedman. At Reefton, in 1895, the returns were 1,603 oz.; in 1896, 1,820 oz.; about 2,255 tons were crushed for an average of 1 oz.; in 1897 the yield has amounted to 1,150 oz. so far, but it will probably be more than that when the total returns come in. There are only 11 claims there now and 8 leases. The quartz crushed this year up to date is 1.227 tons. At Billy's Look-out, in 1895, about 100 men were employed; in 1896, about 200 men; and in 1897, about 40. At Temora, in 1895, 7,473 oz. were obtained, valued at £28,214, an increase of £20,000 upon the returns of the previous year. That increase was caused by the new finds at Scrubyards on the other side of Temora. In 1896 the yield was 4,066 oz. I do not know anything about the 1897 returns, because the district was taken out of my district. It is now in the Cootamundra district.
3245. It would appear from your returns that there has been a steady increase in the output of gold at Wyalong and in the number of men employed upon the field? There has been an increase in the quantity of gold, but a slight decrease in the number of men employed.
3246. Several witnesses, in speaking yesterday in reference to the development of the field, laid stress on the labour conditions as being entirely different on this field from those in force on any other field in the Colony;—can you explain them? The only reason I can give for the statement is that it was made a condition by the Department, when the leases were granted, that there should be the same labour as upon claims. The reason for that was that the country was considered to be more easily worked than were other places,—that the gold could be more easily obtained, but those conditions are altering now.
3247. You think that if it is proved to your satisfaction as warden that the ground is much harder and more difficult to work, the present regulations might be considerably altered or amended? I am not in a position to answer that question. In so far as the leases are affected it is a matter bearing upon the discretion of the Minister; it is not within my discretion at all. I have reported in some instances recommending a reduction of the labour conditions, but the matter has not yet been dealt with.
3248. When did you make the representations to which you now refer? Only about one month ago. The lessees can always get a partial suspension if they cannot profitably employ the number of men. I have power to reduce the number when the lease is issued.
3249. How many such representations have been made to you? Only three or four parties have applied.
3250. Very few representations have been made as to the severity of the conditions upon this field? There has been no complaints at all until the last month or so.
3251. It cannot be assumed then that the labour conditions applicable to the field retard its development? I do not think so; I think that if it had not been for the full labour conditions being insisted upon up to the present time, Wyalong would not be what it now is. The conditions have been the means of developing the field; the time may now have arrived to consider a reduction by reason of the greater depth obtained and the hardness of the country.
3252. You know Yalgogrin? Yes.
3253. Have you any doubt as to the permanency of that field or of Wyalong? Personally I have no doubt whatever about the permanency of the field.
3254. You think that, in considering railway construction, the Committee should bear in mind that this is not a field likely to be worked out within a few years? That certainly will not be the case; the number of men employed may decrease for a little while, but when a little outside capital is introduced the number is sure to increase again.
3255. You think that since the claims are meeting harder ground they will ultimately employ a larger number of men? Yes.

3256. What mines are there in what is known as the Government township? There are none exactly in the township; but in the Wyalong division there are forty-five claims and thirty-six gold-mining leases. In the other division there are 359 claims and sixty-six leases. W. Clarke.
15 Oct., 1897.
3257. You think that Yalgogrin is also likely to become a permanent field? I think it is likely to become a permanent field; the indications of that improve every day.
3258. There has been a steady increase in the output of gold there? Yes; a number of claims and leases have been taken up under the Mining on Private Lands Act. They have had great difficulties to contend with there. They have had no batteries for the treatment of the stone, and the ground there was much harder than it is here until a depth was reached. They have had to send everything away for treatment. I believe a new battery will be opened there next week.
3259. Have you had a long experience in mining districts? I have been a warden since February, 1891; and I was warden's clerk and mining registrar from 1876.
3260. So that you can form a pretty reliable idea as to the permanence of the field? Yes.
3261. You think that Wyalong and Yalgogrin have splendid prospects? Certainly.
3262. In considering railway communication the Committee, you think, should bear those prospects in mind? Yes. As regards Yalgogrin, I think it will be a permanent field, and that in the end it is likely to become a very large place.
3263. How far is Reefton from here? About 29 miles—between Barmedman and Temora.
3264. This year there is a decrease in the quantity of the gold contained;—the quantity given is 1,150 oz., as compared with 1,820 oz. last year? The present year's returns are not yet complete.
3265. Is it gold-bearing country? The country is nearly all auriferous between here and Barmedman.
3266. And also between here and Yalgogrin? The greater portion of it.
3267. Do you think a railway would lead to much mining development? Taking the district on the whole, certainly.
3268. You think there would be considerable mineral traffic? There would be traffic in goods; but I do not think much stone will go away, because the works will be so complete here presently that the stone will be treated on the spot.
3269. But the traffic in chemicals will be considerable if this field is as permanent as you think it is likely to be? Certainly; also the carriage of coke and coal for the use of machinery.
3270. *Chairman.*] You think the field is practically in its infancy? A vast area round Wyalong has not yet been prospected.
3271. Does that area show as good indications of gold as Wyalong itself? Yes.
3272. And in your opinion Yalgogrin is likely to become as important a mining centre as Wyalong itself? I would not like to say so at present; but the indications point that way.
3273. You think that a railway would lead to a considerable increase of population in all the mining centres here? Yes.
3274. Gold-mining has a greater tendency to settle people on the land than has any other industry in the Colony? Certainly.
3275. A certain amount of agricultural occupation must of necessity follow to supply the wants of the mining population? Yes; no doubt a large area of good land round about Yalgogrin and Wyalong, which is fit for settlement, will be taken up as the fields are developed.

Lawrence Daniel Mullane, commission agent, Wyalong, sworn, and examined:—

3276. *Mr. Farnell.*] How long have you been here? Three years and eight months.
3277. You have been engaged in pursuits which have given you a good knowledge of the district, and the capabilities of the soil? Yes. L. D. Mullane.
15 Oct., 1897.
3278. You know that it has been proposed to extend the railway from Condobolin to Euabalong, with a view of an ultimate extension to Hillston;—do you think a line passing through Wyalong to Hillston would follow a better route? I certainly think that a line passing through Wyalong is more required than is a line in the other direction. At the same time it would be more profitable.
3279. Do you know the country between Wyalong and Grenfell? Yes; I have been over it as a commission agent selling land, stock, and so forth.
3280. What is your opinion of the capabilities of that country? I should say it was very good; a lot of the country is not yet improved; but there can be no doubt as to the soil being good.
3281. Is there plenty of land available for settlement in that direction? A great deal.
3282. You think that with systematic cultivation it could be very profitably occupied? Yes; settlers could combine farming and grazing.
3283. You think mixed farming would pay best? Yes.
3284. What have been the obstacles to settlement in the district? Two things—bad seasons, and the want of proper facilities for getting produce to market.
3285. You think persons have been reluctant to settle here in the absence of some assurance that they would be able to get their produce profitably to market? Yes; I have, as a commission agent, sent particulars of land for sale to other districts, and the first question asked me has been, "What railway conveniences are there?"
3286. At what distance, in your opinion, could a railway be held to reasonably serve agricultural settlement? From 20 to 30 miles.
3287. Have you any doubt as to the superiority of the land between Wyalong and Grenfell over other land in the Colony for wheat-growing? Not the slightest. There are also several belts of country between here and Grenfell adapted to the growth of vines. From my experience in the Albury district I should say that the land between here and Grenfell was splendid vine-growing land; it would not be adapted to green crops, but it is splendid for wheat.
3288. You think the Government will shortly have to recognise the claims of Wyalong to railway communication quite independently of the claims of Grenfell and Hillston? That is certainly the case. I have no doubt that as the field is developed the land round about it will be closely occupied by farmers. I look upon this as the best market in Australia for farm produce and live stock. I have sold cattle here up to £16 a head, and some sheep I sold the other day went to close upon 10s. a head. The necessity for a railway here would be better known to me than it is to most other men, because there are few men upon this field who know the value of the stuff better than I do. 3289.

100
L. D.
Mullane.
15 Oct., 1897.

3289. Do you think there will be much live stock trucked from here? There might be after a time, but at present all the cattle come from Sydney, but that is due to the bad seasons through which we have gone.
3290. In good seasons you would supply the Sydney market, and in bad seasons a railway would enable you to obtain the stock you required at cheaper rates? Quite so.
3291. Are there many inquiries in this district for land? Yes; I have correspondence with other districts frequently on the subject of land here which is available for settlement.
3292. What is your opinion of the probable development of Wyalong as a mining centre? I have a good opinion of it as it at present stands, and also as regards its future.
3293. Do you think it is destined to be a permanent field? I do beyond all doubt.
3294. You are connected with a company which has a process of discovering the values of the different kinds of stone raised;—can you give us any idea of the results of their experiments? I am not allowed to give any information as to the returns; but the value of the stuff, both in the crude ore state, and after it has come from the battery, has been such as to give very satisfactory returns indeed.
3295. You are connected with the cyanide process? Yes.
3296. You think that in the immediate future works will be erected here which will dispense with the necessity for sending ore to Dapto and elsewhere for treatment? Yes; I can speak authoritatively upon that point.
3297. You think enterprise here will keep pace with the best machinery erected elsewhere? I do. I should also like to point out that the freight of the necessary material for the treatment of the ore would be a considerable item. The treatment costs about twenty times the amount it would if there were a railway. Almost all the chemicals used would come by railway—in fact, everything used in the works. The same observation would, of course, apply to chlorination.
3298. What is your opinion of the country between Wyalong and Hillston? There is some very good country in that direction; but it is not generally as good as it is between Euabalong and Hillston. Of course, the one route follows the Lachlan all the way, while the other is not so well supplied with water. The land between here and Hillston, however, is fairly good, although not so good as between this point and Grenfell.
3299. But the land between Euabalong and Hillston, on the southern bank of the Lachlan, is pretty well all secured? Yes.
3300. And on the opposite bank the land is in the Western Division, and will not be available for settlement for twenty years;—would you not consider that an obstacle to railway construction in that direction? Yes.
3301. Do you not think that if a railway were constructed, people would be likely to settle between Hillston and Wyalong? Yes. Mines and other things of that kind will not always keep people; the population is growing, and then there is only the land to fall back upon.
3302. What is your opinion of Yalgogrin? I have a slightly better opinion of that field than I at one time had; but it is not all prospected. The yield up to the present is better than the Wyalong yield. They have no facilities for treating the stuff; they have to cart it here or send it away. I think there is a very great future indeed before Yalgogrin.
3303. Do you think that if a line were taken to Hillston from this direction, the people in the intervening districts would utilise it to convey their stock, in time of drought, to well-grassed country? I do indeed think a line is very much wanted for that purpose.
3304. In your business capacity you have become aware of hundreds of thousands of sheep having perished in time of drought—sheep that might have been saved had there been a railway to convey them to well-grassed country? Yes; I have lived in the mountain country about Tumut, and I have known stock to be started from here to that country in a bad season; 70 per cent. of them died; the long drought killed them.
3305. You know Lake Cowal? Yes.
3306. Have you ever known it to be dry? No.
3307. You know that it is fed by the overflow of the Lachlan, principally? Yes.
3308. Do you think it would be possible to keep a permanent water level in the lake by erecting a weir across the Lachlan? Yes; it could be done quite easily.
3309. Would it be an expensive work? No; it would not be at all difficult.
3310. Is there anything you wish to add to your evidence? Only as to the value of the stuff at Wyalong. After the ordinary batteries have dealt with it we have given as high as £6 per ton for tailings, and as much as £28 a ton for concentrates.
3311. And at that rate you have obtained satisfactory returns? Yes.

John Richmond, mining surveyor, Wyalong, sworn, and examined:—

- J. Richmond
15 Oct., 1897.
3312. *Chairman.*] You have had considerable experience as a staff surveyor in the Lands Department? Yes; seventeen years.
3313. You are acquainted with the country through which a line of railway passing from the southern line would touch Hillston? Yes.
3314. You have inspected and reported upon the whole of that country? Yes.
3315. Will you describe the country between Grenfell and Wyalong? Yes; commencing from Grenfell, and coming towards Wyalong, it is not very hilly; there are some hills, principally granitic ridges; there are some other ridges in between, but there is no obstruction of consequence; there are good passages through them, one down by Bimby, and another to the north; it is country which can be easily got through.
3316. There are no engineering difficulties in the way? I do not know of any; little detours may be necessary here and there, but there are no serious difficulties.
3317. What are the capabilities of the country? About Grenfell it is really good agricultural and pastoral country; there is a fair rainfall there also. As you come westward the country becomes pastoral, and in certain seasons very wet.
3318. How far out from Grenfell would that be? About 20 miles. The soil I am speaking of would be suitable for agriculture, only that it is too moist in some seasons. In other seasons it is very dry. As a rule the country is fairly well watered; there are springs and one or two very fair creeks not far from Grenfell. Coming nearer to Wyalong, you get into the Bland country, with soil similar to that round about

about Condobolin; it is black clay; there are good patches of soil, but it would be difficult to work it with the plough. However, it is first-class pastoral country. It is especially good fattening country. The boree plains consist of, chemically, the richest soil which can be found in these parts. Between the Bland and the Back Creek it is all black soil, pastoral country; it is quite flat. From the Back Creek to Wyalong there is ordinary red soil, pine, box, and oak; it is fairly thickly timbered.

J. Richmond.
16 Oct., 1897.

3319. Is that country suitable for agriculture? Yes, it is good soil throughout; the granite outcrops from the ridges here and there, but generally the soil is good.

3320. How far does that land extend on each side of the suggested line? As far as I know it grows 20 or 30 miles to the north and south. For that distance there is no difference in the character of the country as far as I can remember. To the north and west of Grenfell, going towards Lake Cowal, it is somewhat hilly country, but there are nothing more than hills. Towards the Bland again in that direction there are plains. There is some country like the Bland country quite close to Grenfell; a strip of it runs in there.

3321. Do you know the country between here and Temora? From Temora to Barmedman there is a slate formation; it is red soil with occasional granite ridges. Except the ridges it is all good agricultural country. I have seen first-class fruit and vegetables grown there.

3322. I suppose the country on each side of the surveyed railway would be practically of the same character? The country is similar in character. As you get near to Barmedman the soil is of a more clayey nature.

3323. What is the country like between Barmedman and Wyalong? It is similar country. Red soil with ironbark ridges; there are also granite ridges, and some mallee and patches of boree. All through, the soil is good.

3324. The country on each side of the surveyed route is similar? Yes; going along the road you really see the whole country, it is so similar.

3325. Do you know the country between here and Hillston? Yes.

3326. What do you think of the route to Hillston *via* Yalgogrin? From here to Yalgogrin, going almost due west, the country is densely scrubbed; there are belts of mallee here and there. Excepting on the ridges it is all good soil; there are some ironbark ridges upon which some good timber has been left, although a great deal of it has been taken by sleeper-getters.

3327. A considerable number of sleepers have been obtained from these ridges? Yes, and they are still taking them. Proceeding from Yalgogrin to Hillston there is some rough country, but the ridges could be avoided by keeping to the northward. There is flat country between the ridges and Lake Cudgellico. There are no hills of any great consequence; they are very similar to those about Grenfell.

3328. What is the soil like? It is all good, suitable for agricultural or pastoral pursuits.

3329. That class of country extends for many miles on the explored route? Yes; as you get nearer to Lake Cudgellico you get into the clayey soil again.

3330. What is the country like on the south side of the route? Beyond Yalgogrin I do not know much about the south side of the route. I have only traversed the northern part.

3331. Do you think the rainfall in that district is sufficient for the growth of wheat? The annual average throughout the district would be 20 inches.

3332. And it has been proved that wheat can be successfully grown with that average of rainfall? Yes.

3333. Have you any knowledge of the Wyalong goldfield? Yes. I have not the slightest doubt as to its permanence; I said so in my evidence before the Sectional Committee four or five years ago. I know the mines. Having made underground surveys for many of them I know them well, and everything goes to show, in my opinion, that the field will be permanent.

3334. You anticipated the present position of the field five or six years ago in your evidence? Yes.

3335. Are the reefs fairly well defined? Yes; they are very continuous in some places.

3336. Do you think the quality of the stone is improving with depth? Yes; in nearly all the mines, as you go deeper, the stone improves.

3337. The owners consider themselves justified in going to the expense of erecting first-class winding plant? Yes.

3338. Do you think the Yalgogrin field is likely to be permanent? I feel certain of it.

3339. You think it will one day sustain a large population? Yes; I think it will be a very great place indeed.

3340. The character of the country there is different? The ground is somewhat harder, but the reefs are well defined, and in most cases bigger.

3341. There is a large area of Crown land available between Grenfell and Wyalong? From Grenfell to Wyalong there is comparatively very little Crown land left outside Back Creek. The Bland country was all taken up long ago in large estates. From Back Creek to Wyalong it is nearly all Crown land; a great deal has lately been taken up in homestead selections—in fact, almost all the available land has been taken up within the last year.

3342. And you think the further development of this field will result in more settlement of that nature? Certainly; between Wyalong and Yalgogrin it is nearly all Crown land.

3343. There are farms here and there? Yes; whenever land becomes available in the district it is nearly always taken up, excepting the worst and most scrubby parts.

3344. From Yalgogrin towards Hillston there is a great deal of Crown lands? Yes, great areas.

3345. You think a railway would assist in their development? Yes; people are looking for land everywhere.

3346. The principal reason why that land has not been taken up is the distance from market? A lot of it is in leasehold areas, and therefore not available.

3347. But there are many resumed areas? The best land in those areas has been taken up; some has been left towards Lake Cudgellico and Hillston.

3348. The difficulty of reaching a market has, you think, precluded settlement? Yes.

3349. Have you had inquiries from persons residing in other parts of the Colony as to the possibility of getting land in this district? Yes, at different times.

3350. You think the construction of a railway would induce them to come here and settle? Yes; from what I can hear I am certain of it.

George William Rose, senior-constable, Wyalong, sworn, and examined:—

- G. W. Rose. 3351. *Mr. O'Connor.*] How long have you been stationed here? I have been in this district nearly three years.
 15 Oct., 1897. 3352. You are acquainted with the proposal before the Committee? Yes.
 3353. You are prepared to give us some evidence in assisting us to arrive at a decision? Yes; as regards the wheat crop in the county of Gipps there are 2,358 acres under wheat, and in the county of Bland 25 acres. County Gipps is in the direction of Hiawatha, about 20 miles from here, a little to the north of the proposed line.
 3354. Is the district advancing, or is it stationary? It is advancing in both population and wealth.
 3355. Do you know Yalgogrin? Yes; that district is advancing also.
 3356. What is the radius of your patrol district? About 20 miles.

John Curtin McMahon, stock and share broker, Wyalong, sworn, and examined:—

- J. C. McMahon. 3357. *Mr. Farnell.*] How long have you been here? Nearly three years and four months.
 15 Oct., 1897. 3358. You have a good knowledge of the district from a pastoral, agricultural, and mining standpoint? Yes.
 3359. You have travelled through most of it? Yes.
 3360. What do think would be the main advantages resulting from railway extension to Hillston *via* Wyalong, instead of *via* Euabalong? No matter where a railway comes from, it will be a great benefit to this district in developing its mining, agricultural, and pastoral resources; it would open up a large tract of country for settlement.
 3361. You do not doubt the capacity of the soil to produce cereals? I have not the slightest doubt as to that; I may say that I am an agriculturist. I have spent a great portion of my life-time in Victoria, and from my knowledge of the place and its produce I should say that the district contains some of the finest land for wheat-growing in the Australian Colonies; it is only a matter of rainfall.
 3362. Would the average rainfall admit the successful growth of wheat? I should think so; no doubt you would have an odd year now and then which would be bad, but your good years would compensate for the bad ones, and all that would be required would be careful farming.
 3363. Have you any doubt as to the permanence of the mining-field here? Not the slightest doubt; in my opinion it would be a very extensive field. Up to six months ago we were in some doubt upon the point, but from what has transpired since I think there can be no longer any doubt. Some of the mines have gone down 300 feet, and are obtaining better gold at that level than they have yet obtained. The reefs are not only richer but larger.
 3364. Do you know Yalgogrin? Yes. In my opinion that will also be a permanent field. It is slightly different from Wyalong; the country is harder and more difficult to prospect, but the field is improving day by day. All that is required is capital to develop it.
 3365. You think there is a bright outlook for the district as far as mining development is concerned? Yes; I am confident of it; the returns from the field are in themselves sufficient guarantee of its permanence.
 3366. Knowing the district between here and Hillston, you think that when facilities are afforded to settlers to get their produce to market there will be extensive settlement in that direction? Yes; in the absence of a railway the cost of getting produce to market is now so great that it does not pay to grow it. I have seen as much as from 30 to 40 bushels to the acre here in a good season. I was speaking to a selector yesterday, and he said that bad as last year was he had 15 bushels to the acre.
 3367. What is your idea of the lowest yield which would pay with railway facilities? No doubt 10 bushels would pay.
 3368. Is there anything you wish to add to your evidence? I desire to say that the country between here and Temora is all good with the exception of a few stony ironbark ridges. The low-lying ground contains first-class agricultural soil, and the greater part of it would be available for settlement; very little resumption would be required. I think the freeholders whose land was required for a railway would be only too glad to give it free of charge.

SATURDAY, 16 OCTOBER, 1897.

[*The Sectional Committee met at the Court-house, Barmedman, at 2:30 p.m.*]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

FRANK FARNELL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Edwin Davis Donkin, grazier, Mandamah, near Barmedman, sworn, and examined:—

- E. D. Donkin. 3369. *Chairman.*] Have you resided long in this locality? Nearly eighteen years.
 16 Oct., 1897. 3370. What is the area of your holding? 10,000 acres.
 3371. Is it a pastoral lease? Yes.
 3372. Have you any cultivated land? Something over 100 acres.
 3373. Have you heard of the proposal to construct a line from Condobolin to Euabalong? Yes.
 3374. You have also heard that this Committee have traversed a suggested route from Hillston to Wyalong? Yes.
 3375. You are not favourable to the extension *via* Euabalong;—you are in favour of some other route? Yes; I am in favour of the route from Wyalong.
 3376. You have seen the route explored by Mr. Kennedy as marked on the plan? Yes.
 3377. You are acquainted with the country not only between Wyalong and Hillston, but also between Grenfell and Wyalong? Yes. 3378.

3378. Will you describe it to the Committee? The country about 10 miles or so out of Wyalong is ordinary forest land, all suitable for agriculture. After that, on the Bland, you come to open plains, which are not suited to agriculture. E. D. Donkin.
16 Oct., 1897.

3379. The country there is more suited to pastoral pursuits? Yes.

3380. Is the soil of good quality? Yes; but there is too much clay in it for agriculture. It is not at all suited for cultivation. It is difficult land to work. The same class of land continues for some distance on the eastern side of the Bland. The line would pass the Bland almost at right angles, and for a considerable distance on the eastern side of the Creek the land is subject to flood. It is heavy black soil, unsuitable for agriculture. I could not say exactly for what distance it extends, but it would be for perhaps 10 or 15 miles on the eastern side.

3381. There is a stretch, then, of about 30 miles unsuitable for agriculture on the Bland? Yes; but from that point on to Grenfell the land is all more or less suited to agriculture.

3382. Is the country between Barmodman and the route you have just described good country? It is all good agricultural land.

3383. You would have to cross the Bland in taking a railway from here to Grenfell? You would cross the creek about 10 or 15 miles above the point at which it is proposed to cross it with the railway to Wyalong.

3384. Your remarks would apply to a stretch of country within 30 or 40 miles of the surveyed route? Yes: it is practically the same on either side of the proposed line.

3385. What is the principal use to which land round about here is put? For grazing; hitherto the land has been worked at a great disadvantage; there is no natural food, no natural grasses; the whole of the land requires a heavy expenditure before it can be made of any use whatever.

3386. The country requires ringbarking and scrubbing? Yes; in its natural state it is absolutely worthless, although the soil is good.

3387. What would be the cost of improving the land? It is worth certainly 10s. an acre to scrub, ring-bark, and burn off. That is really a low estimate; I think you might estimate from 10s. to £1 an acre to prepare the land for the plough. When the land has been ringbarked for some years it is easier to clear it and make it ready for cultivation.

3388. Is there much ringbarked land in the district? Yes, a great deal of land has been rung, but it would require considerable expenditure to retain the advantage gained by ringing. It is of no use to ringbark the country and then leave it alone; you have to go on with the work. I have been ringing continuously ever since I have been at Mandamah. Some of the land is not yet cleared. It continues to sucker, and the scrub wants dealing with year by year.

3389. Has agriculture been tried in that locality? Yes, and with very good results, although our rainfall is comparatively light. I have kept the rainfall here for eighteen years, and the average for that time would be about 18 inches.

3390. It has been proved that crops can be grown here successfully? Undoubtedly.

3391. Where do you find the market? Locally.

3392. Would any crops grown here be too far from the railway at Temora? If wheat kept up the price at which it stood last year, it would pay to cart it; but last year the price was abnormal. If the price went down to 2s. 6d. or 3s. we could not cart it; the expense of carting would eat up all the profit.

3393. It cannot depend upon the seasons? I think I may say that ever since I have been here, with the exception of one or two seasons, wheat might have been grown.

3394. You have a statement showing the rainfall for eighteen years? Yes; in that period our highest rainfall was 31 inches, in 1890. Our lowest was 8 inches, in 1888. The average is a little over 18 inches—18½ inches.

3395. Have you any other statistics bearing upon the question? Yes, with regard to the traffic. The returns were taken officially by gangers on the road known as Donkin's Lane, where the traffic is concentrated. The figures were taken just after the wool season, so that the traffic escaped and was not taken. Again, they were taken from 6 in the morning to 6 in the evening during the hot months of the year, and for that reason also a lot of the traffic escaped, because many teams prefer to travel at night, and especially on moonlight nights; but the traffic averaged 512 tons a month.

3396. Is that both ways? Yes, or about 6,200 tons for twelve months. I calculate that they lost from 3,000 to 4,000 tons in the time I have named. I think they must have lost in the traffic, travelling at night, and in the wool, 4,000 tons. I think I may safely say that the traffic from Donkin's Lane would be equal to 10,000 tons a year.

3397. Where would the traffic go to principally? To Wyalong. A great deal of it consisted of heavy, expensive machinery, forage, and goods. In addition to that, during the four months, passengers passing averaged 750 a month by coach, horseback, or vehicle, or close upon 9,000 persons in twelve months. Of course, we may assume that in the hot months of the year a good many passed through at night. That passenger traffic alone would represent a large amount of money.

3398. And you say the bulk of it would be towards Wyalong? Yes.

3399. Do you think Wyalong is entitled to a railway? I do not think there is the shadow of a doubt about it. I think it is a great shame that the railway was not built here two years ago. I do not know what money has since been expended on the roads, but £6,000 or £7,000 has been expended along the road known as Donkin's lane. They are still expending money there, and will continue to do so. The material is not suitable for a road; it cuts up as fast as they make it. I look upon the road expenditure here as a terrible waste of money.

3400. Wyalong was totally unknown as a goldfield four years ago? Yes.

3401. Do you not think its development has been of an extraordinary character? I do; I think the field will, in all probability, be permanent; they have no idea of what is down below. Many prognosticate that the field will improve at a greater depth; in any case, I think there will be a large population there.

3402. You are well aware that nothing conduces to rapid settlement more than does the discovery of a payable goldfield? Nothing. I think there is every probability of Wyalong becoming a large city in the course of a few years.

3403. At all events you think the place is entitled to railway communication? I do. When the Secretary for Works was here a few months ago a deputation waited upon him in reference to this very matter, and he told us that when the Sectional Committee were here we did not pay any attention to their presence, and

E. D. Donkin. and would not come in to give evidence, and that the sort of evidence we gave was a sort of faint praise that damned the railway absolutely, it appearing that the people did not want one, and that they preferred a bullock team.

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3401. Do you think the country you have described in the vicinity of Wyalong is calculated to carry a large agricultural population? I do; I have not seen it myself. I believe there are crops close to Wyalong which have no superior in the district. One of these crops is growing on land which I remember years ago as about the most worthless you could see. It is in mallee country. We suffer from drought here; our normal condition is one of drought; if we get a good season it is exceptional; the rains, however, which fall in winter time is sufficient to grow wheat or other crops, provided they are put in in good time. If people put them in later on they cannot expect to get a crop.

3405. You think the country might be profitably occupied by a combination of agricultural with pastoral pursuits? Yes; there is no doubt about that.

3406. From your knowledge of the effect of railway construction in other districts, you think a great deal of vacant land here would be profitably settled? Yes; I hold that a railway must precede agriculture, and that agriculture cannot precede a railway. It is of no use to grow produce if you cannot get it away. Wyalong is in an exceptional position; there would be a certain local demand there, but it would be very soon overtaken.

3407. So that if settlers in this district went in extensively for agriculture they would have to look elsewhere for a market? Yes. Another matter which needs consideration is the amount of money which is now being expended upon roads. The Government run a railway in a certain direction, and they say it does not pay, but they forget the constant outlay upon roads from which there is no return.

3408. They are feeders to the nearest railway station? Until we get something better.

3409. You think money can be more advantageously expended upon a railway than upon a road? Yes; because if it does not pay directly it pays indirectly. If you save money you have more to expend upon improvements. In the absence of a railway here you cannot save money, and that is the long and short of it.

3410. Your roads are very bad? Yes; I passed through 4 miles of road here in 1894 or 1895 which I shall never forget.

3411. Would it not be as difficult to construct a railway as a road at that point? I should resume the road and construct upon the top of that.

3412. In that case the money would not be wasted? No; but I do not think the Government would do such a thing as that. If a railway came along, the road, of course, would be absolutely useless. There would not be one team a week upon it.

3413. You are strongly of opinion that Wyalong is entitled to railway communication? Yes.

3414. You think the construction of a railway would conduce to a great deal of settlement in this direction? Yes. There would not be a vacant acre to spare in the district if there were a railway.

3415. You think Wyalong has a prospect of becoming a permanent goldfield carrying a large population? Yes.

3416. The gold-bearing country extends on the one hand to Temora, and on the other hand to Yalgogrin, and it is hard to say how much further in the latter direction? Yes.

3417. What, in your opinion, would be absolutely the best point of connection with the present railway system of the Colony? Undoubtedly, Temora would be the best point of connection. I will mention another consideration which bears strongly upon the question and which affects pastoralists materially. A railway going to Wyalong and down to Hillston would afford an escape for starving stock in a time of drought. If we could get a railway within 20 miles in time of drought, we could send our sheep to the ranges at Tumut. Within the past six months thousands of stock might have been saved had we had a railway by which we could have got them away. I know of one station out west which bought 15,000 or 16,000 sheep to restock. The drought came upon them, and, in desperation, they tried to get a remnant of 6,000 or 7,000 away. They got about half-way to the mountains, when they all died. Had there been a railway, that stock might have been saved, and there are no doubt a number of similar cases.

3418. As to the rabbit-pest, do you think it likely that the construction of a railway would induce persons to take up land now lying vacant, and that by that means the pest might be materially decreased? Undoubtedly. Close settlement is the only means of dealing effectually with the pest. Every acre of Crown land which is abandoned is a breeding ground, and is a menace to surrounding properties. The Crown makes no effort to contend with the pest. Nothing but a railway will promote close settlement; railway conquers distance immediately. Farmers have their time too much occupied to cart their produce themselves any distance, and teams are too expensive.

3419. Do you think that Hillston is entitled to railway communication? I should not care to express an opinion with regard to any point beyond Wyalong.

Dennis Byrne, farmer, Barmedman, sworn, and examined:—

D. Byrne. 3420. *Mr. Fegan.*] How long have you been in the district? Nearly six years. I have been engaged in farming since I was a boy—farming combined with grazing.

16 Oct., 1897. 3421. What is the area of your holding? 2,500 acres.

3422. How far is it from Barmedman? Between 7 and 8 miles. A mile or two south of west.

3423. Do you agree with what the last witness said with reference to the capabilities of the soil here? Yes; I think the capabilities of the soil here are quite equal to those of the soil in the Albury district with which I am familiar, and where the billabong country is considered very good. I have no doubt as to the capabilities of the soil in this district if it be properly worked.

3424. What acreage have you under cultivation? I have about 230 acres under crop this year. I have also about 10 acres of sorghum.

3425. What results have you attained? In one year I had a little better than 16 bushels of wheat. In the past two years I have had between 10 and 11 bushels. I have had three bad years to contend with, and I have only a small area under crop.

3426. Where do you send your wheat? To Temora. Cartage would be about 4d. per bushel. I paid at back loading 3d.

3427. Have you never paid more than 3d.? I only carted in that one year. The rest I sold locally

3428.

428. You paid 3d. on the understanding that there would be back loading, is that it? Yes.
3429. At what can you grow wheat profitably per bushel? I think it can be grown profitably at 3s., with reasonable facilities for getting it away.
3430. What did you get for your wheat in the year you sent it to Temora? Three shillings and five pence halfpenny. That was three years ago.
3431. That would be profitable now? Yes, so much so that I have recently cleared about 300 acres in readiness for next year, in anticipation of prices remaining nearly as they are.
3432. I understand you to say that wheat cannot be grown profitably here at any price under 3s.? Three shillings, I think, would return a good profit. In some years it could be grown profitably at 2s. 9d.; but the average price required would be about 3s.
3433. At that price it would be more profitable than sheep? Decidedly.
3434. Would sheep pay better than wheat at 2s. 3d. per bushel? It is very hard to say; prices for sheep and wool fluctuate so much. Sheep would not pay as well as farming at present prices on a small area.
3435. What has it cost you for clearing? The land I purchased had been ringbarked before I took it up. I paid for ringbarking 400 acres 1s. 3d. and for scrubbing 2s. 3d. per acre.
3436. What would it cost you to prepare your land for the plough? I am preparing it now at 7s. and 8s. If the timber is green you must allow 1s. for ringbarking.
3437. I suppose three-fourths of the trees would be green? You must understand there is a great deal of undergrowth.
3438. Your average price for clearing would be about 10s. an acre? I could clear very well at that price.
3439. Have you tried anything but wheat? No.
3440. How far are you from a railway? About 30 miles.
3441. What would you consider a reasonable distance to a railway for the conveyance of produce? I should say from 12 to 15 miles.
3442. At the outside 20 miles? At 20 miles you are a good way off for the cartage of wheat.
3443. Then you think that a railway within 20 miles would be of little value to anyone producing wheat? Of course it depends upon the nearest existing railway point.
3444. Once you go over the 20 miles it does not cost you so very much more if you have to go to 30? Quite so.
3445. But I suppose farmers would be assisted to a certain extent if they had a railway within 20 miles of their holdings? Yes; of course they would not go in so much for agriculture as they would if the line were closer.
3446. Has any other produce grown well with you? I grew corn on only one occasion. It did very well. I have tried pumpkins and all sorts of vegetables, and they also have grown splendidly.
3447. Have you tried fruit? Yes; fruit does very well.
3448. With railway communication you think this district would hold its own with any other portion of the Colony? Decidedly; the land is of first-class quality if it is worked properly.
3449. What does rabbit-proof fencing cost here? From £30 to £35 per mile with the fence erected.
3450. You heard the evidence of Mr. Doukin as to natural grasses? Yes; if you ringbark the natural grasses will follow at once.
3451. Supposing wheat-growing became unproductive by reason of a fall in price, do you think that the land could be used for dairying purposes? It would be quite good enough for that.
3452. Have you tried dairying? Only for home use. The man who had my place previously tried dairying for market, and made a profit out of it. If you spend from a shilling to half a crown an acre for ringbarking and scrubbing you get good grassed land.
3453. No matter for what purpose you use the land you have to ringbark and scrub to make it of any use? Yes.
3454. Even if you are going to run sheep you must do that? Certainly.
3455. Where do you send your wool? To Sydney.
3456. *Mr. Farnell.*] You are a member of the Land Board here? Yes.
3457. Do you think Wyalong is entitled to railway communication? Yes.
3458. Do you know the country between Wyalong and Hillston? Not a great extent of it. I have been down the Humbug to Bolygamy. There is a large area of fine country there.

James Stewart, farmer, Reefton, sworn, and examined:—

3459. *Mr. Farnell.*] Reefton is between Barmedman and Temora? Yes.
3460. How far from Temora? About 14 or 15 miles. I am to the south-west of Reefton, on the western side of the Barmedman-Temora Road.
3461. How far are you from a railway station? About 16 miles.
3462. You cannot speak as to the merits of the various alternative routes to Hillston? No; I am informed that there is good land between Condobolin and Euabalong, but I have never seen that part of the country.
3463. You know the country between Temora and Wyalong pretty well? Yes.
3464. Also the country between Wyalong and Grenfell? Yes.
- 3464½. Have you ever been on the Bland country? Yes.
3465. What sort of country is it? It is flat country, very liable to floods.
3466. Is it what they call gilgai country? A good deal of it.
3467. It would be unsuitable for railway construction? I think so.
3468. Somewhat similar to the road between Wyalong and Barmedman? There is no country between here and Wyalong like the country I have just described.
3469. There is a great extent of it on the Bland? Yes.
3470. And railway construction across that country would be very expensive? Yes.
3471. You think that Wyalong is entitled to a railway independently of the construction of a line to Hillston? Yes.
3472. From your knowledge of the country within the influence of a railway at Wyalong, do you think the line would pay well? I do.

- J. Stewart.
16 Oct., 1897.
3473. You think that within a radius of 20 miles of Wyalong the whole of the country at present unsettled and undeveloped would be put under cultivation? Yes; a great deal of it between here and Temora, and also between here and Wyalong.
3474. You are a practical farmer? Yes.
3475. What is the wheat yield in this district? I have never had less than 12 bushels.
3476. Is the soil suitable for oats and barley? I have never tried barley; but I have tried oats and have made hay of them. I got about a ton to the acre.
3477. What area did you put under cultivation? From 150 to 160 acres.
3478. What do you do with your produce? I sometimes send it to Sydney and sometimes sell it locally.
3479. What yield will pay well? If I could get 3s. a bushel I should be satisfied with the yield I have mentioned.
3480. What have you paid for clearing your land? I have paid £1 an acre to get it cleared for the plough, after paying 3s. and 4s. an acre for ringing and suckering. I never got the land cleared for less than 12s. an acre, and that was after spending 4s. or 5s. upon scrubbing and ringbarking.
3481. Does fruit do well with you? Very well.
3482. What kinds have you grown? Apples, pears, plums, apricots, peaches, oranges, and grapes—a little of all sorts.
3483. What has done best out of those fruits? Apricots, I think.
3484. Do you think it is a good district for vine growing? Yes.
3485. On what area could a man make a comfortable living in this district? He would want from 1,000 to 1,280 acres.
3486. I suppose he would have to carry on mixed farming? Yes.
3487. Have you made any ensilage? No.
3488. Do you think fodder could be grown in this district which would be suitable for ensilage? Yes; after a few years had elapsed to render the land more fit for cultivation.

Charles Leonard, carpenter, Barmedman, sworn, and examined:—

- O. Leonard.
16 Oct., 1897.
3489. *Chairman.*] You have heard of the proposal to extend the railway from Condobolin to Euabalong? Yes.
3490. Do you know that part of the country? Yes; I have travelled from Condobolin to Euabalong several times.
3491. How is the land settled there? It is mostly in large holdings.
3492. What are the river flats like? They are all good agricultural country.
3493. It is mostly purchased land? I think most of the frontage is purchased.
3494. What is the country like between Lake Cudgellico and this point? It is agricultural country pretty well all through.
3495. Is it as good as the country from Condobolin to Euabalong? It is hardly as good as that, I think.
3496. Do you know the country round about Wyalong? I know a little of the country between Wyalong and Wollongough; but I have not been much to the south.
3497. Do you know the country between Wyalong and Grenfell? Yes.
3498. You heard Mr. Donkin's evidence as to that country? Yes.
3499. Can you corroborate what he said? Yes; as to the plains consisting of heavy ground, and being liable to flood towards Wyalong. The Grenfell country is agricultural country; but the country on the Bland is too heavy for agriculture.
3500. You have some knowledge of timber? Yes.
3501. Do you know of any ironbark forests round about here? Yes; to the north and to the west of Barmedman there are ironbark ridges.
3502. Are they of any extent? They are not very large; but the timber that grows there is pretty good. It is also fairly thick.
3503. So that in the event of a railway being constructed to this district, there would be no difficulty in getting timber for sleepers? No. They are taking them from here at present; they are sent to the railway at Temora.
3504. You regard the Bland country as good grazing country, and the strips outside that are good agricultural country, similar to that between Wyalong and Barmedman? Yes. I have done some coach-driving in the Bland country; I know what it is like. I carried mails from Young *via* Marsden's to Forbes for three years, and again from Marsden to Forbes for another four years.
3505. It is difficult country to get over in a coach? Yes; I was four days getting from Young to Marsden, a distance of 80 miles.
3506. Does the water lie all over that country at flood-time? The plains are covered for miles to a depth of from 1 to 3 feet. There is a bridge crossing the creek; but it is difficult to reach it in flood-time.
3507. *Mr. O'Connor.*] It would be expensive to construct a railway there? Yes; it is very hard to get any stone there.
3508. How wide have you seen the water there in flood-time? I have seen it about 7 miles wide. The water runs from south and east to north and west.
3509. You have been travelling in a straight direction? Travelling the way the water runs.
3510. And you have found it 6 or 7 miles wide? Yes.
3511. Does the water remain on the plains for any time? The creeks go down pretty quickly. Except when the Lachlan flood-waters which fill Lake Cowal meet the Bland waters, causing them to take longer in running down. They all run into Lake Cowal.
3512. What is the longest time you have seen the water there so high that you could not get to the bridge? Eight weeks. I could not bring the mail-coach from Forbes to Marsden's for that length of time.
3513. Could you not cross the country during that time? You could cross it by swimming a short distance if you knew the country.
3514. Is the country often flooded? It is generally flooded in winter time.
3515. You consider it hard country to travel across? Yes.

Lewis Joseph Luke MacNamara, grazier, Barmedman, sworn, and examined:—

L. J. L.
MacNamara.
16 Oct., 1897.

3516. *Chairman.*] How long have you been in this district? All my lifetime. I have travelled about a good deal in it.
3517. Are you acquainted with the proposal to construct a railway from Condobolin to Euabalong? Yes.
3518. Do you know anything about that country? It must be about fifteen years since I was there. I could not say what the country is like now. It appeared to me at that time to be all grazing country.
3519. Do you know the proposed route from Euabalong to Hillston? I do not know where the line goes exactly; but my experience of the Lachlan Valley is that it is grazing country. It may have changed since I knew it.
3520. Do you know Hillston? I have never been nearer in that direction than the Humbug Valley.
3521. What kind of country is that? Grazing and agricultural country—mostly grazing.
3522. Where are you carrying on your business? About 9 miles from here—5 miles from the Bland Creek.
3523. You know the Bland country well? Yes.
3524. You know the country from here to Grenfell well? Yes.
3525. What is your opinion of it? Five or six miles from here towards Grenfell in a direct line is all agricultural country. After that it varies. There is some good agricultural land at Grenfell.
3526. What has been your experience of the condition of the Bland country in wet seasons? In wet seasons it is very difficult land to get over; with the exception of small patches which are fit for farming it is grazing country.
3527. What do you think of the proposal to construct a railway from Grenfell to Wyalong? I never was on the surveyed route; but from what I can hear of the route you would require 4 miles of bridge across the Bland Creek. That would be expensive on account of scarcity of timber. I have seen the Bland Creek 7 miles wide in flood time—a running flood.
3528. You think it would be dangerous to build a railway over the Bland? Yes; there are 6 feet of water in some places; the depth varies.
3529. You say there is some agricultural country there? When you get about from 10 to 15 miles on the other side of the Bland the country is good for agriculture. But you could not cultivate on the Bland country. I have had some experience of that, and I have not been very successful.
3530. You do not care to express an opinion whether it would be judicious or otherwise to construct a railway from Condobolin to Euabalong? I could not say that Euabalong is not entitled to a railway; but I think a line from Temora to Hillston *via* Wyalong is very much more urgently required.
3531. You corroborate the statements of previous witnesses as to the general productiveness of this district? Yes.

Edward O'Donnell, farmer, Barmedman, sworn, and examined:—

3532. *Mr. Pegan.*] How far do you live from Barmedman? About 2½ miles to the west. E. O'Donnell.
3533. How far are you from the Temora railway station? About 25 miles.
3534. What area do you hold? 1,672 acres conditional purchase and conditional lease. I have held it for ten years. 16 Oct., 1897.
3535. How do you use your land? I have been grazing chiefly, except during the last two or three years when I have started farming. I commenced farming when the agitation for a railway line commenced.
3536. How long have you had the railway at Temora? Four or five years.
3537. Has it not been an inducement to you to put land under cultivation? I put some land under crop one year and found it did not pay me too well. I therefore let the paddock alone for a time, and then when Wyalong broke out I started again.
3538. What have you grown? Wheat; I have cut it principally for hay. I got about 480 bushels of grain last year.
3539. Did the price pay you for your outlay? It paid me right enough last year; I got 4s. 4d. a bushel.
- 3540-1. You have heard various witnesses speak of the productiveness of the soil? Yes; I have had as high as 30 bushels to the acre and as low as 12 bushels. Last year was a bad season. I had 30 bushels one year. In another year I stripped 20, and in the year after that I stripped none at all, but cut it for hay. Last year I stripped some 38 acres, which went 12½ bushels to the acre.
3542. What is the largest area you have had under cultivation? The area I have at the present time—115 acres.
3543. What is the largest area you have stripped? Somewhere about 70 acres.
3544. Was that land superior to other portions of your holding? No; it was all about equal.
3545. The whole of your holding would be as capable of producing wheat? Yes; every inch I have is as good as the area I cultivate, except 100 acres of gilgai country.
3546. You corroborate the evidence of previous witnesses as to the productiveness of the district? Yes.
3547. What do you think would be a fair distance to cart agricultural produce to a railway? About 15 or 16 miles is a fair distance; anything over that would be a handicap.
3548. Apart from the goldfield at Wyalong, there are good agricultural resources in the district? Yes.
3549. You think the district is entitled to railway communication? If they do not get it it will be of no use to grow wheat there; the district should undoubtedly have a railway.
3550. At what point do you think Wyalong should be connected with the railway system? On national grounds I think it should be connected with Temora. It is the nearest and most direct route, and it would suit the pastoralists better than any other route for sending their stock to the mountains. It would be a direct line to Gundagai.
3551. Would the line from Wyalong serve the people in the Humbug Valley? Most undoubtedly.
3552. What distance would that country be from Wyalong? Some of it is from 15 to 20 miles; outside of that distance the settlers would be handicapped in sending their produce to the railway at Wyalong.

Duncan Cruikshank, farmer and contractor, Barmedman, sworn, and examined:—

- D. Cruikshank.
16 Oct., 1897.
3553. *Mr. Farnell.*] How long have you been in the district? I have been seventeen years or so in this and the surrounding district. I know the country north of Wyalong for about 15 miles, also 15 miles to the eastward.
3554. You know the country between Grenfell and Wyalong? Well.
3555. You know that it is proposed to extend the railway to Hillston *via* Euabalong? Yes.
3556. What is your opinion of an alternative route to Hillston which would serve Wyalong and Barmedman? The land between Temora and Wyalong, for some 15 miles to the westward, is highly suitable for agriculture, grazing, and fruit-growing. In fact, it has the best soil of any part of the country that I have been in.
3557. Do you endorse the statements of previous witnesses as to the capabilities of the soil? Yes.
3558. Do you also corroborate the statements which have been made as to the nature of the Bland country? Yes; it is impossible to cultivate that country except in small patches. At times it is under water for miles. In fact, a railway coming through that country would have to be carried on piles for some distance. It would be necessary to make a viaduct to carry the railway over that country. I should think it would require to be about 3 or 4 miles in length.
3559. Railway construction there would be difficult and expensive? Yes; if the route which I have heard described is intended to be followed by a railway I am not sure that you would not have to construct the railway on piles for 7 or 8 miles.
3560. You think that Wyalong is entitled to a railway independently of any project to afford railway communication to Hillston? I am sure it is. I have been mining for several years on the reef between here and Wyalong. The quantity of reefs found on the Wyalong field, and the increasing richness of the reefs as they sink to the lower levels, I think, entitles the place to a railway.
3561. You think that the more the district is prospected the more extensive the field would become? Yes; and the deeper they go down the better the gold becomes.
3562. What do you think of the mineral deposits at Yalgogrin? They are very rich, and they appear to be about the same as those at Wyalong? The deeper they go the better the gold becomes.
3563. You think that Wyalong and Yalgogrin show every indication of becoming permanent fields? Yes; some of the deeper shafts at Wyalong are becoming better with depth. There are also good agricultural prospects between Wyalong and Temora. The soil is a rich chocolate; north of Wyalong the soil is also very good. You must also bear in mind that the land between Temora and Wyalong is chiefly Crown land. Every block which has been thrown open under the present Land Act has been taken up. The effect of the settlement following upon railway construction will be to exterminate the rabbits. Several reefs have also been discovered between this point and Wyalong, and I should not be at all surprised if in a short time there were a continuation of gold mining between Wyalong and Temora.
3564. What part of the Colonies did you come from to this district? From New Zealand.
3565. What is your opinion of the land here as compared with the land in New Zealand for farming operations? I believe we have the best land here under the face of heaven. All that we want is the New Zealand rainfall. We can grow wheat crops here for seven successive years. In New Zealand they take one wheat crop, one oat crop, and then put the land under English grasses to give it a spell. I have been very much surprised at the quality of the land here.
3566. Do you know of any people who would take up land here, with a view to cultivation, if there were a railway? Yes. I know several persons who have taken up land here within the last few days, and who are recommending their friends to come from Victoria to select. The Victorians have asked to be told when land will be thrown open between here and Hiwathla, and further on.
3567. You can say from your own knowledge that many persons would settle in this district if it were afforded railway accommodation? Yes.

Thomas Steffani, miner, Barmedman, sworn, and examined:—

- T. Steffani.
16 Oct., 1897.
3568. *Chairman.*] How long have you been mining? Over thirty years altogether. I have been here about fifteen years.
3569. Have you a claim here? Yes.
3570. Have you done much work upon it? Yes; I have been working for some time. We went down to the water level, which would be about 70 feet.
3571. Have you a well-defined reef, or is it broken country? Above the water level it is broken country. There have been some small well-defined reefs up to the surface.
3572. Is there much mining carried on here? Very little.
3573. Have many more men been employed here than are now employed? Yes, a great number of miners were employed here; but the ground is locked up in leases, and the labour conditions are not complied with. There is suspension after suspension.
3574. Is the ground of a payable nature? Yes; it has been a very fair field.
3575. Is it likely to develop into a larger field? We have not worked below the water level; we cannot do so without considerable capital.
3576. Outside capitalists must come in and assist you in developing? Yes.
3577. What is your opinion of Wyalong? I think it will turn out a permanent field.
3578. Is the country between here and Wyalong gold-bearing? Yes; we get gold in different places from here to Grenfell, and from here to Temora.
3579. Practically, the whole country round here is reefing country? Yes.
3580. Do you know the country from Wyalong towards Hillston? I have been down the river as far as Euabalong, but not further. I have travelled from Lake Cudgellico to this point.
3581. Is there a reefing country right through there? Yes.
3582. There are indications of gold between Lake Cudgellico and Wyalong? Yes.
3583. But no ground has been worked there? Not to my knowledge.
3584. You think there is a chance of gold being discovered there? I myself have got gold close to Wyalong, but it was not payable.
3585. What is the average yield here per ton? It differs; in the case of one claim we took out 1,100 oz. of gold in twelve months. We had it for twelve months on tribute from another party; they worked it and left it. I have the same ground now, and I got payable gold lately. 3586,

- 3586. You think the field would be likely to prove permanent if you could only cope with the water. I do. T. Steffani.
- 3587. Have you good foot and hanging walls? The reef I have now is not well defined. 16 Oct., 1897.
- 3588. But you are satisfied to follow it? Yes.
- 3589. Do you think the construction of a railway here will assist in the development of the mining industry? I do.
- 3590. You think it might induce capitalists to come here? Yes; there is a lot more prospecting to be done in the auriferous belt of country from here to Lake Cudgellico, and even further.
- 3591. If the field were made better known, through the advent of a railway, you think the country might be prospected with the probability of striking something good? Yes; the greatest drawback to the place has been that the ground which is the best to get the gold from has for the past ten years been under suspension.
- 3592. All applications for suspension are dealt with by the warden locally? Yes.

James Kerr, grazier and farmer, Temora, sworn, and examined:—

- 3593. *Mr. O'Connor.*] Where is your holding? On Kildary, about 23 miles from here, a little to the south-west. I have been living in the district for about six years, and I have been acquainted with it for ten years. J. Kerr.
- 3594. What business did you carry on before you came here? I was a publican in Wagga Wagga. 16 Oct., 1897.
- 3595. You have had ten years' experience as a farmer and grazier? Yes.
- 3596. You desire to give the Committee some evidence as to a route to Hillston alternative to that proposed from Condobolin? Yes; I think a good deal of the proposal to extend the line from Temora through Wyalong. As regards the line from Condobolin to Euabalong, there would not be more than 100 or 200 people upon the whole route within 20 miles of it, whereas within the same distance of a line from Temora to Hillston there would be 6,000.
- 3597. You would think a railway within 20 miles of you would be of substantial benefit? Most decidedly. I estimate that it would put 10s. an acre on to the value of my land.
- 3598. And it would help you better to develop its resources? Yes; as matters now stand I have to cart all my produce over 45 miles to Temora.
- 3599. You are clearly of opinion that Temora would be the best starting point to Hillston? Yes, I am, having regard not only to my own benefit but to the country at large. I am sure that if that line is not adopted now it will be in the near future. It would have been much better to construct the line years ago instead of spending so much money upon roads. Thousands of pounds would have been in the pockets of the Government if that had been done. I believe the Cootamundra extension has paid, and I think a continuation of the line from Temora to Wyalong would also be payable.
- 3600. What is your opinion of Wyalong? I was on the field at its inception, four years ago last March, and I have not been there since; but I have read and heard a great deal about it. I think it is a really good field. It was thought originally that when they got down to the hard rock the reefs would peter out, but they have not done so. If anything, the hard ground is paying quite as well as, if not better than, the surface ground. Wyalong to-day is a better gold-producing field than it ever was. In addition to Wyalong, there is Yalgogrin to be considered. I was also at the opening of that field. There are several very good claims upon it.
- 3601. Have you any interest in mining at Wyalong or Yalgogrin? I have no interest in mining anywhere.
- 3602. *Mr. Farnell.*] Supposing you were within 20 miles of a railway, how many acres would you put under the plough in addition to your present cultivated area? I have 300 acres cleared, and 250 acres under crop; but I should crop 2,000 or 3,000 acres if I could. I pay 1s. 6d. to 1s. 9d. a bag carriage from my place to Temora. It runs from 4½d. to 6d. a bushel; in fact, the road charges are quite as bad as the Yankee competition, not including 5d. for railway freight to Sydney which makes the total carriage about 11d. per bushel.
- 3603. Are there many settlers near you? I am surrounded by them.
- 3604. A railway would be as advantageous to them as to you? Yes.
- 3605. Do you know the country further west? Yes.
- 3606. Do you think railway communication would bring it under cultivation? All the land there is of a closer nature with loam on the surface, excepting some rocky hills. The land I know of between here and to the south of Yalgogrin is fit for wheat-growing, with the exception of the rocky country.
- 3607. How many bushels of wheat to the acre have you produced? Nine, 14, 16, 23, and 25 bushels.

MONDAY, 18 OCTOBER, 1897.

[The Sectional Committee met at the Morangarell homestead, at 4 p.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN.)

The Hon. DANIEL O'CONNOR. | JOHN LIONEL FEGAN, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

George Allen McGregor, pastoralist, Morangarell, sworn, and examined:—

- 3608. *Mr. Fegan.*] What area have you? About 30,000 acres, including resumed and leasehold areas, conditional purchase, conditional lease, and freehold. G. A. McGregor.
- 3609. Have you any area under cultivation? Only for hay. 18 Oct., 1897.
- 3610. How long have you been here? All my lifetime. My family have been in occupation of this country for fifty-two years.
- 3611. Will you describe the country? It is boree and box forest with narrow sandy ridges.
- 3612. You are aware that the Committee are inquiring into a proposal to extend the railway from Condobolin to Euabalong? Yes.
- 3613. How far is it from Condobolin to this point? About 95 miles.
- 3614. And from Euabalong? Euabalong is nearer; but round by Lake Cudgellico would be about 120 miles.
- 3615. So that you would not be likely to use the proposed railway? No. 3610.

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3616. What is your nearest railway station? Combaning, on the Temora line.
3617. Do you know the country from here to Condobolin? Yes. It is boree country. There are hills on either side. I could not say what formation they are; they are not exactly granite. I think they call them the Manna hills. There are some ranges lower down also; but it is mostly boree country.
3618. Do you know the route of the surveyed line from Grenfell to Wyalong? Yes.
3619. How far is that from here? About 15 miles north.
3620. What kind of country does it run through? Through plain country. There is undulating country near Grenfell. The Bland country is level.
3621. Some witnesses at Barmedman spoke of the flooded nature of the country between here and Grenfell? I have known it at time of flood and also in season of drought; near the Bland it is all on a dead level. I do not know that it would be in any sense dangerous or difficult from the point of view of railway construction.
3622. What has been the depth of water in time of flood, and what has been the area covered? Just near the creek where the line crosses I suppose it would not average more than 2 feet for about a mile on each side of the creek.
3623. What is the total width of the flooded country? I think it would be about 7 miles, with a depth of water back from the creek varying from 3 inches to 1 foot. There would be some patches of dry land in the area, but the water spreads out roughly about 7 miles.
3624. Is there anything like a current? I could not say; I have never measured it. The water drifts along into Lake Cowal.
3625. How much rain would have to fall before such a flood would occur? From 4 to 6 inches; but a great deal would depend upon the state of the ground at the time of the rainfall. If the ground is thoroughly saturated with rain it would take from 1½ to 2 inches to make a flood. In a time of drought similar to this it would take from 4 to 6 inches.
3626. Are there any other creeks to be crossed by the line? There are several. There is the Back Creek on the west side of the Bland, and there is also the Wahway Creek, which spreads out in time of flood.
3627. Would the surveyed line cross the Wahway? I could not say. The Wahway Creek runs into Lake Cowal, and I think the surveyed line would run very close to that. The 5-chain roadway from Williams' Crossing to Bimbi runs with the creek, but I do not know that the railway would cross that.
3628. What is the country fit for? Very little of it has been tried for agriculture; but nearly all that could be taken up has been taken up.
3629. It is regarded as first-class grazing and fattening country? Yes.
3630. Almost the whole of the area between here and Grenfell which can be taken up has been taken up? Yes; with the exception of a little stretch of Mallee, near Wyalong. Every acre fit to fatten between there and Bimbi has been taken up. On the other side the country is not so good for fattening. It will fatten, of course, but it is better for agriculture.
3631. What is your opinion of the country about here for agriculture? I have not tried it; but similar country round about Berrigan is considered first-class for agriculture.
3632. What is your rainfall here? I think the average of 25·16 given in the official return is a little above the average. I think the average for the period from 1881 to 1894 is greater than the average for a similar number of years antecedent.
3633. You yourself put the average down at about 22 inches? Yes; in some years we have had 8 inches and 9 inches.
3634. You keep a record of the rainfall, and are therefore able to venture an opinion on the subject? Yes.
3635. Can you state for how many years the record has been kept by yourself? I could not say from memory, but I think from 1885.
3636. What stock do you carry? Principally sheep. We have some cattle and horses. In an average season we carry a sheep to the acre. We have carried 27,000 sheep, 150 to 200 head of cattle, and 100 head of horses, on 30,000 acres. That would be about a sheep to the acre.
3637. You know the country between Temora and Wyalong, and also between Grenfell and Wyalong? Yes.
3638. Having in view Hillston as the objective point, from which part of the existing railway system do you think the connection should be made? From a national point of view I think the line should come *via* Grenfell.
3639. You base that statement upon your knowledge of the country and the probability of its being occupied? Yes.
3640. You know that there is a large area of unoccupied country between Wyalong and Hillston? Yes; the land is superior in every way between Grenfell and Wyalong than between Temora and Wyalong. I am speaking, of course, from a grazier's standpoint.
3641. Is the country infested with rabbits and wild dogs? There is a wire-netting boundary-fence about 5 miles from here in a north-easterly direction, and that runs from Marsden right up round Gibson's run—that is, below where the proposed railway line crosses Coragabil. It goes thence along Burrett's Euroka station, and by Caldwell's station, to within a mile from here on Moonbucca. It is the line which runs from Mr. Dickson's Uabba station. All the country on the north-east side is said to be infested with rabbits, and the south-west side is also infested.
3642. In your experience, what has been the longest period during which the water has remained on a level near the Bland Creek, preventing traffic across the country? The traffic may have been suspended for about a fortnight at the outside. Down the eastern side of the creek from Marsden I have known the traffic stopped for a fortnight, but that would be on an exceptional occasion. No one knowing the run of the country would be stopped at all. Of course, travelling would be slow.
3643. The fortnight's suspension of traffic to which you refer would be on the main road from here to Marsden? Yes.
3644. So that if a witness said that it was impossible to get along the road for eight weeks he would be exaggerating? Yes; the mail from here to Marsden has not been delayed more than a week at any time.
3645. You think that a railway constructed across the country you have described would require a water-way to permit of the water getting through from Bland Creek and Back Creek? On the Bland Creek the water does not back out so much where the railway line would cross as it does lower down.

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- 3646. The Back Creek stretches out a good bit in time of flood? Yes; but it is shallow. It is more like a huge swamp than a creek.
- 3647. There is a pretty good demand for country which is thrown open here? It would be rushed in a week. The plain country was secured years ago at £1 per acre. They have since discovered that the timbered country, after being improved, is the best, and will carry more stock.
- 3648. The country in its natural state where it is heavily timbered you consider to be absolutely valueless in this district? Yes.
- 3649. But when improved its carrying capacity is better than that of the plain country? Yes.
- 3650. It stands the droughts better? It stands them, at all events, as well.
- 3651. You think that any timbered country that might be available within 20 or 25 miles of the railway line would be taken up? Yes, anything excepting the mallee, and some of that country has been taken up at Wyalong and cultivated.
- 3652. What do you consider a reasonable distance for a railway from an agricultural settlement? If a man had 250 acres he could do very well 25 miles away from a line, but if he had a smaller area he would require to be closer.
- 3653. Has any farming been carried on on the "halves" system in this district? Mr. Steel Caldwell is going in for it next year. It was too dry this year. I do not know what area they will be cultivating, but I should think it would be from 1,000 to 2,000 acres. I can only speak from taking a glance at the country which has been cleared.
- 3654. Do you find persons in this district view the system with favour? The persons who would adopt it would come chiefly from other districts. The people in this district go in more for grazing; they want educating up to farming.
- 3655. The old settlers here have not much knowledge of farming? No.
- 3656. The new arrivals are educating them up to the possibilities of mixed farming? Yes.
- 3657. Is the climate good here? Yes. It is a very healthy district.
- 3658. You send your wool to the Sydney market? Yes. Sometimes to England, but latterly to Sydney and Melbourne.
- 3659. If a line were constructed across the Bland country you would send your wool to Sydney that way? We should send our wool by Temora, and we should still truck our fat stock at Stockinbingal.
- 3660. That line is near enough to suit you? Yes.
- 3661. Do you think that lower down the country would be served by a line across the Bland? Yes; because I think they would go in extensively for farming if there were a railway.
- 3662. So that, practically, land lying to the north of a line from Grenfell to Wyalong would be better served by that railway than would land on the southern side? Yes.
- 3663. You think the land on that side is more suitable for cultivation? Yes; when you get off the flat level country in the direction of Lake Cowal. On the south-west side of Lake Cowal there is a number of selectors. At present they are only going in for grazing, and they are not doing very well at that. I am certain they would cultivate if they had a means of getting their produce away.
- 3664. What is the description of settlement about Bimbi? It is very mixed. There are large and small holdings.
- 3665. The holdings are not in one compact body, but are dotted about here and there? There is a number of settlers to the south of Bimbi, and there are a lot pretty well together on the north side some 10 or 15 miles out.
- 3666. What are the smaller settlers doing with their land? They are principally grazing, but some of them are farming.
- 3667. Is there any timber along the route of the proposed railway suitable for sleepers? I do not think any of it would be particularly good for sleepers. There is some ironbark on the Weddin Mountains, and there is some also out of Wyalong, but there is not much between those two points. There would be none going across the Bland unless they used the box.
- 3668. Is the Bland Creek fairly permanent? There are holes here and there which you can say are permanent. I think they call it permanent when the water lasts fifteen years. The creek below where the line crosses is not permanent. In any fairly dry summer it dries up to a point near Marsden. Below that the creek is fairly permanent, although the waterholes are some distance apart.
- 3669. Are there any dams across the creek? None at all.
- 3670. Would dams be of any service in impounding any body of water? They would be down there, and they could be erected at a reasonable cost.
- 3671. You have tried some small dams here? There is one at the Chinaman's garden which throws the water back about a mile.
- 3672. Dams at various points would impound large bodies of water? Yes.
- 3673. *Mr. O'Connor.*] For what distance on each side of the proposed railway would the flood-waters of the Bland affect the country? I should say about 7 miles.
- 3674. What would it cost per mile to build a railway through country like that? I think it would be very trifling. All that you would require would be culverts at different places along the line to let the water through. I do not think flood-waters would present any obstacle to railway construction.
- 3675. How is the land between Grenfell and here held? Some of it is leasehold and some freehold. The whole of the country on the Bland is purchased, and the Bland plains would be about 10 miles wide by about 16 miles long. There are little patches of timber here and there.

TUESDAY, 19 OCTOBER, 1897.

[The Sectional Committee met at the "Bimbi Hotel," Bimbi, at 11 a.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

Steel Caldwell, pastoralist, Lower Belabla, sworn, and examined:—

- S. Caldwell. 3676. *Chairman.*] How long have you been in this part of the country? About forty years.
3677. What is the area of your holding? Including Crown lands, about 20,000 acres.
- 19 Oct., 1897. 3678. You use it principally for grazing? It is principally under sheep, but we have some cattle and horses. I am carrying at the present time 12,000 sheep, 100 head of cattle, and about 40 horses.
3679. What is the average carrying capacity? The average, taking good and bad seasons together, would be about one sheep to the acre.
3680. You are acquainted with the proposal to construct a line of railway from Condobolin to Euabalong? Yes.
3681. You have formed an opinion as to the ultimate destination of that railway? Yes; I think that it must go on to Hillston.
3682. Do you think a better route to Hillston might be adopted? Yes; but I should say that I am not thoroughly acquainted with the Condobolin and Euabalong country.
3683. You wish to point out some advantages to be derived from the construction of a line in this direction to Hillston? Yes.
3684. Will you give the Committee some reasons for the construction of a railway in this direction? This district is now languishing from the want of a railway. We find it next to impossible to make grazing alone pay. All the landowners in this neighbourhood are anxious to embark in farming, and we are positive that fully 20,000 acres would be under crop here in the first season after the construction of the railway. I should like to direct the attention of the Committee to the fact that the line would pass through splendid wheat-growing land. Where alienated it is held by men who are anxious to turn their holdings into farms. In the next place there is an absence of all engineering difficulties, and the low cost at which the line could be constructed must also be considered. For instance, there is plenty of suitable timber available, and there is also an abundant supply of good water which would be easily obtainable along the line. The country is next to a dead level, and during a wet season the roads are impassable. It would cost as much to make them as to construct a railway. Then again, our position as producers and employers of labour cannot possibly advance in the absence of a railway. There are 74,000 acres of Crown land, including timber reserves, directly on the proposed line between Bimbi and Williams' crossing. There is a large area beyond that which would be thrown open. It is intended to crop 5,642 acres in the district during the present season, and, except under adverse conditions, there would be 2,631 bales of wool to go away from the district within a radius of 8 miles of the line. There would be also an annual out-put of 37,950 fat sheep and 1,700 head of fat cattle.
3685. Have you any of your land under cultivation? 100 acres.
3686. How long have you been cropping it? I have cropped only 40 acres within the last 10 years.
3687. Does your land grow good crops? It has grown as much as 13 or 14 bushels to the acre. I often stripped for grain and cut a portion for hay.
3688. Has the land been under continuous crop for 10 years? Not continuously.
3689. Can you rely upon a crop every year? I think so, if it is put in early. I have never been disappointed in a crop if it has been put in in April.
3690. The April rainfall may be relied upon to produce a crop? Yes.
3691. The seasons in which the crops fail would be exceptional? Yes.
3692. Are there any settlers in this locality? Yes. The majority of them have the maximum area allowed in the Central Division—2,560 acres.
3693. The land about here is exceptionally good for fattening? It is.
3694. And in your opinion it is also suitable for agriculture? Yes.
3695. Do you think the farmers in this locality could pursue mixed farming with benefit? Yes.
3696. I suppose that if there were a railway here they would also rear fat lambs and sheep for market? Yes.
- 3697-8. You have found it advisable to combine agriculture with pastoral pursuits? Yes.
3699. But your distance from market has prevented you from cultivating extensively? Yes.
3700. You think that any available land would be greedily snapped up if there were a railway here? Yes. I think every one who has not got land here would take some up. It is taken up already directly it is available. I know of several persons now who are anxious to obtain land here.
3701. Would a railway at Grenfell be of any service to this district? To a portion of it.
3702. How far is it from Grenfell? Twenty-two miles.
3703. And from Young? Thirty-two miles.
3704. Young is your nearest railway station? Yes.
3705. What kind of road is there? There is a bad road. It is dead-level country from here to Young. You may call the road bad up to within 7 miles of Young. From that point the road has been made.
3706. For what distance to a railway can produce be advantageously carted? I believe something over 20 miles.
3707. I suppose the settlers would be served by a railway through this district in proportion to the area they hold? Yes.
3708. What area would support a settler who followed farming alone? Not less than 640 acres.
3709. All the available land between here and Grenfell has been taken up and is fairly well stocked? Yes.
3710. Is the "halves" system followed at all in this district? It has been attempted, and it would have been carried out this year had the season been favourable. I intend myself to give out a number of acres on the "halves" system. The land has already been prepared.

3711. Do you think land here could be farmed profitably on the "halves" system if it were necessary to convey the produce by road to Young? I do not think so.
3712. Is the whole of the land between here and Grenfell suitable for agriculture? It is.
3713. Is any of the Bland country suitable for agriculture? The higher portion would be.
3714. The soil upon the lower-lying portion would be too heavy? Yes; although I understand that a great portion of the country is similar to the Berrigan country.
3715. Do you know the surveyed country from Grenfell to Wyalong? As far as Bland Creek.
3716. How far from Bimbi would the line pass? It would pass through Bimbi.
3717. Is the country between this point and Back Creek liable to inundation? Not to an extent which would jeopardise a railway. The creek overflows its banks in places.
3718. Does the Back Creek also overflow? No; it is swampy in parts that is all. There is no serious overflow.
3719. You have not seen any flood in this district sweeping everything before it? Nothing except water-courses, which sometimes injure our fences.
3720. With a knowledge of the district extending over forty years, you can give us some information as to the floods on the Bland. For instance, how long has traffic been suspended in consequence of floods on the creek? The traffic would not be suspended except at the creek itself. It may have been suspended for three or four days while the water has been subsiding. I have not known it to be suspended a week.
3721. Is the creek bridged? At Morangarell, Grogan, and Marsden.
3722. Can the creek be crossed at time of flood? Yes.
3723. Can you get to the bridges? Yes; unless you are intercepted by watercourses.
3724. Sometimes the water prevents you from getting to the main creek, but in no case have you known traffic to be suspended for longer than a week? No, I have not.
3725. What does it cost you here to prepare the land for the plough? It would cost from 12s. 6d. to 15s. per acre to properly clear land which has been already ringbarked. It would cost £1 an acre to clear green country.
3726. A good deal of the country here is open plains? Yes.
3727. The bulk of the timber country is ringbarked? Yes.
3728. Is the district progressing? It is at a standstill at the present time, I think, for the want of railway communication. We want to embark in farming.
3729. From that point of view a railway would materially assist those who are already settled on the land? Yes; and it would have the effect of giving a vast amount of employment.
3730. There would be employment for a large number of men in clearing and fencing, and in doing what may be necessary to render the land fit for the plough? Yes; and there would also be employment in connection with the "halves" system.

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Joseph Burrett, commission agent, Bimbi, sworn, and examined:—

3731. *Mr. O'Connor.*] How long have you resided here? Pretty well all my lifetime—forty years.
3732. You know the whole district well? Yes.
3733. You are acquainted with the proposal to construct a railway from Condobolin to Euabalong? Yes.
3734. You desire to give evidence in favour of an alternative route *via* Grenfell, Wyalong, and Yalgogrin, to Hillston? Yes.
3735. Have you prepared any statistics? We have collected statistics from all the farmers within a radius of 8 miles of Bimbi. I hand in the return collected. [*Vide Appendix.*]
3736. You know the route of the proposed line between Grenfell and Wyalong? Yes.
3737. The statistics you have collected are from farmers resident on the southern side of the proposed railway? There are two routes from Grenfell to Wyalong—one on the south side, which is known as the Weddin or Bimbi route, and the other on the north side, known as the Piney Range route. The Weddin or Bimbi route would serve the greatest number of people. With reference to the statistics which I have handed in, I might add that they have been collected from the holders themselves, and that in each case they say that if a railway were constructed they would cultivate a much larger area.
3738. What is your annual rainfall? I think we have had an average of 25 inches for the last ten years.
3739. During a wet season what is the condition of the Bland country close to the creek? It overflows for about 1 mile where the Bimbi route crosses; but there is no depth or force of water immediately where the surveyed line passes over it. The creek overflows in other places to a much greater extent.
3740. To what extent would the flood-waters extend in the other places? From 7 to 8 miles; but only to a very shallow depth.
3741. What is the extreme height to which the water rises above the banks of the creek? I have never known it to be above 15 inches at any distance from the creek. It is barely that in most places.
3742. You have been over the country repeatedly? Yes. The line which has been surveyed by Mr. Lloyd would avoid the worst of the flooded country. I was over the ground with Mr. Lloyd, and I showed him where the flood-waters came.
3743. How do you get your mails when the country is flooded? The country has never been so flooded as to stop our mails.
3744. How are your mails carried? By horseback from Grenfell; but generally by coach. They have been delayed sometimes a little through heavy roads, but never through floods.
3745. Are you certain that on the route which Mr. Lloyd has adopted, between Grenfell and Wyalong, there will not be 5 or 6 miles of country which would involve very heavy and expensive construction? On this side from Grenfell, at Yeo Yeo Creek, no special construction would be required. In a time of very heavy flood the creek might overflow for a mile to a depth of about 18 inches; but there is no force of water except at the crossing adopted by Mr. Lloyd.
3746. Do you know the country between Temora and Wyalong? I have been through it; but not for the last eight or nine years. It is fairly good land. There are some stony ridges at places, and there is also some mallee and other scrub.
3747. Is there not some very good agricultural land between Temora and Wyalong? I have only seen small areas when travelling through. There may be some good agricultural land far back from the route of the railway, but in no comparison to the Bland country.

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- J. Burrett. 3748. *Mr. Fegan.*] What is the total area under crop between a radius of 8 miles of Bimbi, according to the return you have handed in? Most of the areas refer to an acreage which would have been under crop this year had the season been good. The areas referred to are the areas which it was proposed to put under crop this year.
3749. You cannot give us the area actually under crop at the present moment? No.
3750. Is this good grazing country? Yes, splendid.
3751. Do fruit-trees thrive here? Yes. On my brother's place, 10 miles from here, there is a large orchard; he grows almost every description of fruit.
3752. Do you think much dairying would be carried on here if there were a railway? Yes, I do; you cannot beat this country for fattening stock.
3753. You think the chilled-meat industry might be carried on here? I think it is more than likely that it would be.
3754. What will this country produce, per acre, in wheat? I have seen 27 bushels to the acre obtained from my brother's place; but the average would be about 12½ bushels.
3755. Do you think there would be much cultivation upon the "halves" system if there were a railway here? I am sure of it. Within the past week inquiries have been made whether my brother would let some of his land on the "halves" system.

Hugh Gault, farmer and grazier, and saw-mill proprietor, Bimbi, sworn, and examined:—

- H. Gault. 3756. *Chairman.*] You desire to give some evidence as to the timber resources of the district? Yes; I did not hear the other witnesses mention the timber industry here. There are 52 square miles of timber reserve on the Weddin Mountains. It was laid out, I think, as a State forest.
3757. Where do you send your timber? To Young; or I sell it locally.
3758. Is there any great quantity of timber upon the reserve you speak of? The colonial pine has been pretty well cut out of it, but there is a great quantity of iron bark along the foot of the Weddin Mountains.
3759. Would it be suitable for railway sleepers? Yes.
3760. Is it being cut out? Yes; a number of young trees which are easy to split have been cut out on the other side; but the trees on this side are, some of them, 5 and 6 feet through.
3761. They are practically too large to handle? Yes.
3762. Is this iron bark forest of any extent? Yes; it runs about 8 miles along the mountain on each side, and it is about 2 miles wide at the bottom.
3763. Then any quantity of timber would be available for sleepers? Yes; but the introduction of vertical saws would be necessary.
3764. Would a railway give you any additional market for your timber? Yes; hardwood is largely used in Young, and they can get it cheaper there than we can send it to them by road carriage—32 miles. Nearly all the hardwood used in Young is obtained from Sydney. I sent some timber from here to Wyalong when the field first broke out.
3765. You think that a railway would bring you additional business? Yes; I could sell timber a great deal cheaper than it is being sold at the present time at several places. I sent some timber last summer to within 8 miles of Wyalong, to the Back Creek station, cheaper than they could get it in Wyalong.

WEDNESDAY, 20 OCTOBER, 1897.

[The Sectional Committee met at the Court-house, Grenfell, at 10 a.m.]

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR.

JOHN LIONEL FEGAN, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong.

- O. Lloyd. 3766. *Chairman.*] How long have you occupied your present position in the branch? Sixteen years—since July, 1881.
- 20 Oct., 1897. 3767. You have been constantly employed in the country districts? I have been only a very few months in the office.
3768. You are aware that a rough survey was made of the proposed line from Grenfell to Wyalong some time ago? Yes.
3769. That survey made the distance between the two places 58 miles? I imagine so.
3770. Are you now engaged upon a permanent survey? No; only upon a trial survey.
3771. Can you give the Committee the correct distance between the two places? It would be within a mile of 60 miles by the route to the south of the Weddin Mountains, *via* Bimbi.
3772. Are there any engineering difficulties on the road? None whatever, with the exception of the creeks. Those are the Back Creek and the Bland Creek. They show a considerable flood level. In January last there was a rainfall of 6 inches in forty-eight hours, and the two creeks were practically connected, giving an average depth of 18 inches over the flooded area.
3773. What is the distance between the two creeks? Between 5 and 6 miles.
3774. Would it be difficult to provide for the escape of the flood-waters there if you were constructing a railway? No; it would be all slack water; there is no current.
3775. There would be nothing to carry away any embankments? No.
3776. Railway construction there would not necessitate any heavy expenditure? I do not think so. I think that by raising the line 3 feet, as they generally do, they would carry it clear of the flood-waters.
3777. The country itself is practically level? It is nearly an absolute level. The difference of level between Wyalong, where I left the main line, and Bimbi is only 72 feet, the distance being 38 miles,—showing 2 feet to the mile.
3778. Between Wyalong and Grenfell there is a rise of 425 feet? Yes.

3779.

3779. The line would be a surface line all the distance? Yes.
3780. Is the cost of maintenance likely to be great? I do not think so.
3781. Is there plenty of ballast and timber for sleepers? You can get ballast 8 miles out from Wyalong, and then there is none at all until you come to a point between Bimbi and Grenfell close to the Weddin Mountains.
3782. Crossing the Bland country there will be no ballast available? No.
3783. It has been reported to the Committee that there is very fine timber at the foot of the Weddin Mountains? Splendid timber; it would be the only timber available here for railway purposes. There is no other timber between Wyalong and the Weddin. There are 8 or 9 miles of mallee, and the rest is box country.
3784. Is there not a considerable quantity of ironbark near Wyalong? I should not imagine there was much there; but I do not know sufficient of the district to give a definite answer to that question.
3785. Will you give the Committee a general idea of the country traversed by your survey? It is generally a loamy soil, and I should imagine that it would be eminently adapted to the growth of wheat under favourable conditions of rainfall. It is country which would grow anything. I was here at a time when there had been no rain at all for six months, and of course the country was looking very bad, but since then rain has fallen, and the difference is material. It is very much like the country from Condobolin towards Medindie.
3786. You know the line of country between Condobolin and Euabalong? Yes; I surveyed that line.
3787. You also know the country between Wyalong and Grenfell? Yes.
3788. Will you compare the character of the country on the two routes? I would certainly say that all the land from Condobolin to Euabalong is magnificent, and that it would be very productive under fair conditions of rainfall. It is very similar to the land here. It is all auriferous country. I think you would call it the Lower Silurian.
3789. There is a better rainfall in the neighbourhood of Grenfell than in the neighbourhood of Condobolin and Euabalong? I think so.
3790. Is the bulk of the land you have traversed upon this line Crown land, or how is it held? I have followed the travelling-stock reserve throughout with one or two exceptions where curves necessitated my going into private land.
3791. There would therefore be no land to be resumed upon this route? From the Bland nearly up to Grenfell, but from Wyalong to the Bland the line would pass through some alienated land.
3792. For what distance? Twelve and a half miles.
3793. How has the land been alienated? It is nearly all conditional purchase and conditional lease land, but there is going, I understand, to be an interchange of land on the Oakhurst station, and by deviating the line I have surveyed about a half a mile, I can throw it on to Crown lands. I am referring to the portion between the Bland and Back creeks. I know nothing of my own knowledge as to the interchange of land. I am merely repeating to you what the station-manager told me.
3794. The deviation would not affect the cost of construction in any way, the country being similar? Quite so; it would make a little difference in the length of the line, that is all.
3795. Is there much settlement upon the road? Scarcely any; the land is almost all in big pastoral holdings.
3796. Is the country suitable for close settlement? It would be but for the rabbits.
3797. And small settlers would be able to cope with them more successfully than the larger holders are able to do? Yes; and you may imagine how much they think of the land when I tell you that the manager of Back Creek station applied to the Union Bank to enable him to put in 1,000 acres of wheat this year. He believed he would be able to deal with the rabbits by wire-netting.
3798. Have you observed much land under cultivation in traversing the route? Not much.
3799. Do you think the landholders here would go in for much cultivation if there were a railway? Yes I am almost certain they would.
3800. The principal occupation here now is sheep-farming? Yes.
3801. You think the land might be more profitably occupied if mixed farming were resorted to? I have no doubt of that whatever.
3802. The country on the northern side of the river being close to a railway line, you think there would be no loss to the State if a railway were constructed on this side instead? I do not think so.
3803. You know that as far as a portion of the route on the northern side is concerned no settlement could occur there for over twenty years, the land being in the Western Division? Quite so.

Albert George Little, Surveyor, Railway Construction Branch, Department of Public Works,
sworn, and examined:—

3804. *Mr. O'Connor.*] How long have you occupied your present position? Fifteen years.
3805. How long have you been at work in this district? About nine months.
3806. You surveyed the line between Koorawatha and Grenfell? I did.
3807. You were engaged upon the survey from Grenfell to Wyalong towards the Bland? Yes; I am 18 or 20 miles from Grenfell out towards the Bland.
3808. You have some experience of the seasons here? When I was engaged upon the survey from Koorawatha to Grenfell I saw the country in a drought.
3809. What is the country like in that direction, within a radius of 10 miles of the proposed line? It is undulating country all through from Koorawatha to Grenfell. There are no serious difficulties as regards construction. The grades I have obtained are easy. The ruling grade is 1 in 75. The curves are also on an easy limit. There are various creeks to be crossed—the Crowther, Miller's Creek, the Tyagong, Bungabong, Brundah, and the Iron Pot. They are all between Koorawatha and Grenfell. There are minor water-courses upon which a small opening would suffice. There is an unlimited supply of ballast at Koorawatha which could be carried along the line when in progress. It could be very easily obtained. It is mostly in its present state small stone, and it could be easily broken to 2½ or 3 in. gauge as required. There are other points on the route where there is plenty of ballast. I should mention that there is some ironbark timber to the north of Brundah; I have not seen it, but I am told that there is some. From what I can hear, there would not be very much of it of really good quality, and we do not want timber which is piped for

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A. G. Little.
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- A. G. Little. for sleepers. On other parts of the line, however, there is plenty of ironbark. Other timber is practically useless for railway purposes unless for fencing. There is no flooded country at all between Koorawatha and Grenfell; it is all well drained, and there is a splendid class of soil, most suitable, I should say, for agriculture. A water supply for railway purposes might be got by sinking. I had during the drought to sink for water. Splendid water is obtainable at a depth of from 10 to 14 feet.
- 20 Oct., 1897. 3810. You know the country between Grenfell and Wyalong? I have explored it to within 2 miles of the Bland. The country, after you cross the range, about 2 miles from the town, gradually falls on to the Bland; the ruling grade there is 1 in 75, but there is not much of it. The country would be suited to all classes of agriculture. I have never seen better country, and I have travelled a great deal. There is plenty of ironbark timber at from 1½ to 2 miles to the south of the line at the toe of the Weddin. There is a large forest reserve there with an unlimited supply of ironbark. I have been told that there are some very fine trees there; I have not seen them, but I make the statement on very good authority. On the west side of the range there are no engineering difficulties practically; there is only one creek to cross—the Weddin—and that will require a small timber opening. I have not yet crossed any flooded country. Of course, Mr. Lloyd has dealt with that.
3811. Do you touch Mr. Lloyd's survey? Yes; I am connected with it at the crossing at the Bland. I know of no reason why I should go beyond his survey.
3812. Will your survey shorten the distance? I should say that the distance from Grenfell to Wyalong, by the route north of the Weddin—I am speaking approximately—would shorten the distance by from 10 to 12 miles, as compared with the route *via* Bimbi.
3813. Have you any knowledge of the condition of the country in that direction in flood-time? I could not speak definitely about that. As far as I have gone I have crossed no flooded country at all. I am 18 miles or so from Mr. Lloyd's survey. He has crossed the flooded country on the Bland, and has taken levels to locate the position of the flood-marks.
3814. Is there any land under cultivation where you are camped? There is a good deal under cultivation, and a good deal is being prepared for it.
3815. What proportion is cultivated? I do not suppose there would be more than from 1,500 to 2,000 acres. That, of course, is a rough guess on my part.
3816. If a railway were constructed do you think that persons might be induced to take up land for the purpose of cultivation? There is no better land for agriculture in my opinion within the radius of many miles.
3817. What country would the northern route to Wyalong principally serve? The country known as Whceo.
3818. And what would be the principal district served by the southern route? The Bimbi country.
3819. What is your grade upon the range you traverse after leaving Grenfell? One in 75.
3820. Are there any cuttings? There is only one cutting just at the summit of the range which is unavoidable.
3821. Could you reduce the grade to 1 in 100? It could not be done between the station site here and the range without a great deal of extra expense. You would have to make the line considerably longer to give a grade of 1 in 100. As to the country between Koorawatha and Grenfell it would be impossible to get 1 in 100 there without very expensive works.
3822. What is the distance of the proposed line from Grenfell to Wyalong? I should say 50 miles by the route to the north of the Weddin.
3823. What is exactly the distance between Koorawatha and Grenfell? Twenty-nine and a half miles from station site to station site.
3824. Making the distance between Wyalong and Koorawatha about 80 miles? Yes; in giving you the distance over the latter part I have to approximate a great deal.
3825. Do you obtain any better grade by the southern route? Not that I know of.

Thomas Bembrick, storekeeper, Grenfell, sworn, and examined:—

- T. Bembrick. 3826. *Mr. Fegan.*] How long have you been in the district? About eighteen years.
- 20 Oct., 1897. 3827. You have watched its growth, and can speak as to the gradual increase in the area under cultivation? I was here when every ounce of flour had to be imported into the district.
3828. It was purely a grazing country? Yes.
3829. Now it is a large farming district? Yes.
3830. I suppose the population of the district has steadily progressed? Yes. I find from looking up some official returns that there was no material increase in the population between 1881 and 1891; the explanation given is that in 1881 we had a large percentage of mining population, which is usually shifting. In 1891 (ten years afterwards), although no great increase was shown, the actual increase represented a permanent population; the increased population represents settlement by farmers and selectors. I find, according to the last census, from 1891 to 1895 the increase was very considerable. That is accounted for largely by the discovery at Wyalong. I am taking now the electoral district of Grenfell.
3831. Can you speak as to the town of Grenfell? As far as the town is concerned, in 1891 the municipality numbered about 750, and there were within the population area 1,100. The estimated population of the municipality to-day is 900, and there are within the population area 1,700.
3832. So that there has been a gradual increase? Yes; taking the electoral district as a whole the population has increased considerably.
3833. Being a storekeeper, you can speak as to the quantity of goods which come into Grenfell, the cost of haulage, and so forth? So far as the business of Grenfell is concerned, I have some information which I think is fairly accurate. I have no particulars relating to the squatters and farmers who obtain goods, but as far as the storekeepers and those in business in Grenfell are concerned, I find from the figures which I have taken from them personally that the aggregate would be about \$50 per year. That is the gross tonnage inwards. I have no data as to what is sent out in the shape of milled flour and produce of one kind and another.
3834. What is your nearest railway station? Young is 32 miles away, and Cowra is also about 32 miles away. Our chief station is Cowra, and that is sometimes given as 34 miles from here.
3835. What is the rate of road carriage from Cowra here? It would range from 25s. to 27s. 6d. per ton. I have paid as high as 35s. and 40s. and as low as 21s. 3836.

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3836. That would be in a fair season? Yes.
3837. Does the price increase in time of drought? It fluctuates from 10s. to 15s. per ton.
3838. The average would be about 30s. per ton? Yes.
3839. What do you have to pay on the railway? I got potatoes from Carcoar to Cowra at the rate of 4s. 4d. per ton by rail; for the same distance on to Grenfell I pay an average of 25s. a ton.
3840. Do you think the same proportion would obtain as regards other goods? Other goods would cost on the railway from 5s. to 10s. more. Potatoes can always be brought at a cheaper rate than case goods.
3841. That means a largely increased cost to the consumer? Yes.
3842. Are you well acquainted with the district between Koorawatha and Grenfell? Yes.
3843. What kind of road is there? It is a fair road in good weather.
3844. How many miles is it to Koorawatha? Twenty-four miles.
3845. And you say it is 34 miles to Cowra? Yes.
3846. Why do you take the longer road? Because it is a made road; and then there are the creeks to be considered; there are no bridges or crossing places made for teams to pass over.
3847. There is no town of importance at Koorawatha, that would be another reason? Yes.
3848. When carriers can be sure of back-loading they do not charge as much? Quite so.
3849. If you cart to Koorawatha you have to pay more? Yes; but of course a considerable amount of wheat has gone to Koorawatha from the farms round about here and adjacent to the platform.
3850. A great deal of agricultural produce leaves this district? Yes.
3851. I suppose it is chiefly wheat? Yes; and when we have our mills running here there is a considerable quantity of flour, bran, and pollard.
3852. Why have the mills been stopped, if wheat-production in this district is increasing? The only way in which I can account for it is, that one mill got into financial difficulties, and the other was in the hands of men who did not seem to progress with the time. We have mills in the adjoining towns with very complete plants, and for the time being the trade was drawn to them. One of our mills has now undergone a complete overhaul, and I am informed by those who know, that it will now be able to turn out flour equal to any plant in the Colony.
3853. Do I understand that both your mills are stopped? At present.
3854. Seeing that this is likely to be a permanent wheat-field, the mills are being put into working order again? Yes; and I hope at an early date to see others moving in the same direction.
3855. I suppose there was an idea at one time that wheat was simply put in as a trial crop? When I first came to the district it was debatable whether wheat would be successful here.
3856. It has been? Decidedly.
3857. Have you any idea of the area under cultivation? I have heard from reliable sources that last year it was 45,000 acres, and the area which has been given to me for this year is 60,000 acres.
3858. Do you buy wheat and sell it? I handled about 7,000 bags last year. I bought the greater portion of it as an agent. I bought 5,000 bags, extending over the period from the 25th January to the end of February, at 4s. 3½d. per bushel. I should like to mention that I bought the first parcel on the 5th January, and I could not move it until the 26th January, although I sought teams in every direction. Such enormous quantities were being moved in other directions that it was difficult to get a team. The teams had been secured earlier. I had to wait until after the 25th January before I could get a team. The team I then got came from near Murrumburrah.
3859. On account of your not having any facilities to get to market you were unable to lift your wheat? Yes. I lost 1½d. a bushel through not being able to get the first purchases of wheat away within the stipulated time. I should have got 4s. 5d. There were 900 bags in this lot.
3860. Then you sustained a considerable loss? Yes.
3861. Even if your flour-mills were fitted with the latest appliances they would be unable to take all your produce? Yes. It would take half a dozen mills to handle the grain in this district.
3862. Under present conditions you have to look further for a market? Yes.
3863. Where do you get it? In the metropolis or in towns in that direction.
3864. Chiefly in the metropolis, I suppose? Yes.
3865. You are under a great disadvantage in having to cart your wheat 34 miles? Yes. You may put down 4d. a bushel as an average rate of road carriage for the district. In some cases, the rate has been as high as 7½d. I have known wheat to be carted at 1s. and at 10d. a bag; but taking the district all round, 1s. 4d. or 1s. 3d. would be a fair amount to allow per bag.
3866. What are your rail charges to Sydney? Those charges are paid at the other end; we, as buying agents, have nothing to do with them.
3867. What has been the lowest price you have paid for wheat here? I cannot remember paying lower than 2s. 3d.; but I believe that at one time the price was below 2s.
3868. You do not know whether it pays the farmers here to grow it at that price? No.
3869. Will you give us the road carriage on the different classes of goods from here to Cowra, and from Cowra to Sydney? Wheat, 1s. 3d. per bag of 4 bushels; flour, bran, and pollard, 15s. per ton; wool, tallow, and skins, 20s. and 25s. per ton. To Sydney, I cannot say without reference to the rate-book.
3870. Seeing that the farmers here are prospering, they would be purchasing the best farming implements? Yes.
3871. Then the road carriage is a matter of great importance to the district? Yes. I represent one or two firms here—for instance, Massey Harris, of Toronto, Canada. They do a large business in binders and ploughs, and implements of that kind.
3872. Is there a steady demand in the district? There is. Five years ago, when I took up the agency, you could almost give away the implements. In the next year I sold one; and in the present year I have eight actual orders—two of them are only subject to approval of the principal. I am speaking now of reapers and binders. I had a letter from the company the other day, in which they say that they look upon Grenfell as becoming one of their best agencies in the Colony.
3873. Are you selling any other machinery? I am selling quite a number of their make of ploughs. This year I have sold five; I did not get any off last year or the year before.
3874. You are not the only agent for agricultural implements here? No, I am only one of a number.
3875. How many agents are there? I think all the stores in town have an agency. Quite a number of men went down to the exhibition in Sydney some months ago, and bought direct. I also represent

James

- T. Bembrick. James Martin & Co., of Gawler, South Australia. The output of their winnowers and strippers this year will be four times the output of last year.
- 20 Oct., 1897. 3876. Will you give the Committee an idea of the benefits accruing from the construction of a railway from Grenfell to Hillston *via* Wyalong? Speaking from an agriculturist's point of view, it would benefit us greatly in giving us cheaper carriage. There would be a trade in the direction of Hillston, as well as towards Sydney, if the market suited.
3877. You would then be able to send to the Sydney market under more favourable circumstances? Yes.
3878. And the Wyalong market would be open for a portion of your crop? That is so. In the first year Wyalong opened, ten or fifteen teams were going constantly, and the produce would be going again if we had easy transit.
3879. You think a railway would bring about closer settlement, which would mean that a greater volume of business would be done in Grenfell? Yes.
3880. The construction of a railway from Condobolin to Euabalong would not serve this district at all? Not at all.
3881. Do you think this district is a sound one? I believe it is.
3882. You think that farming has come here to stay? Yes; it is certainly beyond the experimental stage.
3883. You think mixed farming could be profitably carried on here? Yes.
3884. With a fair rainfall you could hold your own with any portion of New South Wales in wheat-growing? Yes; we can compete with any part of the country.

Patrick Alfred Madden, farmer and grazier, Piney Range, near Grenfell, sworn, and examined:—

- P. A. Madden. 3885. *Chairman.*] What is the distance from Grenfell to your property? I am 17½ miles to the west. My land is close to the surveyed route to the north of the Weddin.
- 20 Oct., 1897. 3886. What is the size of your holding? 2,520 acres. I am carrying on mixed farming.
3887. You are grazing sheep and cultivating? Yes.
3888. What is the carrying capacity of the land? About two sheep to the acre.
3889. You have improved that land by ringbarking and scrubbing? Yes; I can carry 3,000 sheep upon it year in and year out.
3890. What area have you under cultivation? 140 acres this year; I cultivate wheat principally.
3891. Are you able to get your wheat to market? I could not get it carted this year. I could have sold it at Forbes at 4s. a bushel, but on account of the season becoming so bad I could not get it carted. The wheat was left on my hands, and I have not sold it yet.
3892. Do you grow any feed for your sheep? After the crops are off we put them on the stubble.
3893. How long have you been farming? Twelve years.
3894. Cropping the same piece of land year by year? Until this year I cropped the same piece of land.
3895. Do you grow wheat all the time? Some years for hay and some years for grain.
3896. What has been your average yield? About 12 bushels. It was not a very suitable piece of land for wheat-growing. Being a stranger in the district, I took the land to be similar to that at Albury, where the low flat land is always the most productive; but here I found afterwards that the rising ground was the best.
3897. You had some farming experience in the Albury district? Yes.
3898. Have you found the timbered land here, when cleared, good land? It is the best, I think. I am only getting an average of 12 bushels to the acre off my piece of land.*
3899. It has been cultivated continuously, and it therefore offers good proof of the fertility of the soil? Yes.
3900. Does it show any signs of exhaustion? No.
3901. As a practical farmer, do you not think it would be advisable to give the land a rest occasionally. I intend to do so as soon as we can get enough land cleared to make up a certain output.
3902. Is all the timber on your land ringbarked? Yes.
3903. What did it cost you to get it ready for the plough? It cost me 15s. an acre. I have a contract let now for 100 acres.
3904. What land have you under crop this year? 140 acres.
3905. And you are clearing another 100 acres? Yes; it will be done before next summer. I am anticipating the construction of a railway to Grenfell.
3906. If you were certain of a railway to Grenfell what area would you cultivate? I intend to put in 1,000 acres in 1900 if a railway comes here.
3907. Are there many farmers in your locality who are similarly situated? Yes.
3908. What would be the average size of their holdings? They would be about the same size as my own.
3909. Do they, like yourself, carry on mixed farming? Yes.
3910. They are also anticipating the construction of a railway in the district? Yes. I am not the only one who is getting his land cleared.
3911. The area under cultivation is increasing in all directions? Yes, from year to year.
3912. How would a railway to Grenfell benefit you? I should have so much shorter road-carriage. It is over 51 miles from my place to Cowra, and a little further to Young. I send down a considerable quantity of fat stock every year to Sydney, and I have to drive them to Cowra, which takes eight days. If the railway were at Grenfell there would be only one day's driving, and the sheep would not go off in condition as they do. Besides, it is no use sending less than 300 sheep to truck at Cowra or Young; you have to send a man in charge of the stock. I very often have 200 fat sheep, and eight or ten head of cattle, but it would not pay me to drive them the distance I have named.
3913. If there were a railway here, a number, similarly situated to yourself, would assist in making up a load? Yes; I have spoken of it to several persons.
3914. Is your country good fattening country? Magnificent.

3915.

*NOTE (on revision) :—The 12 bushels per acre refers only to a piece of land under cultivation for twelve years; larger portions during the last three years have averaged over 20 bushels per acre.

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3915. Do you think that if there were a railway here there would be a big trade in lambs for the Sydney market? Yes. At the present time I have some as good as any in Australia; I do not think they could be fatter.
3916. A railway, then, would assist and encourage small holders of land? Yes.
3917. It would enable them to make more profit and to live more comfortably? I know it would in my case, and what a railway would do for me I suppose it would do for others.
3918. What do you think of this district as compared with the Albury district? It is far ahead of it in stock-carrying capabilities and for fattening, and it is quite equal to if not better than it for cultivation.
3919. Speaking of the locality to which you have referred, how much of it do you know? From 30 to 35 miles out from the town, running westerly.
3920. The country is all of a similar character? Yes, it is part of the Bland.
3921. You are on the edge of that country, and on the other side of the Weddin? Yes.
3922. All the country round about you is as good as yours? Every bit as good as mine.
3923. It amounts to this, that there is, in the district, a large area of grazing and fattening country of first-class quality, also a large area suitable for agriculture? Yes.
3924. Do you know anything about the timber along the route? Yes, I can speak with authority as to that. The ironbark referred to by the surveyors this morning is some of the finest ironbark you could find. I am referring now to the ironbark on the forest reserve about $1\frac{1}{2}$ mile south of the route surveyed to the north of the Weddin.
3925. How far does that ironbark country extend? It is about 5 miles square. There is good pine there, but the saw-mill has cut out a good deal of it.
3926. Is the pine large? Yes; I have some very fine pine on my land.
3927. Would it be marketable? Yes.
3928. Do you think that you and your fellow settlers would find a market for your produce in a westerly direction? We might do so at Wyalong. It was from this part, two or three years ago, that the principal supplies were sent there.
3929. You think there is every chance of Wyalong being a permanent field? Yes.
3930. And you would be able to send the population fat sheep and cattle? Yes. I am sure we could get a market there for stock.
3931. Do you think you would be able to send them further west than Wyalong? No; and I would not rely upon Wyalong as a fat stock market, because the country there is pretty well pastoral.
3932. You have confined your attention entirely to grazing and agriculture? Yes; I have grown a little lucerne and potatoes only for my own use.
3933. How did potatoes do? Fairly well. I know a number of men closer to the mountains who have grown splendid potatoes.
3934. Do root crops grow well here? Yes, and vegetables also.
3935. How does the fruit grow? Splendidly; we shall have a splendid fruit crop this year.
3936. What about grapes? Grapes grow splendidly; but you cannot get very much for them.
3937. At what distance from a railway line do you think an agriculturist can carry on his occupation? He should not be over 20 miles distant.
3938. You think the railway would materially increase the production of the district, and encourage many persons to go in for fruit-growing and dairying? Yes; this would be a splendid part of the country for dairying.
3939. Do you think there would be an opening for a butter factory here similar to that on the South Coast? Yes; I believe there would be, about 30 miles out from here, on the Bland country.
3940. The district is admirably situated for dairying operations? Yes.

Robert Matteson Vaughn, civil engineer, Grenfell, sworn, and examined:—

3941. *Mr. O'Connor.*] You represented the district in the Legislative Assembly for many years, and are an ex-Minister of the Crown? Yes.
3942. You represented the district in Parliament for fourteen years? Yes.
3943. You know the country here very well? Very well indeed.
3944. Do you know the proposed line between Condobolin and Euabalong? I have not been below Condobolin on that route.
3945. I suppose you know all the country between Koorawatha and Wyalong? Yes, well. I have resided in Grenfell thirty years this month. When I first came here there was no cultivation of any consequence in this district. About ten years ago they commenced to cultivate, and wheat-growing has progressed during those ten years very rapidly—more particularly between here and Koorawatha, and in the immediate vicinity of Grenfell. The whole district, in my opinion, is eminently suited to the growth of wheat. In one year we had a record yield per acre for the whole Colony—that is, 20 bushels to the acre average; the only other district which came near us was Corowa, which was slightly under our average. The climate here is adapted to wheat-growing. Cereals do not require a very extensive rainfall. The average rainfall in the district is $28\frac{1}{2}$ inches.
3946. Over how many years is that average taken? We have been taking the rainfall here for about seventeen years. I believe the rain-gauge is at the post-office. The greater part of the country here might be described as open box forest, and it is suitable for agriculture right up to the foot of the small ranges. There is no large area of poor land in the district that I know of.
3947. What is your opinion of the country between Koorawatha and Grenfell? The land from Koorawatha and Grenfell up as far as the Weddin Mountains is eminently suited for dairying, wheat-growing, and fruit-growing, to say nothing of the raising of stock. The country is principally open box forest. There is some ironbark, but very little. To the west of the Weddin there are the Bland Plains, which in my opinion would grow excellent wheat. My reason for thinking so is that I have seen wheat grown in similar soil near to Forbes, and with the rainfall we have here, I feel quite certain that the Bland Plains can be cultivated to advantage. The time will come when the land there will be in small holdings, and will support a large population. As you get on to Wyalong you meet a totally different country; it is pastoral; there is whipstick and other mallee country. Although the soil is good it is rather expensive country to clear; when cleared it is quite as good as any other country for agriculture, when there

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there is a rainfall. I do not know what the rainfall is at Wyalong, but I should imagine that it would be at least 20 inches. There is similar country right on to the Humbug Creek, and beyond that point I do not know how the proposed line would run. Generally speaking, from the Humbug Creek westward the rainfall diminishes.

3948. What is your opinion of Ungarie as an agricultural district? It has very fine soil, but I do not know about the rainfall. On the right-hand side going from here to Hillston, in the neighbourhood of Bena, there is excellent country.

3949. Do you know the proposed route from Wyalong to Hillston? Yes, I have some idea of it. I think it will be found that the country in that direction will grow wheat to advantage. It is almost exclusively used for pastoral purposes now, although I am given to understand that there is some under cultivation.

3950. What is your opinion of this district as a fruit-growing district? I have a very high opinion of its capabilities in that direction, from the little I have had to do with it myself.

3951. Do grapes grow well here? All kinds of fruit grow well. There is an orchard down the creek which is in a very flourishing state—cherries, plums, peaches, apricots, grapes, and apples are grown there. Even apples and cold country fruit will grow here in abundance, and of good quality. The climate seems to suit the grape admirably.

3952. Would the district do for wine-making? There are one or two vigneron here, but they are far away from railway communication and the carriage eats up the profit. They have not grown so largely as they would have done if they had had cheap transit.

3953. Do you know the Bland country well? Yes.

3954. Do you know it under varying conditions of drought and flood? I was there in one of the wettest seasons in thirty years. Certainly the country was covered with water, but I found no difficulty in driving through it.

3955. Would that country present any insuperable obstacles to railway construction? Not at all. For about 4 or 5 inches the surface is soft, but the bottom is good and sound. The surface rolls up upon the wheels of buggies and waggons, but underneath the ground is sound enough.

3956. You do not think the flood-waters there would be likely to endanger a railway? Not if proper openings were made to let the water through.

3957. Would railway construction there be very expensive? No; I think it would be exceptionally easy. I presume they would leave openings for the flood-waters to pass through.

3958. Do you not think railway construction there would cost, say, an extra £5,000 per mile? No, certainly not. Speaking as a practical man, knowing the kind of work, I am perfectly certain that it would cost less than that.

3959. What do you think of this district as a mining district? I have been here from the first of it, and I have a very high opinion of its capabilities if the ground were properly developed. I was here when the first ton of quartz was crushed in 1867.

3960. Is mining carried on to any extent? The large reefs are all taken up by different companies, and they are being worked in a spasmodic manner; they are not being thoroughly explored as they should be. The reefs here were very rich, and very wide—I mean down to 300 to 400 feet. The gold in all the reefs varies. At the depth I have mentioned the gold did not run out, but the stone became poorer. Then a rush took place to Gulgong, and instead of developing the reefs to a greater depth, nearly all the mining population went away. Many of them never came back again. That is the reason why the reefs have not been developed to a greater depth.

3961. Are you yourself a practical miner? Yes. I believe as good stone as was ever crushed will be found in these reefs at a deeper level. I have always held that opinion.

3962. How many mines are working here now? About a dozen I suppose.

3963. Are they troubled with water? No; in some of the deepest of the mines there is a little water, but it is not a source of trouble. There is no difficulty in bailing it with a bucket.

3964. Do you know Bimbi? Yes.

3965. What kind of district is it? It is a fairly good district, particularly at the back of the Tyagong Creek.

3966. The district has made much progress since you first came here, but its progress lately has not been so satisfactory as you have anticipated? We have suffered from the drought in the same way as have other districts.

3967. Would railway construction accelerate the progress of the district? Undoubtedly; because it would afford selectors and farmers a chance to get their produce to market. If there were a railway constructed from here to Hillston they would be able to send a good deal of their wheat and flour into the western country where they are not so well able to grow wheat.

Ralph Halls, storekeeper, Grenfell, sworn, and examined:—

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3968. *Mr. Fegan.*] How long have you been resident in the district? About fifty years.

3969. You have seen the district grow into a town? Yes.

3970. I suppose it was merely a gold-digging when you came here? Yes.

3971. You are well acquainted with the requirement of the town and district in the matter of carriage? Yes.

3972. What is the carriage in your own case? About 300 tons a year approximately—some years more, some years less. 800 tons of goods are brought to the town a year, to say nothing of the goods taken to people outside—pastoralists and others who get their goods direct from Sydney.

3973. You use the Cowra railway station? Yes.

3974. Why do you not take advantage of the railway station at Koorawatha? It is not much nearer, and there is a better road to Cowra. There is a difference in the trainage.

3975. I suppose also that Cowra being a fairly large town the teams can get back-loading more frequently than at Koorawatha? Quite so.

3976. Have the people of Grenfell ever requested that better road accommodation should be given them to Koorawatha? I do not think so.

3977. Do you buy wheat from the farmers? Yes; last year I bought nearly 2,000 bags for gristing and seed supply. We generally buy about that quantity every year. I have never sent any of it away from the district until this year.

3978. Do you think there is a good opening for an enterprising man to open a mill here? Yes; there is no better opening anywhere in the country.

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3979. The area under cultivation is increasing every year? Yes; there will be more this year, and I have no doubt that if the producers had a railway the area would shortly be doubled. I know a number of landowners who are prepared to cultivate larger areas next year. If a farmer at a long distance from the railway puts 500 or 600 acres under wheat, it takes him a good part of the year to get the grain taken away; I am assuming that he has to draw it 30 or 40 miles.

3980. What would you, as a business man, consider a fair distance for a railway from agricultural settlement? I should say from 15 to 20 miles.

3981. The construction of a railway would induce many other persons to come to the district to settle? I am sure of it. I know of some land-owners who are preparing land for the plough for next year. They have little or no cultivation now, and they are 30 or 40 miles from a railway line. If they had a railway within a reasonable distance they would cultivate a great deal more than they are cultivating now. There is a great deal of trouble in getting the wheat taken away.

3982. Did you find any trouble in getting your 2,000 bags taken away last year? We have part of it this year. We buy the wheat and grind it, and sell it as flour.

3983. The greater part of the land in the district is freehold? A great portion is.

3984. Therefore, it would not be thrown open to settlers? Quite so. If the settlers have 2,560 acres they can combine pasture with agriculture. A number who are cultivating from 300 to 600 acres have as much as they can do to get their stuff away, they have to draw it so far.

3985. Cultivation would involve the employment of a larger number of men than are employed in grazing pursuits? Yes; and anyone who clears 15s. an acre from wheat is better paid than he would be by running stock.

3986. The settler must obtain a reasonable price for his wheat to do that? Farmers can profitably grow wheat here in ordinary seasons for 2s. 6d. a bushel. I know the circumstances of a good many farmers. They have to pay from 3d. to 4d. a bushel for the cartage of their wheat from the farm to the railway.

3987. Your evidence amounts to this:—that the bulk of the land being freehold, although a railway might bring a larger area under cultivation, it would not mean closer settlement? The whole of this district is agricultural. The climate, soil, and rainfall are all suited to the growth of wheat. The district has given the best averages in the Colony, taking fair seasons. The mining industry has gone down; still some gold is yet being obtained here.

3988. Has your business increased since 1891, or since wheat-growing was taken up so extensively in the district? Our business has not increased. The railway at Temora, Forbes, and Cowra takes away a certain portion of it. In mining matters nothing is being done through the want of capital. At the same time I feel certain that some of the mines will be as good as ever they were. Several large mines here are sure to be worked at some future time; but they require capital. They cannot be worked without machinery.

John Quayle Wood, pastoralist, Brundah, sworn, and examined:—

3989. *Chairman.*] You are distant how far from Grenfell? Twelve miles from Grenfell in an easterly J. Q. Wood. direction.

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3990. Your station lies between here and Koorawatha? Yes.

3991. What is the extent of your holding? 16,000 acres.

3992. You are running sheep? Yes; and I am also cultivating.

3993. You have heard of the proposed railway from Condobolin to Euabalong, and you are here to give evidence in favour of an alternative route? Yes.

3994. How long have you resided in this district? I was born in it, and I have lived in it ever since.

3995. You have practically seen the district grow up? Yes, from a wild bush. It was scarcely settled in my early days.

3996. I suppose settlement in those days was confined to pastoral occupation? Yes.

3997. You have devoted some attention to farming pursuits? Yes, of late years.

3998. Your areas have been restricted by the resumption of certain portions of the runs, and you now find it necessary to engage in agriculture in order to work your holdings profitably? Yes.

3999. What area have you under cultivation on Brundah? I have under actual crop 6,500 acres, and I have 2,500 acres prepared for cropping next season.

4000. You will then have 9,000 acres under crop? Yes.

4001. What has been your experience as to the success of agriculture on a large scale? Up to the present time we have had to contend with the worst drought ever experienced in the district; but notwithstanding droughty conditions, the crop last year paid better than the land would have paid under a pastoral occupation.

4002. Is it your intention to still further increase your area under crop? Yes; up to 14,000 acres.

4003. Out of your 16,000 acres you intend to have 14,000 under crop? Yes; I do not think I could say more than that. It would be necessary to save 2,000 acres for our working stock. I think I could be sure of keeping 14,000 acres under constant cultivation if we had the railway here.

4004. What is your difficulty at the present time? The want of railway facilities.

4005. How far are you from a railway? From our place, taking the homestead as the central point, it would be about 15 miles to Koorawatha; but there is difficulty in moving the produce. Last year the road carriage from the drought was very expensive. The cost of carrying the wheat over the 15 miles to Koorawatha was greater than the railway charges from Koorawatha to Sydney.

4006. Do you convey your produce by team? Yes; we had great difficulty last year in getting sufficient teams to take it away.

4007. What is your annual return per acre from wheat? The best return we have had from a crop has been 32s. 6d. per acre. The average last year would be about 9 bushels; it was a bad year.

4008. What has been the yield in a good year? The best yield we have had has been 42 bushels.

4009. Taking the whole of the crops since you started cultivation, what has the average been? About 16 bushels would be a fair average, balancing the bad years with the good.

4010. At what price could you afford to sell wheat profitably? It depends on where the railway is. I have calculated that with the railway close at hand we could make it pay at 1s. 6d.

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4011. The market would have to be very low when you could not realise 1s. 6d. a bushel? Yes; we do not expect to see that for many years.
4012. Any price from 2s. upwards would be a good price? Anything above 2s. we should consider good.
4013. If there were a railway here many settlers would be induced to increase their areas under cultivation? Yes.
4014. Is your annual rainfall sufficient to enable you to rely upon the crop? Yes. I only know of two failures, and they would be in an experience extending over thirty-six years. The average rainfall, extending over a long series of years, has been 29 inches.
4015. That would be more than would be required for the successful production of grain? Yes. Our crops at the present time are the most promising I have ever seen, and we have not had 15 inches of rain, but it has come at the right time.
4016. The land you have put under crop was ringbarked for a number of years? Yes.
4017. What was the original cost of the ringbarking? The ringbarking, clearing, and suckering would average about 5s. per acre.
4018. After being ringbarked the land is allowed to lie idle for some few years? In our case we waited about fifteen years. The cost of clearing would not be more than 10s. an acre.
4019. The full cost would be 15s. an acre, spread over a good many years? Yes.
4020. The best course for a farmer of limited means, who could not well afford to clear the country right out, to adopt would be to clear the lightest timbered portions of the land and to ringbark and sucker the other portion as you have done, allowing nature to assist him? Yes.
4021. After a few years had elapsed he would be able to gradually increase his cultivated area every year? Yes, without being too heavily handicapped by expenses.
4022. Upon your holding of 16,000 acres, what is your expenditure in wages under cultivation as compared with pastoral pursuits? I formerly had two permanent hands at £1 per week, apart from the house servants; they were the only employees I had. You might put down £150 a year under the heading of wages. For the past three years my average payment in wages has been over £1,500 a year.
4023. In place of the two hands you formerly employed you are now employing how many? The average for three years would be seventy-two. That does not touch the share-farming.
4024. By putting land under cultivation and providing employment for people who would not otherwise obtain it, you put a certain amount of additional money into circulation in the district? Quite so.
4025. In addition to the area already farmed by yourself you are dealing with an area under the share system? Yes.
4026. Does the share system apply to the 7,000 acres you have already under cultivation, or to the 2,000 acres you are preparing for the plough? That applies to the whole of it. We find the system a most satisfactory way of working the land.
4027. What number of share farmers are there upon your land, and what number of men do they employ? The number on the land actually under crop is twenty, and they employ fifty-three hands, apart from their own labour.
4028. So that, in addition to your own seventy-two men, there are seventy-three employed in connection with the share system? Yes; that was last year, with a poor crop. With a better crop this year there will be a large addition to that number of men. There is a great deal of difference between dealing with a 20-bushel crop and an 8 or 9-bushel crop; this year it is all guess-work. We cannot tell now what number of labourers will be required.
4029. With regard to the share system, do you yourself prepare the land for cultivation? Yes; we clear it thoroughly and find the seed-wheat.
4030. You have the land ready for the plough? Yes.
4031. The division of profit is a matter between yourself and the farmers? Yes.
4032. Are the men working upon the "halves" system doing fairly well? Very well; they are all extending their areas under cultivation every year. Some of our men who two years ago had 200 acres under crop have arranged for 1,000 acres this year.
4033. Do the share farmers continuously take the one crop off the ground? Up to date we have done so, but we shall alter that later on. The land was heavily stocked with sheep for many years, and for another three years it will be quite strong enough for wheat; the first year it is too strong. In about six or seven years from the time the land was first put under wheat we propose to put it under lucerne for two years, and then put it back into wheat again; we shall practically be farming on the principle of rotation of crops. The margin of 2,000 acres which I mentioned before will admit of our doing that without reducing the area of 14,000 acres under actual cultivation.
4034. Can you give the Committee any idea of the total area of land under cultivation in this district? I can. I should like first of all to compare the area with the area in 1895. In that year there were 27,248 acres under crop in the whole police district of Grenfell. Last year the area under crop in the small portion which would be served by a railway from Koorawatha to Grenfell was 46,573 acres.
4035. So that there has been a large increase in two years? Yes.
4036. That would seem to prove that both soil and climate are eminently suited for the growth of wheat? Yes. My opinion is that if a railway were constructed through this district it would be one of the biggest wheat-growing centres in the Colony, if not in Australia.
4037. You know the land pretty well between here and Wyalong? Yes.
4038. Is it of similar quality to that you have described upon Brundah? Yes; it is much the same right through.
4039. Do you think the Bland country would be as suitable for agriculture as would the country on each side of it? Yes; I know the general opinion is that that would not be the case; but the best crop I ever saw in my life was at Oakhurst, on the Bland Plains, thirteen years ago. I saw the crop growing and I saw it cut. It yielded 4 tons to the acre on a black soil. Of course, it is difficult soil to work. The work is not done easily; you want proper appliances for it.
4040. The land must be thoroughly tilled before you can deal with it properly? Yes; but the potentialities are in the soil, and it would not be so quickly exhausted as would the soil in the timbered country.
4041. Can you give us an idea of the number of sheep and cattle depastured in the district? In 1895 there were 780,000 sheep, 11,000 cattle, and 3,927 horses. The production of butter in 1895 was 17,156 lb. I point that out to show you the extent to which the dairying industry would be likely to be developed if there were a railway here.
- 4042.

4042. Where was the butter principally manufactured? In the immediate neighbourhood of Grenfell. 13,000 lb. of it was produced principally on the Brundah Creek, within a few miles of the town.
4043. Was that butter despatched to the Sydney market? I think the bulk of it would be consumed locally. Dairying would be one of the most important industries of the district. There was a factory near Koorawatha, and they did a splendid business over there.
4044. As to fat stock cattle, can you give us an idea of the approximate number of sheep and cattle which would be available for transit every year? I should like first of all to refer to the probable development in agriculture which would accompany railway construction. Those who have 46,000 acres already under cultivation have promised to increase that area by an additional 61,702 acres in the event of a railway being constructed, making a total of 108,275 acres; in fat stock there would be 84,200 sheep and 2,156 cattle available.
4045. That would be the number trucked to the Sydney market annually if there were a railway at Grenfell? Yes.
4046. Do your returns embrace the land district of Grenfell? The returns apply to that particular part which would be served by a railway from Koorawatha to Grenfell. They do not cover the whole of the Grenfell district. The whole of the returns are not in from the district which would be served by the railway. I might give more, but have kept upon the safe side.
4047. The returns you have given practically deal with a railway from Koorawatha to Grenfell? Yes; about 15 miles to the west of Grenfell.
4048. They do not take account of the traffic which would be induced by the extension to Wyalong? No.
4049. Do you think that the fact of small farmers being able to get away small numbers of fat stock would bring about a large quantity of fat-stock traffic which does not now exist? Yes; I am perfectly sure of that. I know of one case this year where a small farmer had fat stock which he could not get away, and a number of them died upon his hands.
4050. Do you know what land will be available for settlement? Taking the route from Koorawatha to Wyalong, upon which Mr. Little is engaged, to the north of the Wedden, there are 400,680 acres of reserve and 468,890 acres of Crown land.
4051. Within what distance of the proposed railway? Within a radius of 20 miles. Upon the southern route, which Mr. Lloyd is surveying, there would be 386,980 acres of reserve and 450,170 acres of Crown land.
4052. That would not embrace any portion of the land affected by the route which Mr. Little has surveyed? I do not think so.
4053. If the figures apply to a distance 20 miles on each side of either route they would overlap at some point? Yes.
4054. Do you think a railway westward would open up an additional market to the producers of this district? Yes; I think that it would be almost equal to the connection with Sydney.
4055. Where would you look for a market out west? In the Darling country and the district round about Hillston. Wyalong has had large supplies from this district. From the west, in dry time, there has been a demand which could not be supplied in this way. Another great use for a railway in that direction would be to convey stock to this district in a time of drought. We have nearly always had grass here at such times.
4056. The railway would enable pastoralists in that direction to get their stock to the mountains? Yes; and at Koorawatha they would have the choice of the Western or Southern lines.
4057. Do you think that if a railway were constructed in this direction the large landowners would be induced to sell some portions of their holdings? I am sure they would. Only last week I was consulted by a big financial institution as to the possibility of a railway coming through the district, with a view to the sale of property which they had had to take over under mortgage. I know of other cases where there is a likelihood of that being done.
4058. Do you think the land would be sold on terms which would compare favourably with the terms offered by the Crown? As a matter of expediency the owners would have to bear in mind the terms the Crown was offering.
4059. They would be guided in their operations by the terms offered by the Crown? Yes; and I am sure many of them would be willing to sell.
4060. You think the payments for the land might be extended over a term of years? Yes; the occupiers would make money off the land with which to pay for it, although they might not have any money at the time of starting.
4061. Is there anything you desire to add to your evidence? Yes; a considerable quantity of potatoes has been grown in the district, and it is also suitable for fruit-growing, and for the wine industry.
4062. Is the district progressing or is it at a standstill? It has progressed wonderfully since the present agricultural development started.
4063. Until that development started the district was comparatively at a standstill? Yes; no one was doing well, and everything seemed going backwards.
4064. Since you have discovered the profit attaching to cultivation, every one has taken heart, and the district is going ahead again? Yes; from the top of any of the hills here you can see fires all round at night, showing that people are clearing the land in readiness for the plough.

William Jones, selector, Warradery, near Grenfell, sworn, and examined:—

4065. *Mr. O'Connor.*] How far are you from Grenfell? About 12 miles.
4066. How long have you been in the district? Twenty-three years next April, chiefly farming and cultivating.
4067. What area have you? Something like 2,000 acres.
4068. What area have you under crop? 500 acres—about 50 acres more than I had last year.
4069. Are you prepared to still further increase that area? If I receive encouragement I will do so. I could not increase it at present; there is no market for the produce.
4070. How would a railway between Koorawatha and Grenfell affect you? I should increase my farming.
4071. To what extent? I should put in three times the quantity of wheat. I should go up to 1,000 or 1,500 acres if it paid; but wheat-growing does not pay at present—there is no market here.

W. Jones.
20 Oct., 1897.

- W. Jones.
20 Oct., 1897.
4072. What yield have you? The lowest was last year, which I think was about $11\frac{1}{2}$ bushels. My highest yield has been 42 bushels. I have a piece of land which I put under corn this season, and which I shall put under wheat next season. It might produce 30 to 35 bushels if the season were good. I think I am very lucky if I get an average of 16 bushels; that is a paying crop.
4073. For what purposes do you use the other portion of your land? I have it for sheep, horses, and cattle.
4074. What is the carrying capacity of your land in a fair season? I carried three sheep to the acre in the last season; in fact, I have done so for the last five years. My land is well improved; it is all cleared. I think you might say that it would carry on the average two sheep to the acre.
4075. Is it good grazing country? Yes; and very good wheat-growing country.
4076. How many crops of wheat have you taken off the cultivated land? About nineteen off some of it. I took off nineteen crops in twenty-two years; the land had a two years' rest.
4077. Between the first and the nineteenth years? Yes; I expect this year it will go about 12 bushels to the acre. Of course, the soil is thoroughly ploughed.
4078. Are there many settlers where you are living? I and my brother have the biggest holdings; but there are several others there. My brother had 420 acres under crop, and a man named McGannon has, I think, as many acres as I have under crop.
4079. Have you had any conversation as to what you might do in the event of a railway being constructed in the district? I should cultivate very much more largely if there were a railway, and I know my brother would double the amount of wheat he has now in.
4080. I suppose your neighbours would act similarly? Yes.
4081. Is there anything you desire to add? Concerning a railway, I should like to mention that on some machinery from Sydney to Cowra I paid by rail 4s. 5d. per cwt., and from Cowra to Grenfell 5s. per cwt. If the farmer is to be handicapped in that way we shall have to go.

William Richardson, grazier, Bogolong, sworn, and examined:—

- W. Richardson.
20 Oct., 1897.
4082. *Chairman.*] You are a grazier, residing at Bogolong? Yes; 5 miles west of Grenfell.
4083. You are acquainted with the proposal to construct a line from Condobolin to Euabalong? Yes.
4084. Do you know that country? Yes. I have travelled from Condobolin, *via* Euabalong, to Hillston. I had a station at Dundoo Hills for 8 years. It is 50 miles south of Condobolin. It is very droughty country, generally speaking.
4085. Would the railway from Condobolin to Euabalong be of any assistance to this district? Certainly not.
4086. You have come here this afternoon to advocate a route to Hillston which would serve a greater number of people? Yes.
4087. You are merely grazing? Yes. Up to last year I had 13,083 acres of secured land and a lease of 10,000 acres of Crown land.
4088. Up to last year you used all your holding for grazing purposes? Yes, except a small portion upon which I grow hay, and which is not worth speaking about. Seeing the success which Mr. Greene and Mr. J. Q. Wood have made of farming upon the "halves" system, I made a trial of it last year in a small way. I put in 50 acres of wheat, and it gave me a return of 12 bushels to the acre. Encouraged by that, I put in this year 550 acres of wheat and corn, 350 acres of wheat and 200 of corn. I have already arranged for the clearing of 1,000 acres of land for wheat this year, and if there were a railway to Grenfell I should continue to increase the area, because I estimate that 10,000 acres of my holding are fit for growing wheat. I should like to say that commencing a mile and a half west from Grenfell, and following Mr. Little's routes for a distance of 30 miles, taking a radius 10 miles to the north and south of the line, you will have an area of 380,000 acres; allowing for 80,000 acres of inferior land which you could not cultivate, you would have close to Grenfell an area of 300,000 of wheat-land which, I am sure, would be put under crop if a railway were constructed.
4089. Why do you include such a large area of inferior land? I include the Weddin Mountains. The country through Bogolong and Melyra is splendid for the growth of all kinds of fruit and vegetables. I have 5 acres of vegetables, and I have been told by Chinamen that they have grown there as much as 14 tons of onions to the acre. I should also like to point out that for several years back I have had a small number of different kinds of fat stock. Owing to the dry summer it has been difficult to get them to market. The whole of that difficulty would be avoided if there were a railway at Grenfell. I consider I loose on the sheep quite a shilling a head by having to drove them to Young or Cowra. They are both 38 miles from my place. If there were a railway here, no doubt a lot of people would go in for poultry. I understand that already some people have as many as 2,000 fowls, and I see no reason why the number should not be increased to 5,000 or 6,000.
4090. How deep have you to sink for water? Eighteen feet; but we sink to 23 feet, allowing ourselves 5 feet of water.
4091. Is it brackish? No; it is good household water.
4092. How does this country compare with, say, Merrigal? That country is inferior to this for carrying stock.
4093. What stock can you carry to the acre? After the land in this district has been ringbarked for several years it will carry, in an ordinary season, from a sheep to a sheep and a half to the acre.
4094. Have you erected any rabbit-proof fencing? No.
4095. Have you gone to much trouble in dealing with the rabbits upon your holding? No; they are increasing, of course; but up to the present we have taken no steps to destroy them.
4096. Have you tried dairying? No; not at my place; but I know that the country is suitable for it.
4097. What vegetables have you grown? Peas, turnips, carrots, onions, raddishes, lettuce, beet, cabbage, cauliflower, and potatoes.
4098. And you find that they grow very well? Exceedingly well. They grow splendidly with sufficient moisture. Last year I had Swede turnips in my garden so big that you could put only one into a fair sized bucket.
4099. How many men have you employed on wages? I keep three men on the station the whole year—two for the purpose of boundary riding and to look after the sheep, and the other is a groom and milkman.

W.
Richardson.
20 Oct., 1897.

4100. If you carry out your idea of putting so many acres under cultivation it will mean the employment of a greater number of persons? So much so that when my 200 acres were planted with corn I had as many as seven men employed with double furrow ploughs. At the time of sowing the corn there were twenty men employed in ploughing, sowing, and harrowing. That number would be carried on proportionately as the acreage increased.

4101. What did it cost you to clear your land? In regard to the 200 acres to which I have referred, I first of all Yankee grubbed it. That is, I burnt all the timber off the ground and picked up all the sticks at a cost of 3s. an acre. After that was done I had to grub it fit for the plough to the depth of 10 inches. The total clearing cost me 9s. per acre. The timber was dead and had been so for a number of years. The contracts I am letting now have ranged from 10s. to 12s. an acre for 400 acres. As to the green timbered land, the ringbarking costs 1s. an acre; then every eighteen months it will cost you 9d. or 1s. an acre to remove the suckers and pine seedlings. If you cleared out the green timber at once it would cost you not less than £2 an acre.

4102. Have you adopted the "halves" system? My farming is entirely upon the "halves" system.

4103. You have seen that others in the district have made it a success and you are following in their footsteps? Yes.

4104. By the time you have your 10,000 acres under crop you will be employing a big staff of men? I must necessarily do so.

John Cleary, farmer and grazier, Piney Range, sworn, and examined:—

4105. *Chairman.*] How far is your property situated from Grenfell? Sixteen miles in a westerly direction. J. Cleary.

4106. What area have you? 2,500 acres.

4107. To what use do you put your land? Grazing principally. In the last two or three years I have gone in for a little bit of farming. I have 80 acres under crop this year. 20 Oct., 1897.

4108. Do you know the country between here and Wyalong? Yes, for 30 or 40 miles on each side of the surveyed line.

4109. What is it like—take the north side first? I consider that the land is well adapted for agriculture. I know that I had land under crop last year, and took 24 bushels to the acre off it. One particular piece which has been under crop for seven years—about 10 acres—gave that yield.

4110. Is the land on each side of the surveyed line equal to the land you are describing? Yes; there are thousands of acres on each side of the line equal to it.

4111. You find some difficulty in getting your produce to market? Yes.

4112. How far are you from the nearest railway station? Pretty well 50 miles.

4113. Does it pay you to draw that distance? You have to get a pretty good price for wheat to make it pay.

4114. It must be an exceptionally high price? Yes. We could not get teams to cart it last year. We had the wheat on our hands, and sold it the other day.

4115. Is forage very dear? They were paying £8 a ton for chaff.

4116. Consequently, carriers were hard to obtain? Yes.

4117. I presume that if you could obtain them under such circumstances they would want more money to cart your stuff to a railway station than you could afford to pay them? Yes; the bullock teams could not travel at all.

4118. Are there other settlers near you holding of 2,500 acres? Yes.

4119. How far would the surveyed line be from your land? It passes along it according to the plan; it goes through my brother's land.

4120. Supposing the railway is constructed, what do you intend to do with your land? I intend to go in for cultivation. I shall clear until I get 1,000 acres under crop.

4121. Has the land been ringbarked for some years? No, there is a good deal of green timber on it.

4122. What is your clearing costing you? Some of it cost us 1s. 6d. to ringbark it, and keeping down the seedlings and suckers would cost from 3s. to 4s. per acre. We could get it cleared now fit for the plough for 15s. an acre—that is, country which has been ringbarked for ten years.

4123. While the timber is dying off you are using the land for grazing? Yes.

4124. You are waiting for the construction of the railway before increasing your cultivated area? Yes; everyone is going in for cultivation now; they find they have to do so, because they cannot make grazing pay.

4125. What would your land carry? About one and a half sheep to the acre.

4126. You are on the edge of the Bland country? Yes.

4127. And that is first-class grazing land? It is good grazing country, but I would not say that it is first-class; it is splendid for cultivation. I have had twelve years' experience in the Albury district farming, and I consider that there are thousands of acres in the Grenfell district which are superior to the general run of land in the Albury district. Five crops is a good succession of crops in that district without manure.

4128. Do you know of any persons who would be likely to take up land here if there were a railway? Not of my own knowledge; but I dare say there are hundreds of persons who would be only too glad of a chance to come, especially on the northern side of the proposed line. There are thousands of acres there which will be rushed when the land is available, as it shortly will be.

4129. Is your land suitable for dairying? Yes, quite suitable.

4130. Do you think the dairying industry is likely to become a big industry in this district? Yes.

4131. You had some experience in dairying in the Albury district? Yes, a little experience.

4132. You find it necessary now to combine agriculture with grazing in order to work the land profitably? Yes.

4133. And you find it necessary to employ more men than you employed under the old system? Yes.

4134. Supposing you had 1,000 acres under cultivation, how many men would you have to employ to deal with it successfully? I think from twelve to fifteen men.

4135. Then the construction of a railway would mean the employment of a larger number of men in agricultural pursuits? Yes.

4136. Have you grown anything but wheat and hay? Yes; I have grown root crops; not for market, but for home consumption. I have grown pumpkins, turnips, and potatoes. They all grow fairly well. Cabbages and cauliflowers also grow splendidly. 4137.

- J. Cleary. 4137. Do you think all the land in your neighbourhood is suitable for mixed farming? I do not think it is all suitable. It might be made suitable at some expense. Some of the land is very stiff and clayey, and it would require drainage.
- 20 Oct., 1897. 4138. Have you anything further to add? With regard to the northern route, between Grenfell and Wyalong, I think it is the route which should be adopted. If the other route is adopted hundreds of tons of traffic will be lost to the railway. The northern route would attract a great deal of traffic from out Forbes way.
4139. You think that traffic outside the radius of the Forbes line would come to Grenfell by team, instead of striking a railway further west? Yes.
4140. There is considerable settlement at Bimbi? Yes.
4141. How far would you be from the southern route? About 16 miles.
4142. It would be almost as near for you to come to Grenfell? Yes; just about the same.

William Wells Priddle, farmer and grazier, near Grenfell, sworn, and examined:—

- W. W. Priddle. 4143. *Chairman.*] You are a farmer and grazier residing 12 miles from Grenfell? Yes.
- 20 Oct., 1897. 4144. How long have you been in the district? Twelve years, farming and grazing.
4145. What area of country have you? 10,000 acres.
4146. You are acquainted with the proposal to construct a line from Condobolin to Euabalong? Yes; I have been through that country several times.
4147. You know that that line would be continued to Hillston? Yes. The line would not benefit me in the least; we should be about 70 miles from Condobolin.
4148. What you require is a line from Koorawatha to Grenfell? Undoubtedly.
4149. You have been going in for mixed farming? Yes.
4150. How many acres have you under cultivation? About 500 acres every year; we grow wheat chiefly.
4151. What would be the distance of your holding from the suggested railway from Koorawatha to Grenfell? About 8 miles, if the line went on to Wyalong.
4152. In the event of that railway being constructed, what area would you have under cultivation? Where I have 100 acres now, I should have 1,000. I should cultivate every acre I hold which would be fit for cultivation, and I suppose I have about 6,000 acres which would be fit.
4153. What is your average yield? About 13 bushels, taking one year with another.
4154. What price would pay you? Three shillings a bushel, if the railway were 10 miles away. I have sold it under 2s.
4155. You have tried growing fruit of various kinds, and especially grapes? Yes; the grapes do very well here.
4156. Is your country a good grazing country? It is a very fair grazing country.
4157. Do you think the dairy industry would flourish here if there were railway facilities? Yes; Mr. Thompson considers it the best district he has yet visited for dairying.
4158. You are of the same opinion? Yes; I have seen corn grown here for ensilage, but not for cobs.
4159. What sheep have you? I run from 5,000 to 10,000.
4160. What will your land carry? Improved land would carry from 1½ to 2 sheep to the acre. It depends upon how you improve it. The land will carry 10 sheep to the acre if you like to expend the necessary money, especially if you go in for ensilage and green stuff, but it will not do that from the natural grasses. I have grown sorghum, flax, and hemp. I have also grown turnips 21 lb. in weight without irrigation. You do not want much rainfall to grow wheat. If you have 12 inches of rain at the proper time it is enough for wheat. This is a dry year, and I never saw the wheat crop looking better in this or any other district.
4161. Do you know the Bland country? Yes; there is no better fattening country in Australia.

James Casey, farmer and grazier, Weddin View, Grenfell, sworn, and examined:—

- J. Casey. 4162. *Mr. Fagan.*] How far are you out of Grenfell? About 14 miles to the west.
- 20 Oct., 1897. 4163. What is the area of your holding? I have very nearly 8,000 acres of secured land and 4,000 acres on annual lease.
4164. You endorse what other witnesses said as to the general productiveness of the soil for wheat? Yes.
4165. You know the northern route from Grenfell to Wyalong? Yes; it goes right through my cultivation for about 6 miles, I suppose.
4166. I suppose the construction of a railway from Condobolin to Euabalong would be of no assistance to you? It would not assist me in any way whatever.
4167. You favor the northern route to Wyalong? Yes; it would serve a larger number of people, and would pass through better country.
4168. Would the railway interfere much with your holding? It would cut it up in different places; but I do not very much care where the railway goes as long as it does some good to the district. I do not think any man would object to the railway on the ground of its cutting up his holding. He would still benefit by it.
4169. Does the surveyed line pass through your secured land or through your leased land? It passes through the secured land and through the conditional lease land also.
4170. Would you be prepared to give such land as might be required for the construction of a line? I should be prepared to give it, because the railway would be of more benefit to me than the land.
4171. How is your run watered? By tanks.
4172. You understand the growth of fruit? Yes; I had five years' experience in the Albury district.
4173. Do you think the country here is equal to the Albury country for the growth of grapes? I think it is much better.
4174. What distance are you from a railway station? Young, Forbes, or Cowra are each about 50 miles away from me.
4175. Therefore, the carting of your produce is costly? Yes.
4176. How many acres have you under cultivation? About 360; 260 under wheat and hay; and 100 under corn.

4177. How long have you been growing wheat? I have been growing it for 11 years upon some portions of my holding. I have had an average yield of from 16 to 19 bushels. In the year before last the average was very low. It was about 7 bushels. J. Casey.
20 Oct., 1897.
4178. A railway would do the district a great deal of good? I think the district was entitled to it twenty years ago.
4179. It would probably bring a larger area under cultivation? Yes; I know plenty of farmers who are not growing wheat at the present time on account of the expense of taking it away. On the Sandy Creek run, about 17 miles north from here, several leases have been taken up, but it is impossible for the lessees to cultivate, because there is no railway to take their produce to market.
4180. Have you tried bacon curing in this district? On a small scale. You can produce here anything which can be produced in most parts of the Colony.
4181. Do you think it would ever become an important industry here? Yes, but it is no use to go into it now because you could not sell the produce. I suppose a railway here would have much the same effect as the railway had in the Albury district, where land under pastoral occupation was at once brought under cultivation. There is a great rush for all land thrown open within a reasonable distance of a railway. I reckon that if you get a railway within 10 miles of you, you are pretty well served.

John Quigley, orchardist, Grenfell, sworn, and examined:—

4182. *Chairman.*] You are an orchardist? Yes, residing at Two Mile, Grenfell, on the Cowra-road. J. Quigley.
20 Oct., 1897.
4183. How long have you been in the district? I was here before payable gold was found, and I have been here ever since—over thirty years.
4184. You have heard of the suggestion to construct a railway through this district towards Hillston? Yes.
4185. You can speak as to the capabilities of the soil here for the growth of fruit? Yes.
4186. What area have you under cultivation? Between 50 and 60 acres.
4187. What fruit do you grow principally? Grapes; I have 25 acres of vines in full bearing.
4188. Is the soil here suitable for the production of grapes for wine making? Yes; Mr. Despeisis, of the Agricultural Department, was here, and sent me a copy of the *Agricultural Gazette*, in which he said that he had been upon my vineyard and it was not second to any in the Albury district, and that it was a great pity the whole of the 400 acres were not under grapes.
4189. Is the grape crop good here? It varies a good deal; the last two years have been dry, and the vines have not been so productive, but the wine has been of a better quality.
4190. What do you do with your grapes? I take them away in waggons to Wyalong, Parkes, and other places; and I do the same with the wine.
4191. You find a local market for your grapes and wine? Yes. I have about thirteen or fourteen first prizes for my wine. I got a prize this year against a Wagga Wagga man, and some other experts.
4192. Where have you exhibited your wine? Grenfell. I went to Cowra some years ago; but I did not get any prizes there. There was a large competition.
4193. Is there much land here as well adapted as your own to the growth of the grape? Yes; a large area.
4194. You think there is every probability of a wine-making industry being firmly established in this district? Yes; if we get a railway—not otherwise.
4195. Does your grape crop ripen early? Yes; about the 1st February the grapes are getting ripe.
4196. In the event of a railway being available, what use would you make of it? It would be of great benefit to me, because it would do away with all my carriage by waggon; and I should also put an additional acreage under vines.
4197. What do you get a dozen for your wine? I sell it at 6s., 7s., and 7s. 6d. a gallon.
4198. You endorse the evidence of previous witnesses as to the general capabilities of the soil? Yes.
4199. Do you know the country between here and Wyalong? Yes. I may mention that they have sent from Sydney to me for vine-cuttings, on account of the quality of my grapes.
4200. You have no disease in the vines? They require attention; I go by the instructions issued by the Agricultural Department.

THURSDAY, 21 OCTOBER, 1897.

The Sectional Committee met at the Court-house, Grenfell, at 10 a.m.

Present:—

THOMAS HENRY HASSALL, Esq. (CHAIRMAN).

The Hon. DANIEL O'CONNOR, Esq.

JOHN LIONEL FEGAN, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Euabalong

John Buckman, farmer, Brundah, sworn, and examined:—

4201. *Chairman.*] You are farming on the "halves" system at Brundah? Yes; on Mr. Wood's estate. J. Buckman.
21 Oct., 1897.
4202. *Mr. O'Connor.*] How far is your farm from here? Eleven miles.
4203. How long have you resided in this district? Over twenty years. I have been three years upon my present holding. I have been on Brundah during the whole time, but not farming. I had a farm of my own about 7 miles from here. I had 140 acres. I had to relinquish the land through borrowing money and through the bad seasons. I then came to Mr. Wood's estate, and am now farming there. When I came to him I had nothing—in fact, I had to borrow money to get plant for farming. Now the land is all pretty well cleared, and I have cleared off the advance which Mr. Wood made me. I started with 100 acres in the first year. The land was cleared for me, and I got the seed. If a bad season comes I am not very much out, and if there is a good season I make something out of it. I now have a plant of my own with which to work the land; my tenure is from year to year.
4204. Are there many other men like yourself upon the estate? Yes; and they are all satisfied with the conditions.
4205. They are satisfactory to both landlord and tenant? Yes; we are all doing well. Our only trouble is in the getting away of the produce when we have grown it.
4206. Your position would be much improved if you had railway facilities for getting your wheat to the best market? Yes. 4207.

- J. Buckman. 4207. You know the suggested line to Wyalong? Yes.
 4208. How far are you from it? It comes through part of my farm.
 21 Oct., 1897. 4209. Then the railway would be a distinct advantage to you? Yes.
 4210. What is your average yield? It will produce in a year like this between 20 and 30 bushels per acre. When I was farming on the estate twelve or thirteen years ago I had an average of 40 bushels to the acre.
 4211. How many acres have you under cultivation? The whole of the 260 acres is under wheat. Some of them go in for hay, but I go in for the grain. If we had to grow hay, and a line passed through here to the west, we might just as well send our produce westward as to Sydney.

Amos Southwell, farmer, Brundah, sworn, and examined:—

- A. Southwell. 4212. *Chairman.*] You are a farmer on the "halves" system on Brundah? Yes; I have also a small farm of 140 acres of my own adjoining Brundah.
 21 Oct., 1897. 4213. Do you work your own farm in conjunction with the farm on Brundah? Yes; I have about 40 acres under cultivation on my own farm, and I use the balance of the land for grazing.
 4214. What area are you farming on Brundah? I have 350 acres under wheat, and 80 acres under corn. I am preparing additional land for the plough.
 4215. What area have you taken from Mr. Wood? I had 350 acres, and I am now taking another 150 which I am preparing for next year.
 4216. What has been your experience on the share system? I have only had two years on the share system, but I like it very well. When I took up the land two years ago I was grubbing on the place. I had 200 acres in the first instance and it was under crop last year, which was considered a bad year. We put in our wheat at the end of June, and there was very little rainfall. It was one of the worst years in my recollection. The wheat went 7 bushels to the acre. Another crop on the station went 14 bushels, but it was sown earlier, and the ground had been prepared. My ground was perfectly new, and had never been farmed before. My crop this year, I should think, will go 30 bushels to the acre. It looks very promising.
 4217. How much capital had you when you started with Mr. Wood? I had very little capital when I started. Mr. Wood had the land prepared for the plough and found the seed.
 4218. You were able to keep yourself while the crop was growing? Yes.
 4219. When the crop was reaped you shared over a certain percentage? Yes; the return was very satisfactory. It paid me very well for the work I had done.
 4220. You think it is a satisfactory method of dealing with the land by men with small means? Yes.
 4221. You have not enough capital to take up and work land on your own account;—the expense of clearing and preparing the land for the plough would have been too heavy for you? Yes.
 4222. Do you employ any labour? Yes; generally two hands for putting in the crop, and more for harvesting.
 4223. Are there many men working the land on Brundah under similar conditions? I think there are about ten or fifteen on the place.
 4224. Is the system popular in the district generally? It is just starting.
 4225. Where do you send your produce? It was sent to Koorawatha last year.
 4226. How far had you to cart it? About 18 miles.
 4227. The expense of cartage, I suppose, was not very heavy over that distance? It was 1s. a bag. I happened to have a bullock team myself. A number could not cart at all, or were late in getting their produce away. They might, perhaps, have to wait three or four months.
 4228. You are not bound down to growing wheat alone? Wheat is the main thing. I am breaking up some land now for corn. The land will grow anything. We find that by growing a crop of corn we benefit in the following year, even if we do not get much corn.
 4229. You are going to rotate? We grow wheat principally; it is the best paying crop. I have grown corn in the district; but not up at Brundah. I have seen corn go 30 bushels to the acre. It just depends upon the season.
 4230. Do you think that a railway through this district would induce many other persons to farm upon the share system? If there were a railway the cultivated area would soon be doubled.
 4231. Is the country between here and Wyalong as suitable for farming as the country upon which you are located? Between here and Marsden there is splendid country. All the land between Grenfell and Pine Creek is suitable for farming.
 4232. Have you done any dairying? Yes; it is a good district for dairying.
 4233. It is good fattening country? Yes; the stock fatten very quickly. The cattle do fairly well in a time of drought. I have seen them fatten when there has been very little grass.
 4234. You think mixed farming, then, might be carried on here? Yes.
 4235. Fodder can be grown without any trouble? Yes; sorghum will grow well here.
 4236. As to the tenure of your land;—are you under a yearly agreement? We take the land upon a three-year term.
 4237. If you break up your land this year you will not lose it in the next year? No; we proceed upon the assumption that the system will last.
 4238. I presume you can renew your lease if you care to do so? Yes.
 4239. You have no agreement to purchase? No; but we understand that the system is to last—we take Mr. Wood's word for that. Of 18 bushels, Mr. Wood takes 9 and we take 9; if there is any over it goes to the farmer.
 4240. You divide equally any yield under 18 bushels? Yes.

William Henry Hazelton, Sheriff's officer, Grenfell, sworn, and examined:—

- W. H. Hazelton. 4241. *Chairman.*] You were, until 1896, Mining Registrar at Grenfell? Yes, from November, 1882.
 21 Oct., 1897. 4242. *Mr. Fegan.*] So that you would have a fair knowledge of the yield of gold, and the number of men employed. Yes. The returns are collected every year and sent down to the Department.
 4243. What was the number of mining leases in force last year? There were over thirty in and around the district.
 4244.

4244. *Chairman.*] To what depth have the reefs here been worked? One is down over 400 feet. There are several reefs here which have been payable, and some are payable now. The Enterprise is payable, and would be a good reef, but their horse-power is not sufficient to contend with the flow of water. Machinery is being imported from Victoria now, and expensive cyanide works are being erected.

W. H.
Hazelton,
21 Oct., 1897.

4245. *Mr. Fegan.*] In what direction has gold-mining been carried on here? There has been some mining at Sandy Creek, between 18 and 20 miles from here. A great many claims were taken up there and worked. Some stone was raised and crushed by a battery which was erected there, and the miners whose reefs did not pay had to leave the place. Several of the reefs have now been taken up, and parties are erecting machinery to treat the stone. The machinery which was there previously did not treat it properly. I know from assays that as much as 5 dwt. was obtained from the tailings. Some of the crushing went over $\frac{1}{2}$ oz.

4246. A majority of the miners left the reef on account of there being rushes elsewhere? Yes; but some of the parties who were working there previously are back again.

4247. You think there is a prospect of the ground paying if it be properly worked? Yes. The drawback is that the ore has to be sent to Sydney for treatment, and the transit to the railway station is expensive. On thirty claims between 80 and 100 men were employed. On the Pinnacle also a great many were employed. In one of the mines at the present time there are forty miners working; they have a large crushing-plant and the latest appliances for treating the stone. They have not been working for some time; they are short of water, and that has been the drawback to mining in this division also.

4248. You think that with a better supply of water there would be a greater development? Yes; and also, if they could get the stone away at a cheaper rate. Silver also has been found here. For instance, there is the great Southern Silver Mining Company, 13 miles south-west, and Broula 22 miles in a north-easterly direction, where silver which is now being worked was worked some years ago. They also got copper and limestone there. This year a great quantity of stone will be raised. Last year, in consequence of want of water, it could not be dealt with. There are three crushing machines at Grenfell, one of them being 7 miles from here. At the Pinnacle and Ironbank there are also two large crushing machines. To the best of my knowledge there are thirty head of stampers at the Pinnacle.

4249. Do you think the connection of Grenfell with the railway system of the Colony would be the means of developing the mining industry? Yes; there are a number of lodes which they cannot treat locally. They may be able to treat it in a rough way, but it has to be forwarded to Sydney for final treatment, and the carriage to the nearest railway station at Young or Cowra would be an expensive item.

4250. Have not works been erected at Wyalong? Yes. That is 65 miles from here, and the road is bad.

4251. In the near future Wyalong must have railway communication? Of course, if there were a railway in that direction stone would go by it to Wyalong.

4252. You think, therefore, that railway communication would assist the development of the field? Yes; ore which could not be treated by the machinery here would be treated at Wyalong.

4253. I suppose that with railway communication and a further development of the mining industry works would be erected here? I think it is very likely they would.

4254. All things considered there is likely to be a revival of the mining industry in this district with railway communication? Of course capital is required.

George Cousins, secretary, Homeward Bound Gold-mining Company, Grenfell, sworn, and examined:—

4255. *Chairman.*] Have you been long engaged in the mining industry? I have been interested in it six years. G. Cousins

4256. You have a good knowledge of the Grenfell district? I have taken an interest in it ever since I have been here. 21 Oct., 1897.

4257. How long has the Homeward Bound Company been working? For the past six years.

4258. Your ground is payable, I presume? We had at the beginning of the year four men employed, and at the beginning of the month seventeen. We have paid them £2 10s. a week since the beginning of the year.

4259. Are you working the claim with wages men? Yes.

4260. The mine has paid wages and you have a small balance to the good? Yes, this year. We are finding gold now at the 450-ft. level. It goes 15 dwt.; the previous crushing gave 25 dwt. There is any quantity of stone.

4261. Is the reef well defined;—are there good foot and hanging walls? Yes.

4262. There is every prospect of permanence? Yes.

4263. Have you any idea of the mining leases held in Grenfell? Yes; in 1895 there were 15; in 1896, 25; and there are, in 1897, 30.

4264. Have you any idea of the number of men employed on the field in 1896 and 1897? There were 100 in 1896 and 120 in 1897. They were not fully employed on account of water being required for crushing purposes last year and at the beginning of this year.

4265. Can you tell us the yield of gold for the past few years? In 1895 the value of the gold was £3,578; in 1896, £6,978; and up to date in 1897, £6,656. The two first returns I obtained from the mining registrar, and last from the banks which purchased the gold.

4266. Do you know of any new developments in mining between here and Wyalong or between here and Koorawatha? Developments have been caused by the cyanide process; there are 750,000 tons of tailings awaiting treatment. One cyanide works are being erected, and the others are finished. The works just starting are on a very large scale. A company are just about to develop the Enterprise mine by working it in a more systematic manner than it has hitherto been worked. There has been hitherto a very primitive method of working the gold; there has been no machinery to develop the deep mines.

4267. Is the stone of a refractory nature? It is.

4268. The return of 25 dwt. which you have mentioned might be materially increased if you had the best method of treating the stone? I have no doubt that that would be the case. If we had improved machinery we should get a much larger yield from the Homeward Bound. We get 3,000 gallons a day, and we know that a great deal of gold goes away in the tailings. During the last year we supplied the whole of the cattle in the town with water.

- G. Cousins,
21 Oct., 1897.
4269. Are there any working outside the town of Grenfell? Yes; there is the Pinnacle Reef, 25 miles from here to the north-west. It is employing now 70 hands, and is putting through the 20-head stamper 200 tons a week.
4270. That is not the only other mine in the locality? No, there is the Ironbark; they have also a battery, and are employing 12 men; Sandy Creek is also being developed.
4271. That is in the same locality? Yes, it is in the same belt. It is only about 6 miles from Grenfell.
4272. Is the Pinnacle mine being worked by a company? Yes; but the Ironbark and Sandy Creek are being worked by miners on their own account.
4273. There is a belt of gold-bearing country running through there? Yes; the whole district is gold-bearing.
4274. What is retarding the development of the industry, do you think? The want of capital is undoubtedly one of the causes; it is perhaps the chief cause.
4275. You think the construction of a railway would perhaps assist the industry? It would help us a good deal. The claim I represent sent yesterday to Cowra 6 tons of concentrates; the road carriage cost us a great deal more than the railway carriage down to the Illawarra works. We could send down three times as much if we had cheaper transit.
4276. You think that if there were a railway here capitalists might be induced to pay the field a visit, and look round? Yes; the coaching is quite enough to drive any person away. I might also mention that lime is here in abundance, and in good quality. It is used locally now; but if there were a railway it might be used extensively. There is also some kaolin, which has been proved by the Mines Department to be the best in New South Wales. There are large deposits of that.
4277. I suppose that if there were a railway pottery works might be established here to advantage? Yes; on account of the good quality of kaolin. Our opinion of Grenfell is that it is similar to Adelong. It only requires capital to develop it; there is any quantity of stone in sight. There are large bodies of stone which are gold-bearing, and if it could be got out and crushed cheaply, I should say that from 8 to 9 dwt. would pay. With a 4-foot reef, which is the average width in Grenfell, it would pay handsomely. Now that the new cyanide process has come into use, we are hoping that speculators will turn their attention to Grenfell, and that something will be done to develop the field. If companies of that kind came here there would be a certain amount of coal and other mineral traffic upon a railway.

William Roberts, sergeant of police, Grenfell, sworn, and examined:—

- W. Roberts,
21 Oct., 1897.
4278. *Mr. O'Connor.*] How long have you been stationed here? For nearly twelve months. I came here on the 7th last November.
4279. How far does your district extend? I cannot give you the exact boundaries.
4280. How far have you been out? About 20 miles north and south.
4281. Do you collect statistics here? Yes; in portions of the counties of Monteagle, Forbes, Gipps, and Bland. In freehold land there are 144,922 acres; there are rented from private owners 3,738 acres; there are in Crown land 6,739 acres; under cultivation 25,078 acres; and under cultivation for wheat, 22,688 acres, yielding 207,294 bushels last year. Those figures apply to portions of the patrol district, which is about 40 miles square. The amount of land under cultivation that would be benefited by the railway would be 35,078 acres for a yield of 307,214 bushels of wheat.

George Henry Greene, Esq., M.P., sworn, and examined:—

- G. H. Greene,
Esq., M.P.,
21 Oct., 1897.
4282. *Chairman.*] You were examined on the 7th September last by the main Committee in reference to this proposal? Yes.
4283. Have you any additional evidence to give? I have evidence to show the extra amount of expenditure in wages and material and the extra results gained by working the share system as it is worked here, as contrasted with the working of properties under the old system.
4284. You were not in possession of particulars when you were last examined? No. Originally I was working the Iandra Estate as a pastoral property. I then employed about five men looking after the stock, and since we have had the partial assistance of a railway—because we are a long way from it, the nearest point being the Monteagle siding 12 miles distant—the average number engaged in ploughing, that is during the past four or five years, has been 120.
4285. How long would you be employing that 120? From the end of March until the end of July. During the harvesting, which you may say extends over about two months, there are 160 able-bodied men employed, representing forty families. On the share system on Iandra, there are forty families supported, and the station-hands and employes, instead of being five in number as under the old system, are twenty. The contractors employ on the average all the year round—at times the number is greater—fifty able-bodied men. During the drawing of the wheat and the carting to the railway there were employed last year sixty men with fifty waggons, and I trucked to Sydney 6,500 sheep; up to that date I trucked only a very small number, because I was not in a position to fatten them. This year I expect to truck, in spite of the disastrous drought, about 7,000 fats to Sydney. The amount I paid for cartage of wheat last year—I have not taken into consideration wool, or any other produce—was £1,015, sending to the nearest station. This year I expect it will cost from £1,500 to £2,000. During this time I had to keep and feed about 600 head of foreign horses and cattle belonging to the carriers, which was an enormous tax.
4286. Without any compensation? Yes; that is an expense in excess of the £1,015. Great injury was also done to the tanks on account of the low condition of the water, and the large number of stock to be watered. This year I would at this moment give a contractor £1,500, and take my chance, to cart my wheat to the nearest station, but I do not expect to get it done for £1,500. The work done between 1892 and this present year—say, five years—in clearing fit for the plough, amounts to the extent of 3,000 acres per annum. The amount of tonnage sent by me to the train, and upon which I paid freight for wheat alone, not counting anything brought up from Sydney, machinery or anything else, was between 2,500 and 2,600 tons; that was for train alone, irrespective of road-carriage, and the estimated value of the machinery and harness used in farming is £12,000, most of which, if I have not exactly supplied it myself, I have become security for; otherwise the men could not in many cases have purchased. I estimate that there are 500 farm horses at £15 a head, or £6,000. As showing the terrible loss we are put to in the face of this enormous expenditure, in not being able to utilise the straw (which, if we had a means

means of sending it away, would be cut with reapers and binders, and, the wheat having been thrashed, would be sent to Sydney), I may mention that we lost on that item alone £7,000—that would be the straw off 10,000 acres. Considering that some of my men who do cut with reapers and binders have sold their straw at as high a figure as £5 a ton, the £7,000 I have given is a low estimate. It would, of course, apply to an ordinary season and not to a season of drought. You will see that, in making my estimate, I have taken the straw at a low price. With regard to the pastoral aspect of the question, I may mention that I have proved beyond doubt now that land which has been cropped for four or five years is in a thorough condition for growing lucerne. I have spent hundreds of pounds in the purchase of lucerne seed, and have spent large sums in getting it put in. I have at this moment about 500 acres which has been recently sown with lucerne, and by the help of this system of utilising the ground after it has been cropped for some years, there is absolutely no waste period in the history of the ground. It is turned at once from a productive wheat paddock into an almost equally productive grazing paddock, with the results that, whereas two months ago stock were on the point of death, I have lambs now ready to go to Sydney—cross-bred lambs—which will average 45 lb.; they are being shorn to-day. Under these circumstances I claim that no fear need ever be felt of the farming industry being abandoned, and the country being allowed to go back to its natural waste condition, as it has been conclusively proved that the ground can be utilised in the way I have suggested. The area of improvement I should put down at the very least, if a line should be constructed from Koorawatha to Wyalong, at 15 miles on each side. Practically, the improvement would extend much further than that; but putting it down at that short mileage distance from the train, people would be enabled to send wheat to different places. Probably out west would be our best market in a time of drought. I calculate that the areas improved by a railway running from Koorawatha to Wyalong, and extending 15 miles on each side, would be 1,440,000 acres; and I should say probably nine-tenths would be fit for cultivation in some form or other. I give these figures to show that the holders of land, when they start upon this work, must go on, there is no stopping; it simply amounts to this: that whereas there are hundreds of capable men in this country who have not the means to till their own land, when they are put in possession of land cleared for the plough, and when they are supported by capital, become, I think, the most thriving class of farmers in this district. Where men are given the very best land, and have to work it without capital, they can never overtake the deficiency in their banking account; they live from hand to mouth a life of oppressive toil; perhaps they get in a small area each year; but the area they can deal with is so small that they become disheartened; whereas with a large area a man under the share system has no responsibility excepting that of work. All his pecuniary arrangements are made for him on a much more satisfactory basis than he himself could arrange them with the bank. It is said that figures can be made to prove anything; the figures I give, and the statements I am making, are derived from the facts; the facts have not been made to suit the figures, but are there, and can be seen. There are numbers of men who can give you similar evidence to that I am now giving. My argument in brief is this: that the statements made by myself and others with reference to the probable outcome of railway communication, and the efforts that would be made in the district to prove it worthy of the assistance of a railway, have been amply guaranteed. The work is there to show for itself; it will be permanent, and it will continue to increase. It must be left to the intelligence of those who have heard the evidence, and who can see for themselves what has been done, to decide the matter. We have now given hostages to the country for the due performance of everything which we have said can be done. If the results all through the district were only one-tenth of what can be shown to-day, the volume of traffic by rail would be larger than anyone would care to say.

4287. You have no doubt that railway extension to Grenfell would very soon pay? I am perfectly certain it would.

4288. But you think that, if anything, a line from Koorawatha would be the better paying line? Yes; but I shall be perfectly satisfied, now that our claim has been investigated, with any line the Government would choose to adopt. With regard to a question which was asked in Sydney, if I thought that the share system would lead to closer settlement on account of the large shareholders selling their land, I said then I thought it would. I have now to state that, having spoken to friends of mine who are in the same position as myself, the universal feeling seems to be that the holdings some of us have are too large, and that we should be willing to sell some of the land. I myself have for a long time past been in treaty with some of my own men, who came to me without one farthing, and whom I hope to see in a position to buy their own land in the course of a very short time.

George Theophilus Saunders Boileau, Crown Lands Agent, Grenfell, sworn, and examined:—

4289. *Chairman.*] What is the area of Crown lands in the district of Grenfell? Approximately, the area in the police district would be about 346,800 acres.

4290. Is any of it available for settlement now? About one-fourth of it would consist of water and travelling stock reserves. The rest of the land could be made available when the Government thinks fit; the leases are from time to time expiring.

4291. You have been in the Grenfell district three years? Yes, and I am in a position to state that whenever Crown lands have been opened for sale there has been heavy balloting. We can never keep an acre if the improvements are within the reach of the ordinary selector. The only land I have at present unsold is where the improvements are so high that the selectors have not had the means to take it up. To-day a small area was thrown open—the only piece I had available for selection—and it was gone at 10 o'clock.

4292. That has been your experience here? Yes; for areas of any size there have always been from twenty-five to thirty applicants.

4293. You have had an opportunity as Crown Lands Agent of forming an opinion in regard to the value of the land in various districts of the Colony;—what is your opinion of land in the Grenfell district? It is good agricultural country; it is not like land in many other districts which is taken up solely for grazing purposes. Here people take up land for agriculture, and make a good living out of it.

4294. Does the district appear to be a prosperous district as compared with other districts? It is as good as any other district as far as agricultural resources are concerned.

4295. The farmers appear to be a fairly prosperous class? Yes; they do very well if they have a decent season.

G. H. Greene,
Esq., M.P.

21 Oct., 1897.

G. T. S.
Boileau.

21 Oct., 1897.

G. T. S.
Boileau.
21 Oct., 1897.

4296. Have you had experience in any district which has been opened up by a railway;—has there been railway construction during your term of office? Yes; the Glen Innes district was opened up by railway when I was there.

4297. Did the railway result in a largely increased demand for land? It led to a very large influx of population.

4298. You think from what you have seen that similar results would follow here? Yes, decidedly.

4299. Do you know the land between Wyalong and Grenfell? I do not know it all, but I know that the farmers at Piny Range speak very highly of that country.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Condobolin to Euabalong.

SECTIONAL COMMITTEE.

APPENDIX.

A.

[To Evidence of J. Burrett.]




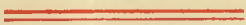

STATISTICS from landowners and farmers within a radius of 8 miles from Bimbi, who pledge themselves to support the railway if a route be adopted *via* Bimbi to Wyalong from Grenfell.

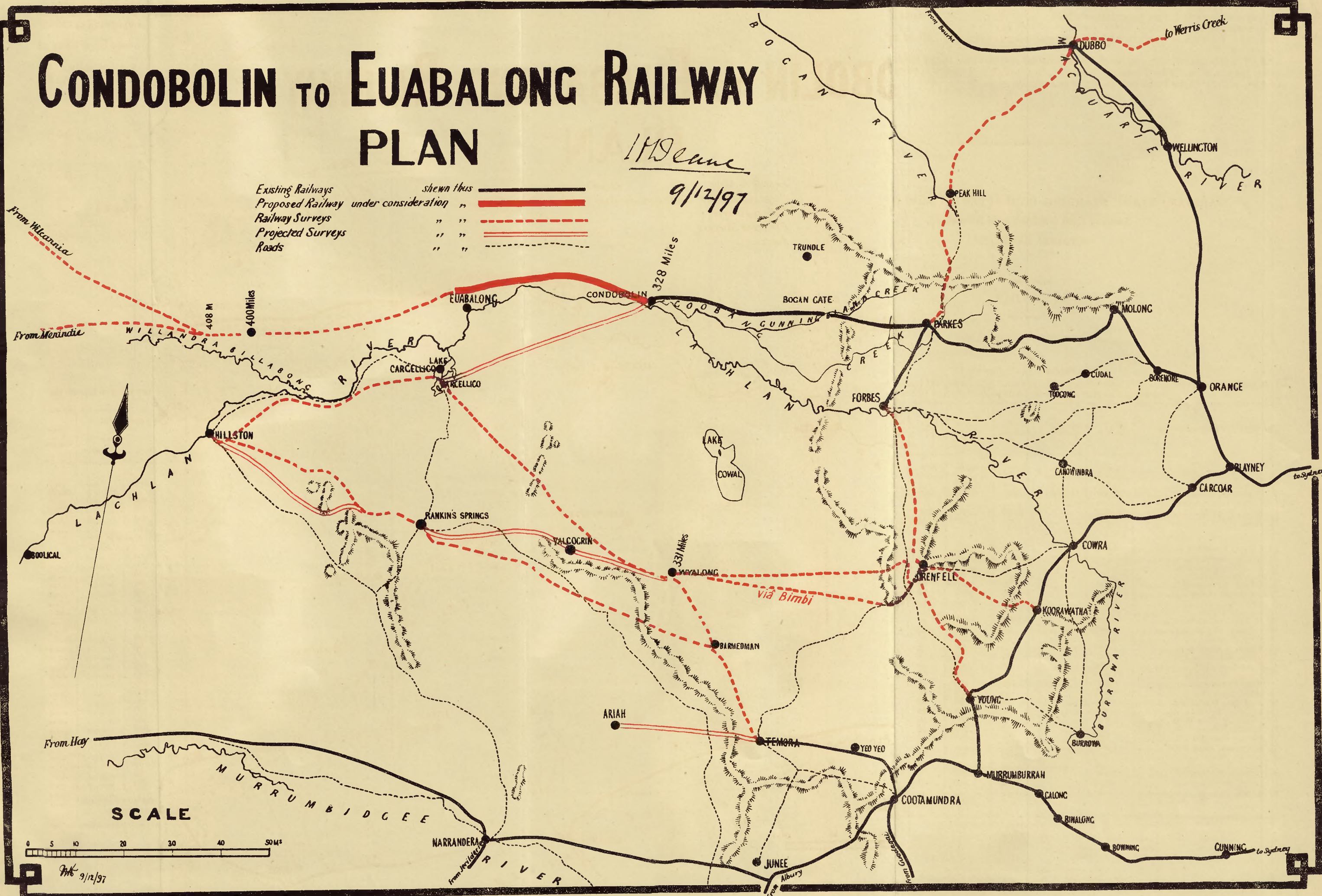
Name of holdings and owners.	Area, C.P. and C.L.	Crown land leasehold.	Area for cultivation.	Grain.	Wool.	Fat stock for market annually.		When lease expires.
						Sheep.	Cattle.	
Chisholm Bros., East Bland	Acres. 25,000	Acres. 10,000	Acres. 15	Bushels. 15	Bales. 800	15,000	500	1897
S. Caldwell, Eurabba	11,000	5,000	2,000	24,000	160	3,000	1,000	1898
V. V. Burrett, Euroka	17,000	11,000	200	2,000	300	10,000	1,000	1897
J. Nowlan, Wentworth Gully	6,600	23,000	7	.....	150	1,500	500	1898
J. Dwyer, Balabbla	10,000	.....	1,800	8,000	200	2,000	20	.....
H. Gault, Bimbi	4,800	.....	160	1,600	50	1,500	.....	.....
						(and 100,000 ft. sawn timber annually).		
P. McGrath, The Pines	4,800	.....	400	2,800	100	1,000	.....	.....
A. Grimm, Lanask .....	.....	25,000	.....	.....	800	1,000	.....	.....
D. McCarthy, Bland Road	5,000	.....	.....	.....	50	1,000	.....	.....
T. Carr, Frankfield	2,560	.....	50	200	50	1,000	.....	.....
A. McNeill, Aramagong	1,500	.....	300	3,000	25	1,000	.....	.....
J. S. Morrison, Arley	2,939	.....	100	1,000	70	1,000	.....	.....
J. Cattle, Somerset	4,240	.....	200	4,000	80	2,000	20	.....
J. Haub, Pine Vale	3,200	.....	2,000	2,000	60	1,000	10	.....
W. L. King, Kokkadale	3,271	.....	200	1,500	60	1,000	.....	.....
W. Coleman, Bimbi	949½	.....	80	400	25	400	.....	.....
M. Byrn, Adavale	1,677	.....	50	500	50	1,000	.....	.....
G. Mahon, Glenlea	1,200	.....	100	2,000	28	800	.....	.....
J. Norton, Bimbi	1,280	.....	60	700	16	400	.....	.....
J. M. Nowlan, Bimbi	720	.....	40	400	30	500	.....	.....
T. Goonan, Woodlands	1,800	.....	100	1,000	30	600	.....	.....
T. West, Stoneridge	620	.....	140	1,400	15	600	.....	.....
D. Lehan, Medallion	1,280	.....	100	1,200	20	400	.....	.....
W. J. Regan, Wattle Vale	1,280	.....	15	150	30	400	.....	.....
Brown Bros., Balabbla	1,250	.....	60	700	10	500	.....	.....
J. J. Tidiman, Rose Farm	1,120	.....	30	300	20	300	.....	.....
J. Tidiman, Bribera	484½	.....	230	200	10	200	.....	.....
W. Spring, Pine Hill	700	.....	100	1,000	10	500	.....	.....
T. McNamara, Bland Road	1,200	.....	.....	.....	35	500	.....	.....
J. Stewart, Bimbi	440	.....	60	500	7	500	.....	.....
J. Causer, Bimbi	440	.....	25	200	4	150	.....	.....
J. D. McKenzie, Bribera	3,300	.....	20	100	75	2,000	.....	.....
C. George, Euroka	440	.....	100	800	6	.....	.....	.....
E. Millard	40	.....	.....	.....	.....	50,000 ft. sawn timber annually.		.....

[One plan.]

CONDOBOLIN TO EUABALONG RAILWAY PLAN

149 Lane
9/12/97

Existing Railways shown thus 
 Proposed Railway under consideration " 
 Railway Surveys " " 
 Projected Surveys " " 
 Roads " " 



M 9/12/97

1897.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLANS,

RELATING TO THE

PROPOSED RAILWAY

FROM

CONDOBOLIN TO BROKEN HILL.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 1 Report from Printing Committee, 4 May, 1897.

SYDNEY: WILLIAM APPLGATE GULLICK, GOVERNMENT PRINTER.

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3. Plan showing proposed Railway from Condobolin to Menindie and Broken Hill, and suggested deviation from Condobolin *via* Cudgellico and Hillston to Mossiel.
4. Sketch Map showing approximately the position of line and character of country from Grenfell to Broken Hill.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

PROPOSED RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing a line of railway from Condobolin to Broken Hill," have, after due inquiry, resolved that it is not expedient the proposed railway should be constructed; and, in accordance with the provision of subsection (iv), of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

DEPARTMENTAL STATEMENT.

1. The first survey made with a view of connecting Broken Hill with the railway system was for a line *via* Condobolin and Euabalong to Wilcannia, and was completed in 1885. At that time Silverton was the chief centre of mining in the district, Broken Hill not having attained its present importance. A survey was afterwards made of a line *via* Cobar and Wilcannia to Cockburn, and a proposal to construct a railway in that direction was considered by a former Committee in 1891, it being then decided that it was expedient a line should be constructed as far as Broken Hill. The present proposal to proceed *via* Condobolin and Menindie appears to have originated during 1895. A deviation of the route between Condobolin and Mossgiel has been proposed, *viz.*, one crossing the Lachlan a little below Condobolin, and proceeding along the southern side of the river to Cudgellico, where it would meet the survey already made between Cudgellico and Hillston. From Hillston, westward, the route would proceed to Mossgiel, there joining the other survey. This route has advantages over the northern one on the other side of the river, the country on the southern side of the Lachlan lying wholly within the Central Division, whereas the greater part of that on the northern side lies in the Western Division, and is not so well adapted for settlement. It would also do away with the necessity of a branch line to Hillston from the northern route. The total distance would probably not be much exceeded. On 14th April last, Messrs. Thomas and Cann, M's.P., representing the inhabitants of Broken Hill and Menindie, waited upon the Minister for Public Works and urged that the line from Broken Hill to Menindie might be constructed prior to the construction of the line through from Condobolin. On 23rd June last, a petition from the Mayor, aldermen, and inhabitants of Broken Hill and Menindie in favour of a railway from Broken Hill to Menindie, in connection with the proposed line from Condobolin, was presented to Parliament, the number of signatures attached thereto being 3,760. The motion referring the proposed work to this Committee was passed by the Legislative Assembly on 1st July last.

OBJECTS

OBJECTS OF THE PROPOSED RAILWAY.

Objects of the proposed railway: Statement by the Department.

2. The Departmental statement made to the Committee pointed out that the objects sought by the construction of this line were similar to those advanced in favour of the line from Cobar to Broken Hill, but it was stated that the conditions of mining at Broken Hill had undergone some modification since that time. Although the more easily-treated ores had practically been worked out, satisfactory methods had been found for dealing with the refractory sulphide ores, which would, no doubt, give an impetus to the trade of the district; and it might be a question for consideration whether the ores could not be conveyed as economically over the railway to Lake Illawarra and elsewhere, where it was proposed to treat them, as by forwarding *via* Port Pirie. The coal and coke which might be required could also be conveyed from Lithgow and delivered at Broken Hill, possibly at as cheap a rate as they could be carried *via* South Australia. The line would also intercept the wool traffic along its route and to the north of it, some of which still finds its way into Victoria. It would afford the means for closer settlement along the Lachlan, the Willandra Billabong, and the Menindie Lake, serve the mineral traffic from the Mount Hope district, and effect a considerable saving of time in the transit of mails from the western portions of the Colony.

OFFICIAL DESCRIPTION.

Official description.

3. The proposed railway would commence at the termination of the Parkes to Condobolin Railway (now under construction) at about 329½ miles, and follow the general course of the Lachlan River, at a distance of about 3 to 5 miles to the north of it, as far as Euabalong; thence about west by south, crossing the Willandra Creek in the parish of Gunnagi, county of Blaxland; thence on the south bank of that creek to Mossgiel, and due west to the north-east corner of the pastoral holding known as "Kilfera A." Leaving this point the line would take a west-north-west course, heading for Menindie, and crossing the Darling River there; the north bank of the Menindie Lake would be then skirted, and the previous bearing resumed to the southern boundary of the parish of Moorkaie, county of Yankowinna, where Stephens' Creek would be crossed; thence the line would bend south-west to Broken Hill, ending at about 696 miles from Sydney. The works would be easy throughout, with the exception of the bridges over the Darling River, the Willandra Billabong, and Talyawalka and Stephens' Creeks. The ruling grade would be 1 in 100, and the minimum radius of curves, 14 chains.

ESTIMATED COST.

Estimated cost.

4. The estimated cost of the railway—the length of which would be 366½ miles—is £955,063, or an average of £2,606 per mile, exclusive of land and compensation. The details of the proposed expenditure are:—

Condobolin to Menindie and Broken Hill, via Mossgiel.

Condobolin, 329½ miles to 587½ miles—256 miles at £2,200	... ..	£563,200
Viaduct—10,560 lineal feet at 50s.	... ..	26,400
Permanent-way material—2 miles at £850	... ..	1,700
Laying permanent-way—3,520 lineal yards at 1s.	... ..	176
		£591,476
587½ miles to 623 miles—35½ miles at £2,500	... ..	88,750
623 miles to 630 miles—Crossing of Darling and station at Menindie	... ..	90,187
630 miles to 635 miles—5 miles at £2,500	... ..	12,500
635 miles to 683 miles—48 miles at £2,300	... ..	110,400
683 miles to 696 miles (Broken Hill)—13 miles at £3,750	... ..	48,750
Station, Broken Hill	... ..	6,000
Telegraph	... ..	7,000
		£955,063
Total...	... ..	£955,063

REPORT OF THE RAILWAY COMMISSIONERS.

Railway Commissioners' report.

5. The Railway Commissioners, in their Report, quote the rough estimate of the cost of the line from Condobolin to Broken Hill, £955,000, and £100,000 for the rolling stock which would be needed for the proper working of the railway, making a total of £1,055,000; calculated upon this amount, they take the interest, at 3¼ per cent., at £34,287, and working expenses at £25,000, or a total annual cost of £59,287. Subsequently the Secretary to the Railway Commissioners informed the

the Committee that in the event of 300,000 tons of ore being carried annually on the line, the item of £100,000 for rolling stock would require to be increased to £400,000, making the total cost £1,355,000. If, eventually, it were found necessary to ballast the line, this total would be considerably increased.

The Commissioners state:—"When reporting upon the proposed extension of the railway from Parkes to Condobolin, under date 19th February, 1895, we stated that 'the line should be looked upon to a great extent as a part of a national line, ultimately being extended to serve the Lachlan district as far as Hillston, and later on by a further extension to Menindie on the Darling. * * * this, together with a future extension of the Cobar line to Wilcannia, would make an excellent division of the central and western districts of the Colony. Ultimately the line will be of enormous advantage to the settlers in these districts, and will also largely influence the question of the present abstraction of New South Wales wool into Victoria, as, if the pastoralists were able to put their traffic on the railway lines closely adjoining their runs, it would put a stop to the cartage that now goes on to the Murrumbidgee River, and thence *via* Echuca to Melbourne.'" Having reiterated this opinion, the Commissioners point out that the consideration of this question is so much affected by the scheme recently reported upon by them in connection with an extension of the Cobar line to Broken Hill *via* Wilcannia that they "feel obliged to refer to that scheme, and to assume the Government will not now proceed with the construction of that line." They believe it will be "a long time before two new routes to the Darling will be necessary; but as the Orange and Molong line has now been extended to Parkes and Forbes, and a further extension has been authorised to Condobolin," they are of opinion that "if the Government decide to construct a line to Broken Hill, the Lachlan River and Menindie route should be adopted, as it not only affords the through connection intended to be given to Broken Hill, but also gives it by means of the shortest route, and would enable the New South Wales railway system to conserve to itself a great deal of the traffic from the centre of New South Wales which is now obtained by adjoining colonics, and it will also be a great advantage to the district." The distance from Sydney to Broken Hill *via* Wilcannia would be 734 miles, and *via* Parkes, Condobolin, and Menindie, 696 miles. With respect to the probable traffic on the railway the Commissioners say, "the proposal for the construction of a line through to Broken Hill is of a most unique kind, and it is impossible to estimate the traffic." They likewise explain that the question of constructing the line "can only be dealt with from a national point of view, and until it is opened its effect upon Broken Hill and the direction in which that place will trade can only be a matter of opinion, and any figures that we might give could not be looked upon as reliable."

THE COMMITTEE'S INQUIRY.

6. The fullest inquiry has been made into the merits of the proposed line. There were examined before the Committee:—The Engineer-in-Chief for Railway Construction, who furnished detailed information as to the route, cost of the undertaking, and method of construction; the Secretary to the Railway Commissioners; the Draftsman-in-charge, Information Bureau, Department of Lands; the Railway Goods Superintendent; the Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works; the Chief Inspector of Mines and Superintendent of Diamond Drills, Department of Mines; the Chief Electoral Officer; the Chief Inspector of Stock; the Government Astronomer; the Officer-in-Charge, Rabbit Branch, Department of Lands; the Principal Assistant Engineer of the Water Conservation and Irrigation Branch, Department of Public Works; the Government Geologist; Mr. John Howell, Managing Director of The Smelting Company of Australia (Limited); Mr. George Skelton Yuill (Messrs. G. S. Yuill and Company, Limited); Mr. Ebenezer Glencross Grant, Representative in New South Wales and Queensland of the Walter A. Wood Mowing and Reaping Machine Company, New York; Mr. William Briggs, Chairman of the Lithgow Coal Association; Mr. James George Carroll, M.P.; the Hon. Charles Augustus Goodchap, M.L.C.; Mr. Richard Sleath, M.P.; Mr. Thomas Waddell, M.P.; Mr. Alexander Wilson; and the Chief Draftsman, Department of Lands. Subsequently a Sectional Committee inspected the route of the proposed railway, and took local evidence at the several centres between Condobolin and Broken Hill.

The Com-
mittee's
inquiry.

SUMMARY

SUMMARY OF THE SECTIONAL COMMITTEE'S REPORT.

Summary of
the Sectional
Committee's
Report.

7. The report of the Sectional Committee is unfavourable to the construction of the line, its main reasons (*vide* pp. 20 and 21) being :—

1. It will not be possible at quoted rates to obtain any portion of the main product of the Barrier mining field.
2. No great extent of agricultural settlement may be expected west of Hillston.
3. If the line be extended west from Hillston it will obtain but little freight which would not be secured if that place were made the terminus. The proposed extension would have a tendency to divert traffic west from Mossgiel to the Darling.
4. The competition possible from the river system, the railway systems of the Colonies of Victoria and South Australia, and the cheapness of water carriage from the South Australian ports to the eastern seaboard of New South Wales, would necessitate such low rates being charged on the proposed railway that any considerable traffic could be secured only at a heavy loss.
5. Although the distance from Broken Hill to Lithgow by the proposed line is considerably less than to the eastern coast, still the length of land carriage is too great to enable the New South Wales Railways to secure the trade. And, further, the companies owning the principal mines are already interested in smelting works in South Australia, and on the eastern coast of New South Wales.

The Sectional Committee, however, suggested that a line to Hillston, and a line to Menindie from Broken Hill, might receive further consideration.

COST OF PROPOSED LINE AND ANNUAL LOSS.

Cost of
proposed line
and annual
loss.

8. The estimated cost of construction and expenditure on rolling-stock was, at the opening of the inquiry, stated to be £1,055,000, and the total annual cost £59,287. The ore raised at Broken Hill may be estimated as likely to be for the immediate future not less than 600,000 tons per annum. The Railway Commissioners estimate that to provide sufficient rolling-stock to carry half that quantity would necessitate a further expenditure of £300,000, and also state that a line to carry this traffic would require to be ballasted and generally constructed in a more stable manner than that proposed, which would further increase the cost. The Engineer-in-Chief for Railway Construction is of opinion that the line proposed could carry the traffic, but believes that the Commissioners would gradually ballast it. The Railway Commissioners also regard the question of the working of so great an amount of traffic over the steep grades on the Western Line—in addition to the ordinary traffic—as one requiring very serious consideration, and which probably would involve its duplication for a considerable distance.

POSSIBILITY OF OBTAINING ORE AS FREIGHT FROM BROKEN HILL.

Possibility of
obtaining ore
as freight
from Broken
Hill.

9. The importance of Broken Hill and its trade is established beyond doubt; but the matter for the Committee to decide is not that of the stability or importance of Broken Hill alone, but whether it is possible for this Colony to give the town and district any means of communication which will be more beneficial to its enterprise and more advantageous to its inhabitants than those at present in existence. The question, therefore, is not the volume of trade, but the trend of freight.

Before entering into the consideration of this matter, which virtually controls the whole position as far as the Barrier district is concerned, it is well to point out that in the immediate future there is a great probability of a considerable change in the industry at present in existence at Broken Hill. The establishment upon the eastern coast of Australia of various smelting-works, able to deal not only with lead and silver, but also with zinc, makes it fairly certain that the difference in the cost of freight between Port Pirie and Europe, and between Port Pirie and our eastern seaboard, will cause all the ore raised in Broken Hill to be treated in Australia. (It is stated that 41 per cent. of the ore using the railway at present eventually reaches Europe.) Therefore, nearly all the product of Broken Hill, instead of going abroad for treatment, will, in some form or other, reach the smelting and concentrating works on the eastern coast. It is contended by some that there

there will be a complete abandonment of the system of treatment of ores on the Barrier locally; but the Committee are of opinion that this statement may be too sweeping, but that there will be a very considerable reduction of the amount of ore treated locally, which will remove the necessity for the importation of a large quantity of coal, and will almost completely destroy the demand for coke. Therefore, from the mining standpoint, the question to be decided will not be so materially affected by the freights of coal and coke as of ore. There appears to have been some misapprehension with regard to the amount of coal required to treat a ton of silver ore. It has been stated that approximately $3\frac{1}{2}$ tons of coal are required for that purpose. It was, however, stated by the Manager of the Proprietary Mine that approximately it takes 93 tons of coal to treat 100 tons of average silver ore raised from that mine. Of this, approximately 9 tons are required for extracting and dressing the ore and other operations connected therewith, and the balance for the recovery of the contained metals. The Manager of the Proprietary states that the $3\frac{1}{2}$ tons of coal mentioned might probably be required for the recovery of zinc from the residue of the ore. The Committee have no reason to doubt this information. If it be so, as far as the mines are concerned, it would appear to be immaterial to the enterprise whether the coal be brought to the ore for the first portion of its treatment, or the ore to the coal, and then the residue from which the zinc is to be extracted be sent to where the coal is mined, the quantities in the extracting of zinc being stated to be in the proportion of 3 to 1. There is a consensus of opinion that the operations in future at Broken Hill will be principally confined to the raising of ore, and that the principal ore-treating appliances will be on the eastern seaboard. The manager of the Central Silver-mining Company states that 75 per cent. of the ore raised would eventually reach the eastern seaboard. The Proprietary Company expect to raise about 320,000 tons next year. It is not possible to obtain in detail the amount of ore likely to be raised on the whole of the Barrier field. It is, however, probable that a large quantity will be raised; and if present conditions continue, a great demand is likely to be sustained which the field can supply for many years to come. But on this point it may again be emphasised that it is not a question of the quantity obtainable, but of the amount of freight which would be furnished by it to the railway. This is dependent upon the freight charges that can be offered by the railway system of this Colony in comparison with the charges of the Silverton tramway, and the South Australian railway to Port Pirie, added to the sea freight to the eastern seaboard.

In estimating the rates to be charged, only one basis can be taken—that laid down by the Railway Commissioners. It was stated that the rate for bringing crude ore 696 miles would be 29s. per ton. To land it at Eskbank would cost £1 5s. per ton; at Wollongong, £1 11s. 5d. per ton; at Newcastle, £1 12s. 6d. per ton. With regard to these rates, the Committee, although they feel bound to accept them in making their comparison, would point out that it is stated with sufficient definiteness to justify belief that the South Australian Government have decided to carry carbonate and lead concentrates at the same rate, 9s. per ton, as sulphides to Port Pirie, which is approximately $\frac{1}{2}$ d. per ton per mile. If South Australia, with a 3-ft. 6-in. gauge, and inferior rolling-stock, can afford to carry at this rate, it is clear that New South Wales should be able to make a considerable profit at the same rate, having infinitely superior rolling stock and a broader gauge. The Committee are, however, aware that the Railway Commissioners of Victoria state that on the Victorian system of railways the rate of 1d. per ton is scarcely remunerative. They have been unable to obtain any information as to the actual cost of the service rendered by South Australia. It is possible that the South Australian authorities regard it as wise to work the lesser length of line to reach their sea-board at the minimum of profit, or even at a loss, in order to secure the incidental advantages from the trade. The present rate from Broken Hill to Port Pirie for oxidised ore is 15s. 10d. per ton; sulphide ore, 13s. per ton,—being an average of 14s. 5d. per ton; 5s. 6d. per ton being added for carriage by sea to the eastern seaboard, gives 19s. 11d. per ton total freight. Comparing this with the rate to be charged on the proposed railway, a loss would be sustained of 11s. 6d. per ton to Wollongong, 12s. 7d. per ton to Newcastle, and 5s. 1d. to Lithgow. But the cost of freight from Broken Hill to Port Pirie after the end of the year will be 12s. 3d. per ton. Therefore, the total cost to reach the eastern seaboard in 1897 will

will be 17s. 9d. per ton, which will in each instance increase the loss. Taking the greatest of the three, viz., to Newcastle, where large works are being erected for the treatment of the ore, and taking 500,000 tons as the quantity to be sent, the loss on quoted rates by using the proposed railway would be about £368,000 to the mines. To Lithgow the loss would be approximately one-half. In figures of this magnitude it is immaterial which are taken; either prove conclusively that if the rates quoted by the Railway Commissioners be adhered to, the present opportunities of approaching Broken Hill are so much more advantageous than that offered by the proposed railway, that to secure as freight the main product of the district is impossible. This, however, does not complete the case, for if the railway were constructed Broken Hill would stand in this position: Taking Newcastle as the basis, there would be approximately 800 miles of land carriage. To Wollongong it would be a little less, and to Lithgow 200 miles less. Newcastle may, therefore be regarded as the extreme case. From Broken Hill to Port Pirie is a distance of 253 miles. It is stated that the country between Broken Hill and Port Pirie, *via* Silverton, offers no engineering difficulties whatever, and that Port Pirie is a secure port in all weather, at present able to accommodate a boat drawing 18 ft. 6 in. of water, and capable of being considerably deepened at a moderate cost. Therefore if a battle were fought for the trade of the Barrier district, South Australia would probably expedite the improvement of the grades now in process towards Port Pirie. The Sectional Committee were informed that for £50,000 a grade of 1 in 74 could be obtained right through, and this work is now in progress. The Silverton tramway, which is virtually an extension of the South Australian system, would fall in with the arrangement, and the railway from Broken Hill to Port Pirie could be constructed on easier grades than those generally prevailing on the New South Wales route. Still, further, if South Australia found herself handicapped by the narrow gauge, she has it in her power, at an expenditure stated to be about £300,000, to lay down a 4-ft. 8½-in. gauge to Port Pirie, equipped as thoroughly as the New South Wales competing line, and could therefore carry to Port Pirie as cheaply per mile as the New South Wales railway. Since this Colony would have to draw 800 miles to reach Newcastle, and South Australia would only have to draw 253 miles to reach the seaboard—New South Wales would be compelled to carry the difference in distance, 547 miles, at the same cost as the sea journey from Port Pirie to Newcastle. The sea freight has already been stated at 5s. 6d. per ton. Therefore, New South Wales would have to carry ore at about one-eighth of a penny per mile over 547 miles, or at one-fourth the rate quoted as the lowest by the Commissioners in order to secure the trade.

If the case of Lithgow be taken, the distance from the Barrier being 600 miles, we find that the sea carriage represents, on the basis referred to in comparison with Newcastle, 347 miles of land carriage. Therefore, the freight, in order to equalise matters, should be reduced to about one-fifth of a penny per mile.

It was stated that an agreement had been made by the Mining Companies on the Barrier to use the Silverton Tramway for a term of seven years for all ore going west; the Silverton Tramway Company apparently not fearing any competition to the east. It appears that this arrangement is almost complete; but some witnesses although individually sure of its existence, were not able to produce a copy of the agreement to give definite information to the Committee. There is, however, no reason to doubt its existence. That being so, if New South Wales, instead of stopping at Broken Hill, pushed on her line to Cockburn, even this length at present would not be used for the conveyance of the main product of the Barrier District.

Those most interested in the carriage of the ore, it may be inferred, are the large companies employed in raising it. If an unfair rate is being levied upon them it might be expected that they would protest against it. But instead of this being the case, with the exception of the Proprietary Mine, no evidence was forthcoming, and it was only by the exercise of the powers conferred upon the Committee by the Public Works Act, that the Sectional Committee were able to obtain any evidence at all from the mine managers. Those primarily interested in low freights treat the question of connection with Sydney with something more than indifference, and regard any possibility of relief as being so remote that it is more to their interest to propitiate the owners of the means of communication at present in existence, which they look upon as likely to be their only outlet for many years to come, and possibly to remain permanently their road to the seaboard.

Port

Port Pirie has been taken as the port of shipment; the depth of water there is stated to be 18 ft. 6 in., but the Committee have not lost sight of the fact that it is stated a boat drawing 24 ft. 6 in. can now trade to Port Augusta, the distance to it from Broken Hill being some 30 miles more than to Port Pirie.

CHARACTER OF COUNTRY AND FREIGHTS (OTHER THAN ORE) WHICH WOULD BE FURNISHED BY THE DISTRICT INTERSECTED BY THE RAILWAY.

10. A full description of the country traversed by, and adjacent to, the proposed railway will be found in the Sectional Committee's Report. It is not, therefore, necessary to again describe it in detail. It is sufficient to state that, irrespective of the quality of the soil, the amount of rainfall divides the country (in the absence of irrigation) where agricultural settlement is possible from that which, for the present, the State will be wise to regard as purely pastoral land. The rainfall, beyond which it is unwise to stimulate agricultural settlement at present, may be stated at a minimum of about 15 inches. The Committee do not absolutely condemn all agricultural occupation in localities with a less rainfall, but are of opinion that the State, being possessed of large areas of land where climatic advantages are more satisfactory, the maturing of crops more regular, and the return for the expenditure of labour more certain, should not offer inducements to the agriculturist to occupy lands subject to less satisfactory local conditions.

Character of country and freights (other than ore) which would be furnished by the district intersected by the railway.

Hillston, on the Lachlan, may be regarded as the furthest western limit which, with the present knowledge, can be considered suitable for the growth of cereals.

Therefore, from Hillston the country lying easterly between the Murrumbidgee and the Lachlan may be regarded as an area where fair results may attend on agricultural settlement. In this country farmers may be settled and traffic be expected from cereals, fat stock, wool, and such supplies as are required by a considerable farming population.

West from Hillston must be regarded as pastoral country. The freight to be obtained beyond that place will consist principally of wool, some fat stock, and station supplies. The population between the Lachlan and the Darling will in all probability remain sparse for many years to come.

COMPETITION TO BE EXPECTED IN OBTAINING FREIGHT ON THE PROPOSED RAILWAY.

11. The competition for the traffic of the country proposed to be secured by this railway would arise from:—

1. The railway at Hay.
2. River carriage on the Murrumbidgee.
3. Land carriage to the Murray and river carriage.
4. The Victorian railways.
5. River carriage on the Darling.
6. The South Australian railways.

Competition to be expected in obtaining freight on the proposed railway.

The details of cost of freights will be found in the Sectional Committee's Report. If a railway were constructed to Hillston it is probable that the cost of road carriage to the Murrumbidgee, or the Hay line, would enable all traffic to be secured to this point, and that of the country southwards towards Booligal, and west as far as Mossiel or Ivanhoe.

Beyond Hillston there is a great possibility, almost a certainty, that the wool would travel west in order to use the cheap carriage offered by the river system and thus reach the railways of the sister Colonies, using only a section of the New South Wales railways.

QUESTION

QUESTION OF FREIGHT.

Question of freight.

12. The question of freight may be summarised as follows :—

1. Little ore would be obtained as freight.
2. Agricultural produce could not be expected west from Hillston.
3. No wool could be obtained far west from Hillston.
4. Wool produced beyond Hillston would use only the line to Menindie.
5. West from Hillston there would be but a sparse population requiring stores or transit.

RAILWAY TO HILLSTON, AND RAILWAY FROM BROKEN HILL TO MENINDIE.

Railway to Hillston, and Railway from Broken Hill to Menindie.

13. These matters have received special consideration from the Sectional Committee.

The Parliamentary Standing Committee on Public Works are of opinion that it may be permissible to construct works not resting on a profitable freight basis if the advantage to Crown lands be such as to compensate for any immediate shortage of revenue if settlement is likely to become sufficiently extensive to convert the loss into a profit within a reasonable time. The suggestions made by the Sectional Committee are worthy of consideration; but the fullest investigation is necessary before the State finally binds itself to execute any works entailing large expenditure.

In such schemes there should be no great disproportion between the expenditure which the Government is called upon to undertake in comparison with the advantage to be gained by the localities to be benefited and the incidental advantage to the Colony.

NATIONAL ASPECT OF THE PROPOSED RAILWAY.

National aspect of the proposed railway.

14. It has been suggested that the whole project rests upon a national basis. What constitutes a national basis has not been explained by any witness, nor have the Committee, since the inception of the inquiry, been able to discover what the advocates of the line mean by the expression. Moreover, the Committee are specially enjoined by the Act under which they work to consider the profitableness of any proposed line. They, however, feel justified in making reference to some of the national aspects of the question which present themselves to them. They are :—

1. Should Sydney become the capital of Federated Australia, it would be well that she should be as closely connected as possible with the other parts of the Continent by means of railway communication.
2. When a Trans-Continental line is extended to Port Darwin, or a line constructed from Western Australia to South Australia, there will be stronger reasons than at present exist for the construction of a railway from the eastern seaboard to Broken Hill.
3. It is possible that the question of uniformity of gauge in the Australian Colonies may have to be determined and might be influenced by the proposed railway.
4. The effect which railway construction has in enhancing the value of lands in the possession of the State.
5. The creation of community of interest. Community of interest does not spring from the construction of a railway, but from the use of it; and no national purpose is served by the creation of inferior facilities when there are in existence cheaper opportunities for reaching the same place.
6. The time which would elapse in reaching the metropolis from a far distant centre, such as Broken Hill, becomes important if the volume of trade or the number of passengers is likely to be great. In this case there appears to be no probability of any great volume of traffic, nor would there be a sufficiently large passenger traffic to justify the expenditure.

CONCLUSION

CONCLUSION ARRIVED AT BY THE COMMITTEE.

15. After taking fully into consideration the national aspect of the case, the special claims which far distant localities have upon the State, and the advantages claimed as likely to arise from the construction of the line, the Committee cannot recommend Parliament to construct a line which at best could furnish but a more expensive means of transit than that which at present obtains over much of the country to be traversed, and which would entail an annual loss of about £60,000 upon the railway system of this Colony.

Conclusion
arrived at by
the Com-
mittee.

RESOLUTION OF THE COMMITTEE.

16. The following extract from the Minutes of Proceedings of 21st October, 1896, shows the resolution arrived at by the Committee:—

Resolution
of the
Committee.

Mr. Trickett moved,—“That, in the opinion of the Committee, it is not expedient the proposed railway from Condobolin to Broken Hill, as referred to the Committee by the Legislative Assembly, be carried out.”

Mr. Fegan seconded the motion, which, after discussion, was passed unanimously.

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 10th December, 1896.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

REPORT.

THE Sectional Committee appointed to inspect and take evidence with reference to the proposed extension of the railway from Condobolin to Broken Hill beg to report that they have visited the district through which the survey for the line has been made; have, where possible, traversed its route; examined witnesses, and obtained information generally in regard to the project.

The Sectional Committee—consisting of T. F. Ewing, Esq., M.P., Chairman, the Hon. W. J. Trickett, M.L.C., J. L. Fegan, Esq., M.P., and T. H. Hassall, Esq., M.P.,—left the Redfern Railway Station at 10.15 a.m. on Saturday, 5th September. Upon arrival at Lithgow they were met by the Mayor and several of the prominent residents of the district, and forthwith paid a visit of inspection to the local iron-works, the smelting-works now in process of erection for the Cobar Copper-mining Co., and the cokeworks at the Vale Colliery. At 7.30 p.m. they met at the Council Chambers, when the following witnesses were examined:—Mr. Bracey, Mayor of Lithgow; Mr. Ryan, editor of the *Lithgow Mercury*; Mr. Sandford, proprietor of the Eskbank Colliery and Ironworks; Mr. Blackwell, A.M.I.C.E., manager of the Vale Colliery; Mr. Wilton, colliery proprietor; and Mr. Bragg, part proprietor of the Oakey Park Colliery.

The Committee left Lithgow at 12.50 a.m. on Monday, 7th September, and proceeded by train to Parkes, where they arrived at 11 o'clock. Continuing their journey by coach, they reached Bogan Gate at 3.45 p.m., and arrived at Condobolin at 4 p.m. the following day.

On Wednesday, 9th September, the Committee met at the Royal Hall, Condobolin, at 10 a.m., and examined Mr. Burnet, Mayor of Condobolin; Mr. Innes, Council Clerk; Mr. Rabinowitch, storekeeper; Mr. Cochrane, book-keeper for Messrs. Nicholson and Reymond, flour-mill and saw-mill proprietors; Mr. Bouffler, farmer; and Mr. White, general commission agent. They concluded their inquiry at 4.20 p.m., and left next morning at 9.30 a.m. for Euabalong, *via* Cugong. They met at Byrnes' Hotel, Cugong, at 7.15 p.m., when Mr. Byrnes, hotel-keeper and selector, and Mr. Evans, miner and selector, were sworn and examined.

The Committee left Cugong at 9.30 a.m. on Friday, 11th September, and arrived at Euabalong at noon. They met at Cabot's Hotel at 4 p.m., and examined Mr. Edgar, grazier; Mr. Small, post and telegraph master; Mr. Wyer, senior-constable of police; and Mr. McLean, storeman.

The Committee left Euabalong at 9.30 a.m. on Saturday, 12th September, and arrived at Lake Cudgellico at 12.15 p.m. During the afternoon they paid a visit of inspection to the Government weir and flood-gates in Lake Creek. At 7 p.m. they opened their inquiry at the School of Arts, when Mr. Brookes, farmer; Mr. Huie, secretary to the Progress Committee; Mr. MacInnes, selector; Mr. Edwards, postmaster; Mr. Knight, prospector; and Mr. M'Ewan, storekeeper, were sworn and examined. Continuing their inquiry at 9.30 a.m. on Monday, Mr. M'Kellar, Wooyco Station; Mr. Orr, pastoralist; Mr. Campbell, Euabalong Station; and Mr. Volkman, farmer, were examined. At 2 p.m., the Committee resumed their journey, and arrived at Merri-Merrigal at 5.30 p.m. On Tuesday, 15th September, the Committee met at Merri-Merrigal at 8.30 a.m., and, having examined Mr. Broatch, manager of the station, they proceeded to Hillston, *via* Hunthawong. *En route* they inspected the weir in the Lachlan, below the entrance to the Willandra Billabong, and the weir now in course of construction at the Middle Billabong, and arrived

arrived at Hunthawong at 5:30 p.m. In the evening, Mr. Cummings, homestead lessee, was examined, and before leaving, on Wednesday, the evidence of Mr. M'Pherson, manager of Hunthawong and Willandra Stations, was taken.

The Committee arrived at Hillston at noon on Wednesday, 16th September, and opened their inquiry at the Court-house at 2:30 p.m., the witnesses being Mr. Varcoe, miller; Mr. Nixon, farmer, Gunbar; Mr. Thomas, farmer, Gunbar; Mr. J. R. Varcoe, farmer, Hillston; Mr. Cadell, inspector of stock; and Mr. Fullerton, storekeeper. The inquiry was continued on Thursday, 17th September, when Mr. Arnott, post and telegraph master; Mr. Stewart, commission agent and Mayor of Hillston; Mr. Cowley, land tax assessor; and Mr. Sawtell, sergeant of police, were examined. Mr. Nixon and Mr. Cadell were recalled, and further examined. During the afternoon the members of the Committee were driven round the district and inspected the wheat-fields in the locality. The inquiry was concluded, so far as Hillston was concerned, on Friday, 18th September, when Mr. Milthorpe, farmer, Lake Cudgellico; Mr. Marsh, acting Crown Lands agent; and Mr. Hook, farmer, Hillston, were examined, and Messrs. Stewart, Fullerton, and Cadell were recalled, and further examined. Later in the day the Committee inspected Mr. Varcoe's flour-mill.

The Committee left Hillston at 9:30 a.m. on Saturday, 19th September, their departure having been delayed by the heavy state of the roads, consequent upon wet weather; they arrived at Roto at 5 p.m., and in the evening examined Mr. Hyndman, book-keeper, Roto Station; next day they left Roto at 10 a.m., and arrived at Big Willandra at 6 p.m.; on Monday, 21st September, met at Big Willandra at 8:15 a.m., and examined Mr. Laird, manager of the station, and Mr. Cummings, the surveyor engaged upon that portion of the route lying between Mossgiel and Hillston. Leaving Big Willandra at 10 a.m., they arrived at Mossgiel at 6:45 p.m.

The Committee met at the Court-house, Mossgiel, at 10 a.m. on Tuesday, 22nd September. Mr. Cameron, grazier; Mr. Broughton, acting stock inspector; Mr. Cheriton, farmer; and Mr. Wilson, farmer and grazier, were examined. The Committee, at 1 p.m., adjourned for an hour, when Mr. Abrahams, storekeeper; Mr. M'Innes, storekeeper and homestead lessee; Mr. Parsons, grazier; Mr. Brush, grazier; and Mr. Capewell, senior-sergeant of police, were examined. Mr. Cameron was recalled, and further examined. The Committee left Mossgiel at 8:30 a.m. on the following day, and 8 miles from the township were met by Mr. Little, the surveyor engaged upon the route between Mossgiel and Menindie. Mr. Little was sworn and examined, and then accompanied the party as far as Kilfera, which was reached at 4:30 p.m. The Committee met at Kilfera at 8 p.m., it having been arranged that the Ivanhoe witnesses should give their evidence at Kilfera instead of at Ivanhoe, in order to save the Committee an unnecessary journey of 15 miles. In pursuance of this arrangement, Mr. Williamson, storekeeper, Ivanhoe; Mr. Villa, storekeeper, Ivanhoe; Mr. Cameron, manager of Marfield Station; and Mr. Herbert Lloyd, manager of Baden Park Station, attended, and were examined. Mr. Webb, part owner and manager of Kilfera Station, was also sworn and examined.

The Committee left Kilfera for Menindie at 12:30 p.m. on Thursday, arriving at Beelpajah at 5:30 p.m. the same afternoon. Next day they continued their journey as far as German Tank, where they stayed the night. Leaving German Tank at 7:30 a.m. on Saturday, 26th September, they arrived at Bulla Bulka at 4:30 p.m. Mr. Angus McCallum, overseer, Tolarno Station, and Mr. Jamieson, station employee, were sworn, and examined. The Committee left Bulla Bulka next day (Sunday) at 8:30 a.m. At 2 p.m. they stopped at the Toorincaca Bore, and obtained from Mr. Gardiner, who is in charge of the bore, a statement as to the strata passed through and of the work done up to date. Continuing their journey they reached Amphitheatre at 5:30 p.m., and stayed there until 1 a.m. on Monday, 28th September, arriving at Menindie at 8 a.m. the same morning. In the afternoon the Committee paid a visit of inspection to the Menindie Meat Preserving Company's Works, 4 miles from Menindie, and afterwards to Lake Pammamaroo, where an attempt is being made to permanently shut out the Darling water in order to allow of the cultivation and irrigation of the dry bed of the lake.

The Committee opened their inquiry at the Court-house, Menindie, at 10 a.m. on Tuesday, 29th September, when the following witnesses were examined:—Mr. Davies, accountant and secretary to the Menindie Boiling Down and Meat Preserving Co.

Co. (Limited); Mr. Besely, manager; Mr. Coates, meat expert; Mr. Klemm, storekeeper; Mr. Haines, manager, "Crown Hotel"; Mr. Maiden, grazier; and Mr. Scobie. Mr. Faust, storekeeper, made an affirmation and was examined.

The Committee left Menindie for Broken Hill at 3.15 p.m. on Wednesday, 30th September. They stayed the night at Kars, and arrived at Broken Hill at noon the next day.

The Committee met at the Town Hall, Broken Hill, at 10 a.m. on Friday, 2nd October (the previous day having been a public holiday), when the following witnesses were sworn and examined:—Mr. Souter, Mayor of Broken Hill; Mr. Eley, traffic manager, Silverton Tramway Co.; Mr. Oswald, mercantile agent and sharebroker; Mr. Isaac, auctioneer; Mr. Stewart, manager of the Broken Hill Proprietary Silver-mining Company (Limited); Mr. Boan, soft goods importer; Mr. Maddox, sub-collector of Customs; Mr. Sweetapple, mining contractor; Mr. Quinn, hotel-keeper; Mr. Maiden, grazier; Mr. Hyde, wood merchant; Mr. Alderman Wright; and Mr. Counsell, accountant. The Committee adjourned at 5 p.m., and afterwards inspected the surface as well as the underground workings on the Proprietary Company's property, returning to the hotel at midnight. Their inquiry was resumed at the Town Hall the following day at 10 a.m., when Mr. Eley and Mr. Maddox were further examined, together with Mr. Bryce, auctioneer; Mr. Whysall, post and telegraph master; Mr. Gluyass, general manager, Broken Hill South Gold-mining Company; Mr. Warren, manager, Block 10 Silver-mining Company; Mr. Adams, manager, Central Silver-mining Company; Mr. English, surveyor; Mr. Fielder, builder; Mr. Froman, produce merchant; and Mr. Wilks, inspector of stock. Subsequently the Committee, accompanied by the Mayor and Aldermen and other residents of Broken Hill, visited the water supply works at Stephen's Creek, about 13 miles from the town.

The Committee left Broken Hill at 7.15 p.m. on Sunday, 4th October, arriving at Adelaide next day at 10.40 a.m. In the afternoon they met at the Deputation Rooms, Department of Public Works, when Mr. Pendleton, Commissioner of Railways, made a statement with regard to grades, means of transit to Port Victor, Port Adelaide, Port Augusta, and Port Pirie, the supply of materials likely to be carried to and from the Barrier Field, and other matters pertaining to the inquiry. Mr. Alexander Moncrieff, Engineer-in-Chief, also submitted a statement. On Tuesday, 6th October, the Committee met at the "South Australian Club Hotel," Adelaide, at 10 a.m., to consider their report, and were engaged in its consideration until 9 p.m. Next day they interviewed Mr. W. R. Cave, merchant, of Adelaide, with regard to shipping freights and fares from the various South Australian ports at which the Broken Hill traffic can be dealt with. The Committee left Adelaide at 4.30 p.m. the same day, arriving in Melbourne at noon on Thursday, 8th October. At 2.30 p.m. they had an interview with Mr. Macnicol, secretary of the Silverton Tramway Company. On Friday, 9th October, the Committee obtained a statement from Mr. H. C. Mais, late Engineer-in-Chief of Railways, South Australia, and engineer for the construction of the Silverton tramway, leaving Melbourne by express train at 5.15 p.m., and arriving at Sydney at 12.30 p.m. on Saturday, 10th October.

On Wednesday, 14th October, the Committee met at the office of the Parliamentary Standing Committee on Public Works, and further considered their Draft Report. On Thursday, 15th October, the Report was adopted, and signed by the Chairman.

1. DESCRIPTION OF COUNTRY TRAVERSED BY THE COMMITTEE AND REMARKS WITH RESPECT TO MATTERS WHICH ARE OF IMPORTANCE WITH REGARD TO THE PRODUCTIVENESS OF THE AREA AFFECTED BY THE PROPOSED RAILWAY.

The road by which the Committee proceeded from Condobolin to Euabalong follows the north bank of the Lachlan River, passing through the pastoral properties of Kiacatoo and Booberoi.

The country traversed may be generally described as low-lying flats covered with box, open plain, and gravelly or sandy ridges, upon which grows chiefly pine and yarran. The Committee were informed that further back from the river the land was overgrown with mallee and pine scrub. The land on the south side of the river was said to be similar to that over which the Committee travelled.

From

From Euabalong to Cudgellico the road continues on the northern bank of the Lachlan for about 9 miles; then it crosses the river, and bears in a southerly direction to Cudgellico, a distance of 18 miles. The country traversed comprises open plains interspersed with belts of box, and, after crossing the river, gravelly ridges and loose soil, upon which grow box, pine, wilga, yarran, and a little mallee. A considerable portion of the soil is suitable for the growth of cereals; but there is little evidence of agricultural occupation, there being but one cultivation paddock of any importance in view of the road, that being near Cudgellico.

Cudgellico is a small township situated upon the southern side of the lake from which it takes its name. The lakes in the vicinity when full are said to have a circumference of nearly 60 miles. Cudgellico Lake is surrounded by low sloping hills, with long tongues of low-lying land covered with box, some of which serve to carry the flood-waters to lakes during dry seasons, separating their basins. The Committee were informed that on two occasions the whole of the lakes were absolutely dry. They are filled by the overflow of Lake Cudgellico, which in its turn derives its water from the Lachlan by a small creek known locally as Lake Creek. The Committee inspected the flood-gates erected in this creek, about 4 miles from the township, which were designed to prevent the outflow of water from Lake Cudgellico during times when the Lachlan is low. The construction is of a primitive description, calculated to seriously impede the flow into the lake, unless at times of high flood, and stated to be ineffective in preventing the outflow when the river is falling.

At Cudgellico the soil is red and loamy, the country consisting of open plains interspersed with belts of box and pine ridges. The pine scrub becomes dense as Uabba Gap is approached, where, for a few miles, the ground is broken and gravelly; but beyond the Gap, and right on to Hillston, except where the ridge approaches close to the river at one point above Willanthry, the land may be described as open plains interspersed with belts of box, with good flats on the river-bank running back into open plains, much of the land being more suitable for pastoral than for agricultural occupation. Behind these plains, and at times approaching more closely to the river, are large areas of light, loamy soil, suitable, when cleared, for agriculture.

The evidence taken at Cudgellico was to the effect that wheat could be grown in the district with reasonable certainty of a profitable crop; that the wool produced was of good quality, but that the district was suffering primarily from isolation and from the rabbit pest. There was, further, always some danger of drought.

There is no evidence of recent progress in the district, except adjacent to Hillston. Many years ago mining enterprise at Cudgellico was hopeful, but, although there are abundant evidences of auriferous deposits, they have not been profitably worked up to the present. Years ago, when the pastoralists were improving their properties, there was a considerable amount of work in the district; but these improvements having been made, there is depression amongst those who were accustomed to profit by the employment thus afforded.

From Cudgellico the road for the first few miles passes through Wooyco run, until it approaches the Gap in the Uabba Range, whence, to within a mile of the Merri Merrigal homestead, a distance of about 12 miles, it passes through Uabba Run. From the homestead it traverses Merri Merrigal and Hunthawong holdings for a distance of about 28 miles, and so to Hillston.

There has not been any extensive alienation of land lying back from the river; but large purchases have been made on the frontages, Merri Merrigal having 30,000 or 40,000 acres of purchased land within 4 miles of the river. There is also a large area of freehold upon Hunthawong. Towards Hillston, and here and there along the route, some land is in the occupation of selectors, but these holdings form but a small portion of the total area.

Between Merri Merrigal and Willanthry the Committee inspected the weir immediately below the junction of the Willandra Billabong—which weir has been erected to force the Lachlan water up the billabong—which reaches as far west as a point south from the track between Beelpajah and German Tank.

From Hillston, after crossing to the west bank of the Lachlan, about 8 miles from the town, the Committee followed the stock route running in a north-westerly direction to Roto. The

The country between the Willandra Billabong and the Lachlan is held partly by some half-dozen homestead lessees, and partly by the lessees of Big Willandra station. West from the stock route, the land forms part of North Marrowie pastoral holding, and there are also a few homestead lessees in occupation.

This part of the district may be described as consisting principally of open plains, intersected by low sand-hills, on which there is some pine scrub. The timber upon the plains is chiefly box, with some myall upon the low-lying land.

About two miles from the river is Marrowie Creek. A weir across the Lachlan is in course of construction, near the middle billabong, some distance below Hunthawong station. It is anticipated the weir will turn the water of the river into the creek, thence into Box Creek, and so into Lake Pitai Punga and Lake Paika, until it reaches the Murrumbidgee, some 20 miles north from Balranald. Marrowie Creek is, on the average (though the distance is less to the north), about 15 or 20 miles distant from the Lachlan and the Murrumbidgee.

Roto station is situated upon the Willandra Billabong, up which the flood-water from the Lachlan was running in a steady stream at the time of the visit of the Committee.

The line as located by the Department on the north side of the Lachlan, between Roto and Euabalong, was described by many witnesses as being on the edge of the good country, mallee being met with a short distance beyond the line north from Roto homestead. It is said that it covers an extent of country 50 miles by 20 miles, although broken here and there by better country. Going westward the mallee is said to cover a large part of Coombie and part of Trida and country to the north therefrom.

Generally speaking, the land adjacent to the proposed line is regarded as inferior for pastoral purposes, and not likely to be used for agriculture for a great many years. From Roto the Committee traversed the country adjacent to the proposed line, passing through North Narromine, Big Willandra, Moolbong, and Boondara holdings to Mossgiel. This country consists of level open plains, with a narrow belt of box along the Willandra billabong, and close to the shallow depressions in which water rests for a short time after rain. These plains are thickly covered with a white flowering plant locally known as daisy, which has taken the place of more valuable herbage, and is itself comparatively valueless for fodder, but trefoil and barley grass were growing wherever water was lying after a recent storm. Towards Mossgiel the herbage consists chiefly of silver grass and crow-foot. In parts considerable areas are covered with roly-poly, and the low-lying land with lignum. Close to the township blue bush is met with. A great portion of this land is unsuitable for wheat-growing, though there are large areas of suitable soil from which tolerable crops might at times be expected were the rainfall sufficient.

From Mossgiel the road passes through Mossgiel Holding for 28 miles, and then through Kilfera Holding, close to the homestead, 35 miles from Mossgiel. On Mossgiel Holding there are said to be four homestead leases. For the first 12 miles the country consists of open red and black soil plains. Blue-bush is then met with, the land upon which this shrub grows being suitable for wheat-growing with a sufficient rainfall. This country is succeeded by open plains, intersected with small belts of scrub, and, for some few miles near Kilfera Homestead, salt-bush occurs.

A considerable portion of the land traversed appeared to be inundated by flood-waters at times. After leaving Kilfera open plains and red sandy hills are crossed, until near Beelpajah, where the country becomes undulating, there are shallow depressions forming lakes after wet weather, but frequently they are but swamps or completely dry. Similar country continues on to German Tank. The principal timber is belar, with occasional belts of mallee, pine, and yarran, interspersed with leopard wood, currant-bush, and apple-bush. There are small patches of blue-bush, salt-bush, and cotton-bush, the principal grasses being barley grass, trefoil, and, in places, large quantities of silver grass and crowfoot. Considerable areas would be suitable for wheat if the rainfall were sufficient.

After leaving German Tank there is no material change in the character of the country until about 6 miles west of Bulla Bulka, when the soil becomes sandy, and stunted pine and sandalwood make their appearance, interspersed with belts of blue-bush and a little salt-bush. With the exception of a few box flats, the country remains unaltered until within a dozen miles of the Darling, where it is generally low

low lying and subject to inundation by the water of the river, this being clearly denoted by the presence of the lignum, which here covers a considerable area. Belts of box fringe the watercourses, and on the banks of the river a little red gum is met with. The whole of this district west from Bulla Bulka appears to be suffering from a very severe drought, and there is very little pasture.

Operations at the bore inspected between Bulla Bulka and Amphitheatre have been suspended since April through the breaking of the drill, portion of which is jammed in the bore. There was no information available which would enable an opinion to be formed with regard to the probability of the success of the work.

Going west from Menindie and adjacent to the Darling, the ordinary box flats and a little gum were passed; but back from the river the soil becomes sandy. The road then turns into Menindie Lake, which is nearly dry, and follows close to its northern bank for about 11 miles. It then passes out into sandy country, and so on to Lake Speculation, whence it may be generally described as open red soil country, with a little mulga and sandalwood. This country extends as far as Kars station, about 30 miles from Menindie. From Kars to Rockwell, about 12 miles from Broken Hill, the country is generally open salt-bush plains, with here and there some *nelia* bush. From Rockwell into Broken Hill it is rough and stony, and was originally thickly covered with mulga; but the country has now been completely denuded of timber.

2. THE TREND OF TRAFFIC IN THE AREA AFFECTED BY THE RAILWAY UNDER CONSIDERATION.

The extension of the railway to Condobolin will divert some traffic which now goes to Whitton; but to what extent that diversion will take place will depend upon the relative cheapness of carriage by rail from these places, their distance from the districts from which the traffic will come, and the abundance or scarcity of water and grass along the routes to either railway station. The residents of Euabalong are of opinion that traffic which previously went *via* Whitton will go to Condobolin from quite 40 miles down the Lachlan, below Euabalong.

The freight from Cudgellico to Whitton is £3 a ton. It is estimated that when the railway reaches Condobolin the road carriage to that place will be £1 5s. a ton. There will, however, still be 60 miles of road carriage to Condobolin from Cudgellico, and that appears to be a greater distance than agricultural produce can be profitably sent by teams.

The wool produced in the Hillston district makes either to Sydney *via* the Hay line, or by the Murrumbidgee and Murray Rivers, *via* Echuca, to Melbourne. The road carriage is stated to be about £3 per ton.

The cost by rail to Sydney, or by river and rail to Melbourne, appears to depend not upon a fair charge for the service performed, but upon the rates which can be obtained by pitting the offers of the rival railway systems against each other. Since wool goes to both capitals it is probable that there is not much difference in the cost. It would appear from the evidence that to Sydney the freight is a few shillings a ton cheaper; but when carriage is done at cut rates, which are continually varying, it is impossible to obtain a stable basis for comparison.

By means of these rates there can be little doubt that large producers of wool obtain advantages greater than those enjoyed by those engaged in the same industry for whom an equal service is rendered in parts of the Colony where there is an absence of competition.

Wheat for home consumption uses the New South Wales railway system. Wheat for export would eventually, no doubt, be subject to the same competitive rates as wool. The remarks with regard to wool may therefore be regarded as also likely to apply to the wheat traffic, if it became sufficient in volume as to merit the attention of the Victorian authorities.

The wool from Big Willandra is sent to Melbourne, *via* Hay, going down the Murrumbidgee and up the Murray to Echuca by steamer, and so on by railway. The road carriage from the station to Hay is £3 a ton, and to Hillston would probably be 25s. a ton. Therefore, unless the freight from Hay to Melbourne was less by 35s. a ton than the freight from Hillston to Sydney, this wool would be sent to Sydney.

Mossgiel

Mossgiel is situated 100 miles from Hay and 60 from Hillston. The present freight to Hay is stated to be about £3 a ton, and it has been as high as £6 a ton, when the travelling-stock route has been in a bad condition. It is reasonable to suppose that with a railway to Hillston, and a set of traffic in that direction, the rate of road carriage would be proportionate, and therefore about three-fifths of that charged to Hay.

If the railway were constructed to Hillston it appears probable that town would become the depôt for wool from the country as far west as Ivanhoe.

It is stated that most of the sheep depastured within 50 miles of the Darling are driven into the head stations on the river to be shorn, and that the wool can be sent from these places to Melbourne for £2 15s. a ton, taking the minimum cost, or for £3 a ton as an average rate. Therefore, west of Kilfera or Ivanhoe no railway is likely, at anything approaching fair rates, to obtain the wool trade.

Wool from some of the stations—Tolarno, for example—goes down the river to Murray Bridge, and thence by train to Port Adelaide. Since this is the route chosen it is reasonable to infer that the cost of transit to Port Adelaide is certainly no greater than the cost of transit to Melbourne.

The rate for greasy wool from Orange to Sydney, 192 miles, is £2 15s. a ton. The distance from Orange to Menindie (from whence to Melbourne it is stated the rate for wool is also £2 15s. per ton) is approximately 430 miles; therefore, if the proposed railway were constructed, and no other influences were at work, the traffic would split halfway between Orange and Menindie, or about Hillston, the traffic from Hillston west going to the Darling and from Hillston east going to Sydney. The western portion of the line would thus prove a strong competitor with other parts of the New South Wales system. If the railway had its terminus at Hillston, this competition would not be possible, and traffic, in all probability, would be drawn to Sydney from the country as far west as Ivanhoe, which, it is probable, if the through line were constructed, would make for the Darling.

Fat stock might at times be sent from the Darling stations to the Sydney market; but it is stated that Tolarno, with an area of 900,000 acres, sends away not more than 6,000 fat sheep in a good year (which may be taken to be of not frequent occurrence), and of these, only about one-half would come to Sydney. Therefore, it is clear that no advantage commensurate with the great outlay would come from such a traffic. This is possibly, although given in evidence, an understatement of the case; but it gives a substantial idea of the probable return.

At Menindie, the Darling would prove a serious competitor with the railway for the trade of the district. The sub-collector of Customs at Wentworth gives the registered tonnage of steamers and barges (197) trading up the river as 14,658 tons, and the freight carried as 5,053 tons. The number of steamers and barges trading down the river he states to be 182, the registered tonnage 12,882 tons, and the freight carried, 3,949 tons.

Rates of freight from Echuca and Morgan to Menindie are said to be 20s. and 30s. a ton to Wilcannia. Down freights vary from 20s. to 30s. a ton from either Menindie or Wilcannia to either Echuca or Morgan. Traffic on the Murray may be suspended from January or February to May inclusive.

The evidence taken at Menindie shows that navigation on the Darling has been known to be unimpeded for seven years up to that place, and that it has been unnavigable for as long a period as eight months.

River rates are quoted to Echuca, Morgan, Murray Bridge, and Goolwa, as low as 20s. a ton. This must be regarded as a special rate, and it is urged that it is being given by a strong company which desires to destroy competition, and thus secure a monopoly of the river trade. This rate is, however, an index to what might be obtained if the volume of trade were sufficiently large. The evidence discloses some discrepancy with regard to the through freight *via* the river ports to Adelaide; but £2 a ton seems a reasonable rate to allow. Upon the N.S.W. railway £2 would carry a ton of wool 130 miles (Rate Book, p. 38, Locksley), so that the main product of the district more than 600 miles from Sydney can be carried to market as cheaply, though not so expeditiously as wool can be sent from within 130 miles of the metropolis. Therefore it becomes a question from how far east the Darling will continue to draw traffic if the railway be constructed; and to those desiring to carry the main produce of this district to Sydney by rail, the contemplation of the river rates, combined with the opportunities given by rival railway systems, may be somewhat startling.

The

The outlets for traffic from Menindie are by road to Broken Hill, and thence to Port Adelaide, the quoted rate being £5 5s. a ton; or *via* Echuca to Melbourne; or *via* Murray Bridge or Morgan to Adelaide; or *via* Goolwa to Port Victor. For the last three, although only available while the river is navigable, the charges then are so much cheaper than any rate that the Commissioners could offer, that they furnish contrasts, not comparisons, as is apparent from the previous paragraph.

Importance was attached to the fact that a considerable market would be found in the west for produce grown between Condobolin and Hillston, but inasmuch as the population between Hillston and Menindie which would be affected by the construction of the proposed line is not more than 2,000, and as that population is not likely to largely increase, but a very small proportion of the products would be able to find a market there. With regard to Broken Hill, the main market of the west, it may be pointed out that while Condobolin—the starting point of the line if taken as a centre—is distant 366 miles from that place, there are large wheat-growing districts in South Australia within 200 miles, so that the South Australian farmers may successfully compete for the trade, unless the New South Wales wheat can be carried for 366 miles at the rate charged upon the South Australian lines for 200 miles.

3. DIVISION OF COUNTRY INTO AGRICULTURAL AND PASTORAL AREAS.

Nearly all the best country beyond Cugong, which place is practically on the border of the Central and Western Land Divisions, is practically locked up from settlement until 1918. It is difficult to estimate what effect the construction of this railway will have upon agricultural settlement in a locality where the best of the land is leased for twenty-two years. In order to explain how completely even the country lying comparatively close in is given over to pastoral occupation, it is sufficient to state that the Euabalong police patrol district comprises an area 46 miles long by about 35 miles wide, and within that area there are but 370 people, of whom possibly fewer than 100 are adults. This is significant of the population along the whole of the line submitted to the Committee. Beyond Hillston the character of the country, the appearance of the few crops that were seen, and the evidence of a scanty rainfall made it clear to the Committee that they were passing beyond the limits where agricultural settlement was possible according to present ideas. Crops are occasionally obtained in the vicinity of Mossgiel and, in fact, as far west as the Darling, and there is no doubt that with a larger rainfall fair returns might be obtained. At present it is not reasonable to expect more than one crop out of two at Mossgiel and less as the route proceeds inland. The Committee are of opinion that the State will do well not to encourage the settlement of a farming community in these dry belts until the large areas of more suitable land which are available in various parts of the colony are occupied.

In Victoria, wheat is stated to be successfully grown in the mallee country with a rainfall of 14·7 inches, at Swan Hill and at Hopetoun with a rainfall of 15·4 inches.

A map herewith shows the position and extent of the mallee country in Victoria, the area of which is stated to be 3,793,738 acres, and the approximate area under cultivation is 722,175 acres.

The information which the Committee gained in South Australia justifies them in expressing the opinion that farming operations with a less rainfall than 15 inches are more than precarious.

It is not wise to dogmatise as to the manner in which this western country may eventually be used. All that is necessary is to view the matter comparatively. The Committee do not regard the country west and north of Hillston as wholly unfit for agriculture; but they consider that the distance from a market, the unsuitability of a great part of the soil, and the scanty rainfall, combined with the fact that large areas of better land are available around and to the east of Hillston, make it unlikely that it will be settled by a farming community in the near future.

Therefore all agricultural settlement and grain returns must be looked for almost entirely for the present from the country between the Lachlan and Murrumbidgee Rivers. If the railway is to have much effect upon agricultural occupation, or to benefit from the carriage of grain, it will be from within these boundaries. This fact has not been adequately recognised in the location of the line.

Beyond Hillston, the returns to any railway will be almost entirely the result of pastoral occupation; and the proportion obtained will be subject to special rates from the competition of the Victorian and South Australian railways and the river system.

4. EFFECT OF RAILWAYS UPON PASTORAL COUNTRY LYING WEST FROM THE LACHLAN IN COMPARISON WITH THE EFFECT UPON COUNTRY SUITABLE FOR AGRICULTURAL OCCUPATION.

The effect of railway construction, where closer settlement is possible, is widely different from its influence upon pastoral lands. The benefit of a railway to pastoral property consists in—

- (1.) The cheap freight obtained for wool.
- (2.) Ready means of sending fat stock to market.
- (3.) Opportunity provided for moving starving stock in times of drought.

With reference to No. 1—Kilfera wool is now sent to Melbourne for £6 2s. 6d. a ton, and, taking the rates quoted by the Railway Commissioners, it is not likely that if the proposed line were constructed the saving by rail to Sydney would be more than £1 a ton. The area of this run is 832,000 acres, and 90,000 sheep may reasonably be taken as the average number depastured there. One sheep to 8 to 10 acres appears from the evidence to be a fair estimate of the carrying power of the country year by year. Taking 6½ lbs. as the average weight of a fleece (evidence of Hillston Inspector of Stock), the annual production of wool from this station may be put down as 270 tons. Allowing a saving of £1 a ton in freight, the net gain to holders of the run would be £270, or about $\frac{1}{13}$ th of a penny per acre. On this basis the saving to a homestead lessee with 10,000 acres, which is the recognised basis of closer settlement in the west, would be about £3, an unappreciable amount upon such an area.

No. 2.—Carriage of Fat Stock to Market.—Evidence was given to show that a flock of sheep driven from Mossgiel to Carrathool lost on the average 13 lbs. per head during the journey. This loss, of course, would be less where sheep were trucked to their destination. These remarks, with regard to loss, apply equally to every portion of the western district which is without railway communication. The railway would, therefore, be of advantage were the stock for disposal in the Sydney market, when the stock routes were closed during drought; but only a small proportion of the stock will be sent away as fat, and then the destination will, in many instances, be Victoria, Adelaide, and the refrigerating works which are being erected in various centres. Therefore, the amount of fat stock freight right through to Sydney would be a very small proportion indeed of stock depasturing in the district, and not even a conjecture can be offered as to what the proportion would be.

No. 3.—Moving Stock in times of Drought.—Continual reference was made to the advantage which would accrue to pastoralists if an opportunity were given for moving sheep during periods of drought. There can be little doubt that such facilities would be of some benefit to the pastoral industry and to the Colony generally. Still, it is well in matters of this description not to over-estimate the advantages which would result from better means of communication. It is therefore well to state the case plainly. A pastoralist, anticipating a drought, would no doubt make use of the railway to get a proportion of his sheep to market, and thus bring about a result which would be impossible were the stock roads closed owing to want of feed and water. Further, if the drought were but a partial one, it would at times be possible for him advantageously to move the stock from the drought-stricken country to another district, where food and water were obtainable. These two operations could at best be applied to but a small proportion of his stock, and only when the drought was partial, and must be considered purely as a commercial transaction. If the area suffering from drought extended for a considerable distance from his holding, possibly it would not pay him to disburse the amount required for carriage, for rent of paddocks, and for return expenses. There will also be a tendency on the part of any stockowner to keep his sheep upon his own property until the last moment. Therefore, generally speaking, the time would have passed when there would have been any possibility of getting rid of much of his stock as fats before he would have commenced operations for removal by train. Again, if paddocks could not be obtained contiguous to the railway, the stock would be compelled to travel the intervening distance in an impoverished condition. There is little doubt that a great number of pastoralists would rather risk the chance of rain

rain coming than incur the expense of moving their stock, paying agistment, and the certain loss that would be attendant upon the operation. Without entering more than generally into the question, it is apparent that nationally it would be some benefit to the State if it were possible to move stock from those districts which are frequently devastated by drought, but the operation must at best be limited to a small area of country, and although of some advantage, it is not likely the railway would be utilised for this purpose to the extent stated by some of the advocates of the line.

Having thus explained the advantages to pastoral occupation, it is sufficient to state that the saving of the road freight from Hillston to the Hay line (approximately 100 miles) appears on an average wheat crop to approach 6s. per acre. These remarks must be taken only in connection with the area under consideration, but are sufficient to demonstrate that while a railway may have a stimulating effect upon pastoral enterprise, it forms a great factor in the success of agricultural settlement.

5. RABBITS.

The question of the productiveness of the land is vital in connection with railway communication.

Since the rabbits have severely impaired the productiveness of the western country, the Committee feel justified in considering this question more fully than would appear at first justifiable.

It is universally stated that the advent of the rabbits has diminished the carrying capacity of the pastoral holdings between the Lachlan and the Murrumbidgee, and north and west from the Lachlan, by at least 30 per cent., and to a greater extent further west. The amount expended upon their destruction has been variously estimated; but in every instance where a vigorous attempt has been made to check them, it has been attended by very considerable expense. To deal with them with any hope of success renders it necessary to wire-net all boundary fences and cultivation enclosures, at a cost of from £25 to £30 per mile for the netting alone.

The rabbits eat out the natural herbage at times almost completely, and in its place spring up weeds, many of which are poisonous for stock.

The means taken to contend with the rabbits are trapping, shooting, digging out, hunting with dogs, poisoning the water (where only a few water-holes are available to the rabbits), and poisoning by laying pellets of phosphorised pollard or wheat close to their burrows. By these means the pest may be fairly well kept in check, but there seems to be very little hope of its complete eradication.

The manager of Big Willandra states that the average number of scalps paid for on that holding in the eight months, March–October, 1894, was 41,700, the highest number paid for in any one month being 87,077. Rabbits were killed also by poisoned wheat and poisoned water, and in other ways, by the proprietors of the run. The heat wave of last summer worked great havoc among the rabbits, and in some districts almost exterminated them, but with the advent of the cooler weather and good pasturage they rapidly increased. Still the efforts of the run-holders have been fairly effective in holding the rabbits in check. The number of scalps paid for on Big Willandra averaged 6,400 a month from March to September of the present year, the largest number obtained in one month being 13,745.

Evidence given at Mossgiel showed that where rabbits made an appearance upon country upon which edible shrubs were growing, they diminished its carrying capacity from 50 to 80 per cent. (these figures must be regarded as special cases); but in open plain country the depreciation is not more than 25 per cent., and after a spell of three or four years the country, if cleared of rabbits, would recover.

With regard to legislation, there is a strong feeling in the district that all occupiers of land should be compelled to destroy the rabbits. All attempts to get rid of the pest must, to be effective, be carried on simultaneously and persistently by all occupiers. With regard to the Crown land, there are millions of acres which are practically deserted, and the breeding places of rabbits and wild dogs. It is insisted that the Government should undertake the same obligation in regard to the destruction of rabbits upon this land as it is proposed to impose upon private individuals. In regard to this it may be pointed out—

- (1.) That the private owners of land can fairly well protect themselves by surrounding it with wire-proof fencing.
- (2.)

- (2.) That the private individual destroys the rabbits in order to obtain a better return from the land in its increased production; but the State is in a different position, inasmuch as it gets no return from the land, and would be in no better position if the rabbits were kept in check, if the land remain unleased. If it were possible to exterminate the pest, no doubt the value of the land would be increased; but it does not appear that there is any hope of their absolute extermination. Therefore, in dealing with the rabbits, the State would be under a continually recurring expense, for which it would obtain no return, and the areas are so vast that it is difficult to advise that the Government should accept the obligation. The deplorable condition of the country, however, justifies the Committee in offering the opinion that it might be wiser for the State to permit the occupation of these vast areas for almost any return at all, and with any reasonable tenure, than to endeavour to deal with the rabbits by any of the recognised methods. The Committee were informed in South Australia that lands were given for five years free in order to have the pest destroyed. Some equitable arrangement might be made whereby the State should discharge its obligation by bearing portion of the expense of wire-netting the division fences between its land and that of private individuals, it being recognised that although wire-fencing stops the rabbit-wave it permits leakage.

Closer settlement is recognised as the only certain cure for the pest; but how is closer settlement possible in a country visited periodically by heavy droughts, and with an average carrying capacity of one sheep to 10 acres? It is especially unwise to endeavour for any purpose to stimulate close settlement on such land in a colony yet possessed of vast areas more suited for close occupation.

6. THE RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

Having now described the present position of the country through which the proposed line would run, the use to which it will be put, and matters that are likely to interfere with its productiveness, we proceed to consider the main question submitted to the Committee, namely, the construction of a line from Condobolin to Broken Hill.

Broken Hill is a town of about 20,000 inhabitants. It appears to be in a stable and prosperous condition. The number of men employed in the mine and work incidental thereto is 5,000. The evidence with regard to its stability and permanence for a period of years fully verifies the statements made before the Parliamentary Standing Committee on Public Works.

The Manager of the Silverton Tramway states that the through passengers by rail from Sydney for the year ending 30 June, 1896, was 156; to Sydney, 122. These represent passengers using the railway for the entire route. There is no return of those who used the railway to Adelaide, and proceeded thence by steamer to Sydney. The railway and steamer fares from Broken Hill to Sydney, *via* Adelaide and Port Adelaide, are given in Mr. Cave's evidence. Taking 2nd-class single as an example: From Broken Hill to Sydney, *via* Adelaide, the present railway fare is £5 15s. 6d. The fare from Broken Hill by rail to Port Adelaide, and thence to Sydney by steamer, is £3 11s. 1d. The first-class and return fares are in the usual proportion.

The imports from South Australia for last year are stated to be of the value of £544,239, and the exports to South Australia to £1,917,354. 219,844 tons of bullion were carried over the South Australian railways in the same year. The value of rough timber imported in 1895 was £77,902, and dressed timber £999. The quantity of coke imported in 1895 was 55,251 tons, and coal 42,843 tons. The values of foodstuffs imported during 1895 were as follows:—Potatoes, £5,821; vegetables, £6,845; butter, £19,011; eggs, £6,950; bran, £9,958; hay and chaff, £20,458. It is probable that these figures are not absolutely correct, but the Mayor of Broken Hill stated that he believed them to be accurate; and, in the opinion of the Committee, they are sufficiently close to be regarded as a fair approximation.

It is therefore apparent that the importance of Broken Hill and its trade is established beyond doubt. But the matter for the Committee to decide is not the question of the stability or importance of Broken Hill alone, but whether it is possible

possible for this Colony to give the town and district any means of communication which will be more beneficial to its enterprise and more advantageous to its inhabitants than those at present in existence. The question, therefore, is not the volume of trade, but the cost of freight.

Before entering into the consideration of this matter, which virtually dominates the whole position as far as the Barrier district is concerned, it is well to point out that in the immediate future there is a great probability of a considerable change in the industry at present in existence at Broken Hill. The establishment upon the eastern coast of Australia of various smelting-works, able to deal not only with the lead and silver, but also with the zinc, makes it fairly certain that the difference in the cost of freight between Port Pirie and Europe, and between Port Pirie and our eastern seaboard, will, in the near future, cause all the ore raised in Broken Hill to be treated in Australia. (It is stated that 41 per cent. of the ore using the railway at present eventually reaches Europe.) Therefore, nearly all the product of Broken Hill, instead of going abroad for treatment, will in some form or other reach the smelting and concentrating works on the eastern coast. It is contended by some that there will be a complete abandonment of the system of treatment of the ores on the Barrier locally, but the Committee are of opinion, after hearing the evidence, that this statement may be too sweeping, and prefer to use the more moderate phrase—that there will be very considerable reduction of the amount of ore treated locally, which will remove the necessity for the importation of a large portion of the coal imported, and will almost completely destroy the demand for coke. Therefore, from the mining standpoint, the question to be decided will not be so materially affected by the freights of coal and coke as of that of ore. There appears to have been some misapprehension with regard to the amount of coal required to treat a ton of silver ore. It was stated before the Parliamentary Standing Committee on Public Works that approximately $3\frac{1}{2}$ tons of coal were required to treat a ton of ore. It was, however, stated by the Manager of the Proprietary Mine that approximately it takes 93 tons of coal to treat 100 tons of average silver ore raised from the Proprietary Mine. Of this, approximately 9 tons are required in the extraction and dressing of the ore and other operations* connected therewith, and the balance is required for the treatment of the ore for the recovery of the contained metals.

The Manager of the Proprietary Mine states that the $3\frac{1}{2}$ tons of coal mentioned might probably be required in the treatment of the residue of the ore for the recovery of the zinc; and that, generally speaking, a ton of coal may be regarded as sufficient to treat a ton of ore. The Committee have no reason to doubt this information. If it be so, as far as the mines are concerned, it would appear to be immaterial to the enterprise whether the coal be brought to the ore for the first portion of its treatment, or the ore to the coal, and then the residue from which the zinc is to be extracted be sent to where the coal is mined, the quantity required in the extracting of zinc being stated to be in the proportion of 3 to 1. If this procedure were adopted, it is not very easy to see the great advantage that is said to be obtained from the establishment, on the eastern seaboard, of smelting and extracting works for the whole of the ore. Without entering into any discussion with regard to the advantages to be obtained, there is a consensus of opinion that the operations in future at Broken Hill will be principally confined to the raising of ore, and that the principal ore-treating appliances will be on the eastern seaboard. The manager of the Central Silver-mining Company stated that in his opinion 75 per cent. of the ore raised would eventually reach the eastern seaboard. The Proprietary Company expect to raise about 320,000 tons next year. It is not possible to obtain in detail the amount of ore likely to be raised on the whole of the Barrier field. Even if the figures of the anticipated amounts were available for each mine, they would be little better than inferential, being dependent upon many other circumstances than the power of raising it. It is, however, probable that a large quantity of ore will be raised; and if present conditions continue, a great demand is likely to be sustained which the field can supply for many years to come. But on this point it may again be emphasised that it is not a question of the amount of ore obtainable, but of the amount of freight which will be furnished by it to the railway. This would be dependent upon the freight charges offered by the railway system of New South Wales comparing favourably with the rates charged on the Silverton tramway and the South Australian railway to Port Pirie, and the sea freight to the eastern seaboard.

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The freight charges upon our railways are decided by the Commissioners. Under the Government Railways Act the railways are virtually held by the Commissioners as an estate in fee simple; their powers are supreme with reference to the rates charged. Therefore it is necessary, in making a comparison, to take the rate quoted by them. Parliament has always refrained from dictating to them with reference to rates. Therefore, in estimating the rate to be charged, only one basis can be taken—that laid down by the Commissioners before the Parliamentary Standing Committee on Public Works. It was stated that the rate for bringing crude ore 696 miles would be 29s. per ton. To land it at Eskbank would cost £1 5s. per ton; at Wollongong, £1 11s. 5d. per ton; at Newcastle, £1 12s. 6d. per ton. With regard to these rates, the Committee, although they feel bound to accept them in making their comparison, would point out that it is stated with sufficient definiteness to justify belief that the South Australian Government have decided to carry carbonate and lead concentrates at the same rate as sulphides to Port Pirie, viz., 9s. per ton, which is approximately $\frac{1}{2}$ d. per ton per mile. If South Australia, with a 3-ft. 6-in. gauge, and inferior rolling-stock, can afford to carry at this rate, it may be contended that New South Wales should be able to make a considerable profit at the same rate over at least a considerable portion of the line, having superior rolling stock and a broader gauge. The Committee have no definite information respecting the profit which can possibly be derived from the carriage of ore at this rate on the South Australian railways, and have already stated that Parliament has never attempted to exercise any right of control over the rates levied by the Railway Commissioners in this Colony. The present rate from Broken Hill to Port Pirie for oxidised ore is 15s. 10d. per ton; sulphide ore, 13s. per ton, being an average of 14s. 5d. per ton; 5s. 6d. per ton being added for carriage by sea to the eastern seaboard, gives 19s. 11d. per ton total freight. Comparing this with the rate to be charged on the proposed railway, a loss would be sustained of 11s. 6d. per ton to Wollongong, 12s. 7d. per ton to Newcastle, and 5s. 1d. to Lithgow. But it has been already stated that the cost of freight from Broken Hill to Port Pirie after the end of the year will be 12s. 3d. per ton. Therefore, the total cost to reach the eastern seaboard in 1897 will be 17s. 9d. per ton, which would in every instance increase the loss. Taking the greatest of the three, viz., to Newcastle, where large works are being erected for the treatment of the ore, and taking 500,000 tons as the amount to be sent as freight, the loss on quoted rates by using the proposed railway would be about £368,000 to the mines using it. To Lithgow the loss would be approximately one-half. Figures of this magnitude (it is immaterial which are taken) prove conclusively that with the present opportunities of approaching Broken Hill by another route it is so much more advantageous than that offered by the proposed railway, if the rate quoted by the Railway Commissioners be adhered to, that to secure the main product of the district as freight is impossible. This, however, does not complete the case, for if the railway were constructed Broken Hill would stand in this position: Taking Newcastle as the basis, there would be approximately 800 miles of land carriage. To Wollongong it would be a little less, and to Lithgow 200 miles less. Newcastle may, therefore, be regarded as the extreme case. From Broken Hill to Port Pirie is a distance of 253 miles. It is stated that the country between Broken Hill and Port Pirie, *via* Silverton, offers no engineering difficulties whatever, and that Port Pirie is a secure port in all weather at present able to accommodate a boat drawing 18 ft. 6 in. of water, and capable of being considerably deepened at a reasonable cost—the bottom of the harbour being soft material principally sand and mud. Therefore, if a battle were fought for the trade of the Barrier district the first step that South Australia would take, if she found she was likely to be worsted, would be to improve the grades to Port Pirie—in fact this is being done—the Committee were informed that for £50,000 a grade of 1 in 74 could be obtained right through, and this work is now in progress. The Silverton tramway, which is virtually an extension of the South Australian railway system, would fall in with the arrangement, and the railway from Broken Hill to Port Pirie could be constructed on easier grades than those in existence on much of the route to be travelled on the New South Wales system. Still further, if South Australia found herself handicapped by the narrow gauge she has it in her power at an expenditure stated to be about £300,000 to lay down a 4'8½ gauge to Port Pirie, and would be able to equip it as thoroughly as the New South Wales competing line, and could therefore carry the distance to Port Pirie as cheaply

cheaply per mile as the New South Wales railway. Since New South Wales would have to draw 800 miles to reach Newcastle, and South Australia would only have to draw 253 miles to reach the seaboard—New South Wales would require to carry the difference, viz., 547 miles, for the cost of the sea journey from Port Pirie to Newcastle. The sea freight has already been stated at 5s. 6d. per ton. Therefore, New South Wales, if fairly in the contest, would require to carry ore at about one-eighth of a penny per mile for that distance in order to secure the trade. In other words, New South Wales would require to carry ore 547 miles at one-quarter the rate quoted by the Commissioners as the lowest payable in order to secure the trade.

If we take the case of Lithgow, distant from the Barrier approximately 600 miles, we find that the sea carriage represents, on the basis referred to in comparison with Newcastle, 347 miles of land carriage. Therefore, the freight, in order to equalise matters, would require for that length to be about one-fifth of a penny per mile, an amount still so disproportionate that it is impossible, with the statement of the Commissioners before us, to offer any solution of the difficulty, but simply say that it is idle to expect it under such conditions. In the face of these figures it appears almost impossible that the proposed line can be expected under any circumstances to win for the railways of this Colony the main product of the Barrier district.

It was stated that an agreement had been made by the Mining Companies on the Barrier to use the Silverton Tramway for a term of seven years for all ore going west; the Silverton Tramway Company apparently not fearing any competition to the east. It appears that this arrangement is almost complete; but the witnesses although individually sure of its existence, and its certainty of completion, were not able to produce a copy of the agreement to give definite information to the Committee. There is, however, no reason to doubt its existence. That being so, if New South Wales, instead of stopping at Broken Hill, pushed on her line to Cockburn, even this length at present would not be used for the conveyance of the main product of the Barrier District.

Those most interested in the carriage of the ore, it may be inferred, are the large companies employed in raising it. If an unfair rate is being levied upon them it might be expected that they would protest against it. But instead of that being the case, with the exception of the Proprietary Mine, to the Manager of which the Committee feel under an obligation, no evidence was forthcoming, and it was only by the exercise of the powers conferred upon the Committee by the Public Works Act, that they were able to obtain any evidence at all from the mine managers. Therefore, those primarily interested in low freights to Broken Hill for its main product treat the question with something more than indifference. Heavy charges must first fall on the mining companies. They, if not satisfied with their present position, regard any possibility of relief from the length of land carriage to join the New South Wales lines as being so remote that it is more to their interest to propitiate the owners of the means of communication at present in existence, which they regard as likely to be their only outlet for many years to come, and possibly to remain permanently their road to the seaboard.

Port Pirie, as before stated, has been taken as the port of shipment. The depth there is 18 ft. 6 in. at low water; but the Committee have not lost sight of the fact that it is stated a boat drawing 24 ft. 6 in. can now trade to Port Augusta, the distance to it from Broken Hill being some 30 miles more than to Port Pirie.

Part of the food supplies used at Broken Hill are brought a distance of 200 or more miles from South Australia. The fuel used for domestic purposes costs from 16s. to 22s. per ton. The question whether it is possible for New South Wales, without unreasonable loss to herself, to alleviate the condition of her colonists living at Broken Hill with regard to their food supplies and fuel, will be found dealt with in that portion of the report referring to the construction of a line from Broken Hill to Menindie.

With reference to the question of ballast and the cheapness of construction of the proposed line, the Committee were informed by the Engineer-in-Chief for South Australia, and Mr. Mais, who previously held that position, that it would be impossible to carry any heavy traffic on the line as submitted by the Department, and that the experience in South Australia was such as caused the
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authorities to fully ballast any line required for heavy traffic. It is apparent that the proposed railway, if it were to carry the ore from Broken Hill, would be subjected to very heavy traffic indeed. A knowledge of what is taking place in other parts of the world—notably in the United States—with regard to the nature of cheap railway construction, causes the subject to be viewed from the following standpoint. The absence of ballast and cheap railway construction depend upon—

- (1) The nature of the country over which it is constructed, and
- (2) The work it is called upon to perform.

From evidence before the Committee, it appears that a line capable of carrying anything approaching the output of the Broken Hill mines, even if constructed without ballast, would not long remain in that condition. To ballast the line afterwards would mean an advance in the initial cost, and additional interest would have to be added to the yearly expenditure.

At the inception of the inquiry the Sectional Committee visited Lithgow and took evidence to the effect that there was an abundant supply of coal, limestone, and ironstone in that district. There is no doubt with regard to the quantity of coal available, which is confirmed by the evidence given before the Parliamentary Standing Committee on Public Works. With reference to the limestone and ironstone, although it appears probable that it is as stated by the witnesses, still the information either as to its quantity or quality is somewhat vague. These are matters which would require special consideration before deciding as to the importance of the future of Lithgow as a smelting centre. It is stated that the associated collieries are supplying coal to the Government railways at 3s. 9d. per ton, but this is regarded as a very low rate. Coal required in smaller quantities for private use is charged for at a much higher rate. The freight from Broken Hill to Lithgow at $\frac{1}{2}$ d. per ton per mile would equal 25s. per ton. It is contended that coke made at Lithgow could be delivered in the trucks for 15s. per ton. Adding freight at the above rate, the cost of Lithgow coke delivered at Broken Hill would be £2 per ton. The evidence given at Broken Hill was to the effect that the imported coke is superior to that locally made. These questions will, doubtless, be fully discussed in the Report of the Parliamentary Standing Committee on Public Works.

7. RAILWAY TO HILLSTON.

With the exception of the areas already alienated or in process of alienation, the Crown will in the course of a few years (upon the termination of the pastoral leases) be in possession of most of the land between the Lachlan and the Murrumbidgee. The land comprised within the resumed areas is very considerable, much of which is now wholly unused. As an instance, adjoining Merri Merrigal and Hunthawong Holdings alone, there are said to be 1,000,000 acres of unoccupied land.

On the northern side of the Lachlan, where the surveyed route of the proposed railway is located, the land has been described, almost unanimously by a number of witnesses, as inferior, and covered with great belts of mallee, and not likely to be used for close settlement even if available, for a very considerable time, and further the best of it is locked up as pastoral leases till the year 1918.

The country really requiring attention and suitable for settlement is a tract of land lying so far west and south from Condobolin and so far north from the Hay line, that the cost of carriage to a railway station renders profitable agriculture impossible; it is generally recognised that grain cannot be profitably carried by road for a greater distance than 30 miles. The question therefore arises, "What is the cheapest and readiest way to give this district access to a market?" The whole of this country has suffered materially from—

- (1.) The rapid growth of the pine scrub.
- (2.) The advent of the rabbits.

whereby its carrying capacity has been decreased to the extent of 25 per cent. some witnesses stated that in instances, 50 per cent. to 80 per cent. depreciation was nearer the mark. The Committee, however, regard the latter statement as a special case.

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The resumed areas are not being taken up, and the State finds itself in possession of lands which are steadily deteriorating. It might be possible in some instances, by granting special consideration, to induce pastoralists to destroy the rabbits and the scrub.

The Committee are of opinion, from personal observation and the evidence put before them, that this land is valuable for wheat-growing, and it would therefore be wise to face the question of its reclamation at once, on the basis of agricultural occupation. Agriculture, as has already been said, is impossible without better means of communication; but before railway communication is given it will be necessary to determine where the land that is likely to carry the heaviest population lies, how it can be most cheaply approached, and where the extension should be made from the existing system.

The investigations of the Committee, although extended to the country east from Lake Cudgellico, have been, as to the country lying to the south-east, of a somewhat casual nature. The witnesses examined have been able to give definite information with regard to their immediate surroundings, but their evidence has been fragmentary and doubtful with regard to distant areas, while the Government officials have not been able to speak positively of the land beyond the confines of their own districts.

A line from Cowra (which would apparently be the best route in point of distance) *via* Grenfell, extending in a westerly direction through the Bland country, and thence *via* Wyalong to Hillston, would pass through a vast area now overgrown with pine scrub and infested by rabbits and dogs, but apparently suitable for wheat-growing. Such a line would pass through a territory now worse than waste land, returning no revenue to the State, but which might be advantageously occupied by agricultural settlement were a cheap means of transit in existence. The cost of the line would probably amount to something like £300,000. The advisableness of incurring so large an expenditure would require special consideration before the Committee could finally recommend it to Parliament.

The revenue of the line would depend primarily upon the amount of wool and wheat to be carried.

The cost of sending wool from Hillston, by present routes, to Melbourne is stated to be £7 10s. per ton, and to Sydney, about 10s. less. A railway to Hillston will, in all probability, intercept all wool which now goes to Melbourne from an area bounded by a line starting about 20 miles above the Willandra, and passing in a north-westerly direction for a distance of about 60 miles; thence west for about 40 miles; and thence south to Booligal. Upon this country 1,000,000 sheep are said to be depastured, producing about 2,500 tons of wool.

This wool, upon the basis of the rates quoted upon the Hay line, would give an annual gross return for freight of about £8,000.

A railway terminating at Hillston would not be subjected to the severe competition suffered by the Hay line through the close proximity of the Victorian system and the cheap water carriage afforded by the Murrumbidgee and Murray rivers. It might be pointed out that, notwithstanding this competition, the Hay railway appears to be passing out of the category of non-paying lines. This, however, is said to be attributable to special conditions.

The Committee are not in a position to say what amount of merchandise would be forwarded to such places as Wyalong and the adjoining goldfields, and other places along the line, but it would be considerable; while there would also be a large amount consigned to Hillston and the district of which it is, and must remain, the distributing centre.

With regard to the area that has already been described as partly tenantless and the stronghold of dogs, rabbits, and scrub, there is no doubt that a very great portion of it is suitable for the growth of cereals. The Committee have no definite information with respect to the rent which the State would be able to obtain from this land if a railway were constructed; but, judging from the rents obtainable for similar land in other parts of the country, it is reasonable to believe that land suitable for farming would bring in a rental of at least an average of 3d. per acre, and in this way the occupation of 2,000,000 acres would return a revenue of £25,000 per annum to the State.

State. Allowing 1,000 acres to each farmer, this would require a number of 2,000. It is impossible to say definitely that so many would immediately settle in the district. There is no reason to doubt, however, that, in the event of an extension to Hillston, large numbers of men would come into the district from Tasmania, Victoria, and South Australia, where the conditions under which land can be obtained are less favourable.

The Committee were so impressed with the undesirableness of leaving this vast area, a large portion of which might be transformed into a great wheat-field, in the occupation of scrub and vermin, that they feel that they will be justified in recommending Parliament to have a comprehensive investigation made of the whole of the land lying between the Lachlan and the Murrumbidgee Rivers, with a view to determining its agricultural possibilities, and of deciding in what direction an extension should be made from the main trunk system. In their opinion it is obligatory upon the State to take this action as early as possible. They are unable to suggest a route in detail, their investigations having been confined to the western portion of the area referred to, and to a line which has little connection with the eastern and southern portions of the country which they have described. They feel, however, that the case is so pressing that it should receive the attention of the Government at the earliest possible date, irrespective of any extension west of the Lachlan.

The construction of the line would not materially affect the wheat traffic upon the Hay line, the nearest distance between the two lines, from Hillston to Carrathool, being 80 miles, while 40 miles of land carriage is generally understood to prevent the profitable production of grain.

The map supplied to the Committee by the Railway Commissioners shows the country, of which Hillston is the centre, as contributing, so far as wool traffic is concerned, principally to the Victorian railway system, and therefore most of the wool, making Hillston as a centre, will not be leakage from our present railway system.

It will be understood that the information obtained by the Committee with regard to class of country has been compiled from plans and fragmentary evidence, and that the route suggested is only approximately laid down, and is subject to such deviations as may be necessary in obtaining easy grades and cheap construction. The Committee lean towards a line from Cowra (or thereabouts), *via* Grenfell and Wyalong, to Hillston--

1. Because it divides more satisfactorily the district lying between the Con-dobolin extension and the Hay line.
2. Because it appears probable, from evidence, that the country between Wyalong and Grenfell will carry a larger population than that between Temora and Wyalong.
3. Because it appears to be the shortest route to Broken Hill from Sydney should the through connection be made.

These matters could be considered in connection with the construction of a line from Temora, *via* Wyalong, to Hillston.

It will be possible for the State, if it reserves all the land along the route, to establish townships at each railway station and grade the rental or cost of the land by (a) its fertility, and (b) the distance of road carriage, first settling the land round each centre, and gradually extending the area, it will be possible to save the agriculturist from much of the disadvantages of isolation which usually beset them when scattered over a great territory.

If this railway be recognised as a means of developing the country, and a factor in giving value to Crown lands, and the settlement scheme be wisely designed, the Committee, after investigation into the rents paid, the return obtained, and the general surrounding of wheat-growers in Australia are convinced that any immediate loss on a railway to Hillston would be amply compensated for by the return which the State would receive from Crown lands at present deserted.

8. RAILWAY FROM BROKEN HILL TO MENINDIE.

It is apparent from the rates already quoted, and the general tenor of the Report, that produce from districts at a distance of over 600 miles from Sydney lying contiguous to rivers navigable for the greater portion of the year, flowing towards the railway systems of other colonies, will in all probability never reach Sydney by direct railway communication. It therefore becomes a question for consideration with regard to these distant places, where the railway ceases to be justifiable on a commercial basis, whether progress should be delayed by the State refusing to recognise the difficulties experienced in such localities, simply because it is impossible to bring them profitably in touch with the railway system. If a railway be constructed in one part of the Colony in order primarily to save expense to the producers adjacent to it, it is also the duty of the State, since she has undertaken the responsibility of transacting the greater part of the carrying trade of the country, to extend to outlying centres such facilities as are justified by their importance and the magnitude of their trade. If these far-distant portions of the Colony are to remain isolated until such time as it will pay to bring their produce 600 or 700 miles to Sydney, and the State recognises no obligation with regard to other means of communication, and no other interest save that of bringing produce to the metropolis, it is clear they must remain isolated for ever. With regard to that portion of the Darling country, at Menindie, it is well to take into consideration the possibilities of the place, and the results that would flow from railway communication with Broken Hill. It has been already stated that if a railway were constructed from the east, passing over the Darling at Menindie, the wool produced over a considerable area to the east would be forwarded to the Darling River, in order to take advantage of the cheap water transit furnished by that river and of the low railway rates provided by the adjoining colonies. On a direct line from Menindie to Broken Hill there would be a considerable amount of freight from carriage of wood for fuel, and also some for use in connection with the mines. The value of a ton of wood as fuel at Menindie is stated to be about 3s., while at Broken Hill its value is estimated as from 18s. to 22s. per ton. The railway carriage from Menindie to Broken Hill would be approximately 5s. per ton. Therefore it is apparent that a very much cheaper wood supply can be obtained for Broken Hill by this means than is possible in any other way. The amount required is stated to be about 15,000 tons annually; but at the cheaper rate this would be materially increased. The presence of large depressions, stated to embrace between 100,000 and 200,000 acres of land suitable for irrigation, to which water could be applied partly by gravitation by a system of locking the river, and where, if necessary to pump, the lift would be very much less than it would be on to the banks of any of our Western rivers, may suggest that if the Government intend to carry out any irrigation scheme it might be well to utilise these areas for such a purpose, and, possibly, to construct a railway from Menindie to Broken Hill in order to give producers speedy access to a fair market. It would therefore be wise on the part of the Government to have an accurate survey made of the lakes in the vicinity; also to obtain a comprehensive report by a thoroughly competent man with regard to the nature of the soil and the expense of preventing flood-waters entering the lakes from the river, and a scheme should also be devised by which the lakes would be saved from flooding from their own catchment areas—an occurrence which, however, would be rare. The report should take into consideration not only the feasibility and cost of the scheme, but also the probability of obtaining people willing to occupy the land for agricultural purposes. It might be possible by the construction of a railway from Menindie to Broken Hill to utilise a considerable area of land adjacent to the Darling which is at present in pastoral occupation and from which the State receives but a small return. Such a scheme as this, giving fair means of communication, and utilising an area of public land, is worthy of consideration by the Government. Those engaged in intense culture would have special advantages at Menindie by the presence of a market on the Barrier. It would be well if the whole question were placed in the hands of the irrigation expert now in the Colony.

The question of conserving water, or using the bed of any of our rivers as a storage reservoir for water for irrigation purposes, necessarily imposes a considerable amount of responsibility upon those recommending such a course. When at Cudgellico, at the small dam which has been erected to intercept the outflow from the
Lake,

Lake, the mud had filled up to the sill, on the Lachian side of the dam, and it appears that if there be a tendency to silt up to the full height of the obstruction in Lake Creek the same process might come into operation on the main river, and, therefore, it is possible that any obstruction placed in our rivers may gradually form a huge silt-bed, which would have a material effect upon the course of such waterways. The Committee visited the Willandra weir, in order to see whether the process of silting was in operation there, but the water at the time was flowing several feet over the weir and inspection was impossible. These matters will require the fullest investigation before the country is committed to any expense with regard to the Menindie scheme. The reason why the Committee view Menindie so favourably is that there is an area of land which could probably be kept free from inundation at an elevation lower than that obtainable on the banks of the Darling.

A line from Broken Hill to Menindie would also give a cheap means of communication with the seaboard by way of Morgan, Murray Bridge, or Goolwa, and thence to Adelaide or Port Victor. The cheapest of these routes, from Menindie to Port Victor, is estimated at about 25s. per ton.

It may not be out of place to point out that when the whole of the trade and produce of the Eastern Colonies of Australia takes the cheapest way to the seaboard, if the river systems be fully utilised for that purpose, it is probable that large portions of the trade of those lands lying a considerable distance up the Murray and Darling will reach the seaboard at Port Victor.

Port Victor, the Committee were informed by the Engineer-in-Chief for South Australia, is a good harbour. The railway connection with the Murray is but a few miles over easy country, and the Murray to Wentworth may be regarded as permanently navigable, or could be made so at very small expense.

If the produce can be taken to within a few miles of the sea by river, and the port be a fairly good one, there will only require to be a fair volume of trade to furnish cheap ocean freights.

The contiguity of Port Victor to the Murray should not be lost sight of in considering the eventual set of trade even beyond Menindie on the river Darling.

It appeared from the evidence given before the Committee at Broken Hill, and from the statements of other witnesses, that the requirements of Broken Hill would be fairly well met by the construction of a light line of railway from Broken Hill to Menindie.

9. NATIONAL ASPECT OF THE LINE.

It has been suggested that the whole line rests upon a national basis. What constitutes a national basis has not been explained by any witness, nor have the Committee, since the inception of the work, been able to discover what the advocates of the line mean by the expression. Moreover, the Committee are specially enjoined by the Act under which they work to consider the profitableness of any proposed line. The Committee, however, feel justified in making reference to some of the national aspects of the question which occur to them. They are as follows:—

- (1.) Should Sydney become the capital of the Federated Dominion or Commonwealth of Australia, it would be well that she should be as closely connected as possible with the other parts of the Continent by means of railway communication.
- (2.) When a transcontinental line is extended to Port Darwin, or a line constructed from Western Australia to South Australia, there will be stronger reasons than there are at present for the construction of a railway from the eastern seaboard to Broken Hill.
- (3.) It is possible that there will be a contest with regard to the various railway gauges in the Australian Colonies. If the New South Wales gauge were extended to South Australia the standard gauge of 4 ft. 8½ in. would then be in contact with the railway systems of Queensland, Victoria, and South Australia, which would give additional opportunities for the establishment of the standard gauge.
- (4.) The effect of railway construction upon lands in the possession of the State. This has already been dealt with.

(5.)

- (5.) The creation of community of interest. Community of interest does not spring from the construction of a railway, but from the use of it; and no national purpose is served by the creation of inferior facilities when there are in existence cheaper opportunities for reaching the same place.
- (6.) The time which will elapse in reaching the metropolis from a far distant centre, such as Broken Hill, becomes important if the volume of trade or the number of passengers is likely to be great. These points have already been dealt with in the report.

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Summary of Views of the Sectional Committee and Reasons for same.

1. It is not advisable to construct a line from Condobolin to Broken Hill as submitted to the Committee, because

- (a) It is not possible, at quoted rates, to obtain any portion of the main products of the Barrier mining field.
- (b) Since the communication offered for the carriage of ore would be more expensive than that at present available, it would be useless for the main portion of the traffic, and, therefore, the proposed railway would not confer advantages justifying a loss stated to be at the lowest estimate £40,000 per annum.
- (c) A more expensive mode of communication would not be used, and, therefore, confer little national advantage.
- (d) The residents of the district are apathetic with regard to an extension beyond Menindie, beyond that point it being regarded by them, apparently, only as a means by which the freights charged on the geographically more suitable route may be lessened.
- (e) The Colony has so large an area to develop that it is unwise to saddle her railway system with a heavy annual loss from a line which will be utilised not for the main body of traffic, but primarily as a menace to break down existing freights by admittedly cheaper routes.

2. Railway from Broken Hill to Menindie—A cheaply constructed line might be carried to Menindie, in conjunction with an irrigation scheme at that place, because—

- (a) There would be an immediate considerable return from the carriage of timber.
- (b) It would bring a large population, living in undesirable surroundings, in touch with the Darling River and with permanent water and wooded lands.
- (c) It appears probable that the opportunities for irrigation at Menindie are equal to any in the Colony.
- (d) The State would benefit by closer settlement on these lands.
- (e) Much of the food consumed at Broken Hill could be supplied by residents of this Colony.
- (f) It would furnish, in conjunction with the Darling River, which is usually available for traffic, a fairly cheap route to and from business centres outside the Colony.

It must be understood that a careful scheme to embrace the irrigable lands, test of soil, and cost of irrigation scheme, &c., must first be comprehensively inquired into.

3. Railway to Hillston.—A railway seems justifiable to Hillston because—

- (a) Hillston is the furthest western limit where there is sufficient rainfall, in accordance with present ideas, to permit of the growth of wheat with a fair prospect of success.
 - (b) A railway to Hillston will obtain as much wool traffic as would be obtained by a through line.
 - (c) There is danger that wool would travel westward, and use but a small portion of the New South Wales Railway system, if the railway be extended to the Darling.
 - (d) There appears to be a large area of land suitable for the growth of wheat steadily deteriorating from the growth of pine scrub, and which will remain, unless closer settlement be stimulated, a breeding ground for rabbits and wild dogs.
- (e)

- (e) A railway should be located so as to save road freight, and, therefore, through the country which will carry a population.
- (f) The State would obtain a large revenue for lands at present unoccupied and likely to remain so unless better means of communication be afforded.
- (g) The important centres of Grenfell and Wyalong could form part of the scheme.
- (h) It would not draw its main support by leakage from any parallel line.
- (i) If it be eventually determined to extend the line to Menindie or Broken Hill then it would apparently be no longer than the proposed route. The route east from Wyalong must depend upon the quality of land between Wyalong, Grenfell, and Cowra, and Wyalong and Temora, and the cost of railway construction.

CONCLUSION.

Better opportunity of access and reduction of fares to the metropolis, the supply to residents along the line of route of commodities now rarely procurable, the cheapening of freights on articles of consumption and general goods, and many minor reasons were also urged as grounds for the construction of the proposed railway, all of which have been fully considered by the Committee, and the exact position explained in the Report. While appreciating the views of those who advocate the construction of this line, the Sectional Committee regret that the responsibility imposed upon them by the Public Works Act renders it, after a full investigation into the question, impossible for them to recommend that such work be carried out; but trust that the remarks respecting a railway to Hillston and a railway from Broken Hill to Menindie, in conjunction with the question of the settlement of Crown lands, may receive the early consideration of Parliament.

LIST OF MAPS REFERRED TO IN SECTIONAL COMMITTEE'S REPORT.

Land held under pastoral and homestead lease, Western Division.
 Land Board District of Hay (two maps).
 Land Board District of Wagga Wagga.
 Land Board District of Forbes.
 Land Board District of Bourke.
 Port Pirie Harbour.
 Port Augusta Harbour.
 South Australian Railways.
 Murray River and Mouth.
 Port Victor Harbour.
 Sketch showing the character of country from Wyalong to Broken Hill.

15th October, 1896.

THOS. EWING,
 Chairman.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

WEDNESDAY, 5 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.,

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee proceeded to consider the proposed Railway from Cobar to Broken Hill.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Have you a statement to make to the Committee? Yes; I will read it. It is as follows:—

PROPOSED RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

VARIOUS routes have been suggested for connecting Broken Hill with the railway system of the Colony. The first survey undertaken in that direction was for a line *via* Condobolin and Euabalong to Wilcannia, which was completed in 1885. This line was indeed so far proceeded with, that at one time it was proposed to call for tenders for sleepers, and for the delivery of rails *via* the river Darling to Wilcannia, but this intention was never carried into effect. At that time Silverton was the chief centre of mining in the district; Broken Hill not having risen into the important place it has since become. A survey was afterwards made of a line *via* Cobar and Wilcannia to Cockburn, and the proposal to construct a line in this direction was under the consideration of the Committee in 1891, the decision arrived at being that it was expedient that the line, as far as Broken Hill, should be carried out. It was proposed in June last year, at the close of the session, to introduce a Bill to sanction the construction of this line, and a motion was passed by the Legislative Assembly for the suspension of so much of the Standing Orders as would preclude the passing of the Bill through all its stages in one day, but the Bill was not further proceeded with. The present proposal to proceed *via* Condobolin and Menindie seems to have originated during last year. On the 21st May, 1895, this Committee presented a report to Parliament recommending the construction of a proposed extension from Parkes to Condobolin, and in clause 10 of their report the question of extending the line on to Menindie is referred to. The objects sought by the construction of this line are approximately the same as those advanced in favour of the line from Cobar to Broken Hill, but the conditions of mining at Broken Hill have undergone some modification since that time. The more easily-treated ores have now practically been worked out, but satisfactory methods have been found for dealing with the refractory sulphide ores, which will no doubt give an impetus to the trade of the district, and it may be a question for consideration whether the ores cannot be conveyed as economically over the railways to the places at Illawarra Lake and elsewhere, where it is proposed to treat them, as by sending them *via* Port Pirie and transshipping them there. On the other hand the coal and coke which may be required for Broken Hill can be conveyed from Lithgow and delivered at Broken Hill possibly at as cheap a rate as they could be carried *via* South Australia. The line would also intercept the wool traffic along its route and to the north of it, some of which still finds its way into Victoria. It would afford the means for closer settlement along the Lachlan, the Willandra Billabong, and the Menindie Lake. It would also serve the mineral traffic from the Mount Hope district, and effect a considerable saving of time in the transit of mails from the western portions of the Colony. The survey of the line is now being proceeded with. Between Condobolin and Euabalong the survey is completed, and two surveyors are pushing on from that point towards Mossgiel. From Menindie towards Mossgiel, about 40 miles have been finished; two surveyors being engaged on this portion. Between Broken Hill and Menindie the work has just been completed, and Mr. Cumming, the surveyor who was engaged on that length, has been instructed to proceed to Mossgiel with the view of working up the central portion of the survey. Although the survey has not been completed throughout, quite sufficient information has been obtained to enable a reliable estimate to be submitted. A deviation of the route between Condobolin and Mossgiel has been proposed, which is strongly recommended for the consideration of the Committee; that is, one crossing the river a little below Condobolin, and proceeding along the southern side of the river to Cudgellico, where it would meet the survey already made between Cudgellico and Hillston. From Hillston, westward, the route would

H. Deane,
Esq.

5 Aug., 1896.

H. Deane,
Esq.
5 Aug., 1896.

would proceed to Mossgiel, joining the other route at that place. This route has many advantages over the northern one on the other side of the river. The country on the southern side of the Lachlan lies wholly within the central division, whereas the greater part of that on the northern side lies in the western division, and is consequently not so well adapted for settlement. It also does away with the necessity of a branch line to Hillston from the northern route. The total distance will probably not be much exceeded. I expect to be able to submit a special report on this route to the Minister within a short period of time, and the information will then be available for the Committee. The residents of Broken Hill and Menindie are strongly in favour of the line, as may be gathered from the representations made on their behalf. On the 14th April last, Messrs. Thomas and Cann, M's.P., representing the residents of Broken Hill and Menindie, waited upon the Minister to urge that the Government might construct the line from Broken Hill to Menindie prior to the construction of the line through from Condobolin. At present, they said, Broken Hill was completely at the mercy of South Australia, and if the extension they asked for was constructed it would mean that with the water carriage the district would have another outlet. The Municipal Council of Broken Hill appointed a Committee to inquire into the subject on their behalf and in March last this Committee issued a report, which contains statistics and other information bearing on the subject of the trade of the district, which will no doubt be of value to the Committee, and a copy of the report is therefore now handed in. On the 23rd of June of this year, a petition from the Mayor, aldermen, and inhabitants of Broken Hill and Menindie in favour of a line from Broken Hill to Menindie, in connection with the proposed line from Condobolin, was presented to Parliament. The number of signatures attached to this petition was 3,760. The Collector of Customs has also supplied returns showing the value of imports and exports and collections of customs at Broken Hill from 1887 to 1895 inclusive, and also a report from the Sub-Collector of Customs at that place for 1895.

Official Description.

The official description of the proposed line is as follows:—Length, 366½ miles. Estimated cost, £955,063, or £2,606 per mile, exclusive of land and compensation.

This line begins at the termination of the Parkes to Condobolin railway, of which part is now under construction at about 329½ miles, and follows the general course of the Lachlan River at a distance of about 3 to 5 miles to the north of it as far as Euabalong; thence about west by south, crossing the Willandra Creek in the parish of Gunnagi, county of Blaxland; thence on the south bank of that creek to Mossgiel, and due west to the north-east corner of the pastoral holding "Kilfera A." The line now takes a west-north-west course, heading for Menindie, and crossing the Darling River there; the north bank of the Menindie Lake is then skirted, and the previous bearing is resumed to the south boundary of the parish of Moorakie, county of Yankowiina, where Stephens' Creek is crossed; the line then bends south-west to Broken Hill, ending at about 696 miles from Sydney. The line has easy works throughout, with the exception of the bridges over the Darling River, the Willandra Billabong, and the Talyawalka and Stephens' Creeks. The ruling grade is 1 in 100.

Railway Commissioners' Report.

The Railway Commissioners' report is as follows:—

Proposed Railway, Condobolin to Broken Hill, via Menindie, 366½ miles.

Office of the Railway Commissioners of New South Wales, Sydney, 29 May, 1896.

The Hon. G. H. Reid, M.P., Premier and Minister for Railways,—
With reference to our report on this line, dated 8th May, 1896, and the request of the Honorable the Premier that some estimate of traffic should be put forward, as previously expressed, there is great difficulty in giving any reliable estimate of the traffic. The uncertainty as to the development that may arise in connection with the Broken Hill traffic makes it almost impossible to give any definite information. It will be all a matter of surmise until the construction of the line has been definitely decided upon, and the mine-owners can make schemes for dealing with their ores, either in connection with the Darling River or elsewhere in New South Wales.

From a careful study of the local business, it would appear that a revenue, including the allowance for the conveyance of mails, of about £12,717 per annum would be realised. This is the purely local proportion to be allocated to the new line. The traffic that would be collected by the line would bring in a revenue to the existing railways of about £17,000 per annum, in addition to the local earning before referred to.

The Common Seal of the Railway Commissioners
of New South Wales was hereunto affixed
this 29th day of May, 1896, in the presence
of,—
H. McLACHLAN.

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FEHON,
Commissioner.

The report of the 8th May therein referred to is as follows:—

Proposed Railway, Condobolin to Broken Hill, via Menindie, 366½ miles.

Office of the Railway Commissioners of New South Wales, Sydney, 8 May, 1896.

The Honorable The Minister for Public Works,—

In accordance with the request of the Honorable the Minister, and under the provisions of section 13 of the "Public Works Act of 1888," we beg to report as under:—

Cost of construction—

The Engineer-in-Chief for Construction estimates the cost of constructing an unfenced single line of light railway (exclusive of land and compensation) at about.....	£955,000	
Rolling stock will be required to the value of about	100,000	
	£1,055,000	
Annual cost—		
Capital expenditure at 3½ per cent.....	£34,287	
Working expenses, all departments, about	25,000	
Total annual cost	59,287	

When reporting upon the proposed extension of the railway line from Parkes to Condobolin, under date the 19th February, 1895, we stated that,—

"..... the line should be looked upon to a great extent as a part of a national line, ultimately being extended to serve the Lachlan district as far as Hillston, and later on by a further extension to Menindie on the Darling. It will be observed by the map attached hereto that this, together with a future extension of the Cobarr line to Wilcannia, would make an excellent division of the central and western districts of the Colony.

Ultimately

MINUTES OF EVIDENCE—RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

"Ultimately the line will be of enormous advantage to the settlers in these districts, and will also largely influence the question of the present abstraction of New South Wales wool into Victoria, as, if the pastoralists are able to put their traffic into the railway lines closely adjoining their runs, it would put a stop to the cartage that now goes on to the Murrumbidgee River, and thence *via* Echuca to Melbourne, particulars of which are shown in the attached papers."

H. Deane,
Esq.
5 Aug., 1896.

We are still of the same opinion.

The consideration of this question is, however, so much affected by the scheme recently reported upon by us in connection with an extension of the Cobar line to Broken Hill *via* Wilcannia that we feel obliged to refer to that scheme, and to assume that the Government will not now proceed with the construction of that line. It will be, in our opinion, a long time before two new routes to the Darling will be necessary; but as the Orange and Molong line has now been extended to Parkes and Forbes, and a further extension has been authorised to Condobolin, we are of the opinion that if the Government decide to construct a line to Broken Hill the Lachlan River and Menindie route should be adopted, as it not only affords the through connection intended to be given to Broken Hill, but also gives it by means of the shortest route, and would enable the New South Wales railway system to conserve to itself a great deal of the traffic from the centre of New South Wales which is now obtained by adjoining colonies, and it will also be a great advantage to the district.

In regard to distances, the distance from Sydney to Broken Hill *via* Wilcannia will be 734 miles, and *via* Parkes, Condobolin, and Menindie, 696 miles. This is of considerable moment in connection with the question of direct communication with Broken Hill, and also that of a direct route from Sydney to Adelaide.

As regards the probable traffic, no reliable information can be given.

The Common Seal of the Railway Commissioners
of New South Wales was hereunto affixed
this 8th day of May, 1896, in the presence
of,—
H. McLACHLAN.

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FEHON,
Commissioner.

The following was also received:—

Proposed Railway, Condobolin to Broken Hill, via Menindie, 366½ miles.

Office of the Railway Commissioners of New South Wales, Sydney, 8 May, 1896.

The Honorable The Minister for Public Works,—

With regard to the requirements of the "Public Works Act of 1888," section 13, as to the Railway Commissioners giving an estimate of the revenue to be derived from proposed railways, we beg to point out that the proposal for the construction of a line through to Broken Hill is of a most unique kind, and it is impossible to estimate the traffic.

The question, as we put it in our report, can only be dealt with from a national point of view, and until the line is opened its effect upon Broken Hill and the direction in which that place will trade can only be a matter of opinion, and any figures that we might give could not be looked upon as reliable, and it is therefore undesirable for us to put forward figures that we cannot justify.

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FEHON,
Commissioner.

The subjoined table of distances has been prepared, and will probably prove of interest to the Committee:—

	Miles.		Miles.
Sydney to Condobolin	329½	Sydney to Temora.....	291
Condobolin to Menindie	300½	Temora to Wyalong.....	40
Menindie to Broken Hill.....	66	Wyalong to Cudgellico	69
			109
Sydney to Broken Hill.....	696	Sydney to Cudgellico	400
		Cudgellico to Hillston	54
Sydney to Condobolin	329½	Sydney to Hillston	454
Condobolin to Wilcannia.....	270	Sydney to Adelaide, <i>via</i> Melbourne	1,059
Wilcannia to Broken Hill	118½	Sydney to Broken Hill, <i>via</i> Cobar	734
Sydney to Broken Hill.....	718	Broken Hill to Adelaide	334
Sydney to Cobar.....	459	Sydney to Adelaide	1,068
Cobar to Wilcannia	156½	Sydney to Broken Hill, <i>via</i> Condobolin and Wil-	
Wilcannia to Broken Hill	118½	cannia	718
Sydney to Broken Hill.....	734	Broken Hill to Adelaide	334
Broken Hill to Cockburn.....	35	Sydney to Adelaide	1,052
Cockburn to Adelaide	299	Sydney to Broken Hill, <i>via</i> Menindie	696
Broken Hill to Adelaide	334	Broken Hill to Adelaide	334
Sydney to Adelaide, <i>via</i> Melbourne	1,059	Sydney to Adelaide	1,030
Adelaide to Broken Hill	334	Brisbane to Broken Hill, <i>via</i> Sydney and Mel-	
Sydney to Broken Hill.....	1,393	bourne	2,116
Sydney to Lithgow	96	Brisbane to Broken Hill, <i>via</i> Werris Creek,	
Sydney to Condobolin.....	329½	Dubbo, Parkes, and Menindie	1,134
Condobolin to Euabalong.....	44	Brisbane to Broken Hill, <i>via</i> Dubbo and Cobar ...	1,085
Euabalong to point A	48½	Brisbane to Broken Hill, <i>via</i> Parkes, Condobolin,	
Point A to Hillston	22	and Wilcannia	1,159
Sydney to Hillston	444	Brisbane to Adelaide, <i>via</i> Sydney and Melbourne	1,781
Sydney to Condobolin	329½	Brisbane to Adelaide, <i>via</i> Werris Creek, Parkes,	
Condobolin to Euabalong	44	and Menindie	1,468
Euabalong to Lake Cudgellico.....	19½	Brisbane to Adelaide, <i>via</i> Dubbo and Cobar	1,419
Sydney to Lake Cudgellico.....	393	Brisbane to Adelaide, <i>via</i> Dubbo, Parkes, and	
		Wilcannia	1,493

The

H. Deane, Esq. The following is a detailed estimate of the cost of the line:—

5 Aug., 1896.

Condobolin to Menindie and Broken Hill, via Mossgiel.

Estimate.

Condobolin, 329½ miles to 587½ miles—256 miles at £2,200	... ..	£563,200
Viaduct—10,560 lineal feet at 50s.	... ..	26,400
Permanent-way material—2 miles at £850	... ..	1,700
Laying permanent-way—3,520 lineal yards at 1s.	... ..	176
		£591,476
587½ miles to 623 miles—35½ miles at £2,500	... ..	88,750
623 miles to 630 miles—Crossing of Darling and station at Menindie	... ..	90,187
630 miles to 635 miles—5 miles at £2,500	... ..	12,500
635 miles to 683 miles—48 miles at £2,300	... ..	110,400
683 miles to 696 miles (Broken Hill)—13 miles at £3,750	... ..	48,750
Station, Broken Hill	... ..	6,000
Telegraph	... ..	7,000
		£955,063

Condobolin to Broken Hill	... ..	366½ miles.
Average cost per mile	... ..	£2,606.
Ruling grade	... ..	1 in 100.
Minimum radius of curves	... ..	14 chains.
Fencing not included.		

Mr. Stawell's report is as follows:—

Exploration, Condobolin to Menindie and Broken Hill.

Sir,

Railway Construction Branch, 17 December, 1895.

I have the honor to forward the following report on the exploration of the route of the proposed extension Condobolin to Menindie and Broken Hill.

The trial survey, Condobolin to Wilcannia, would be adopted as far as the 400-mile peg, or thereabouts. My report will therefore be confined to the country beyond that point.

On leaving the Condobolin and Wilcannia line the Menindie and Broken Hill line would take a direct course for Ivanhoe, which township would be at about 487 miles; the line would then bear nearly due west, passing to the south of Bullabulka Lake, at about 555 miles; thence in a north-westerly direction, crossing the Talyawalka, at about 598 miles, and the Darling about 7 miles further on, the town of Menindie would be reached at about 605 miles. The route would now pass between Lakes Menindie and Pamamaroo, the line winding about somewhat for 7 or 8 miles, in order to avoid the large sand-hills. From this point there are two routes into Broken Hill—one on the north side of Stephens' Creek, and one crossing the creek near the Quandong, and thence *via* Rockwell into Broken Hill.

Taking the Stephens' Creek route, on clearing the sand-hills the line would run direct for the crossing of the Wilcannia Road and Stephens' Creek, and thence into Broken Hill along the trial line from Wilcannia.

By the Quandong route, the line, on clearing the sand-hills, would run slightly to the north of west for about 50 miles to the Rockwell; thence, by a winding course through low hills, it would pass to the east of South Broken Hill, and curving round would enter the town of Broken Hill at the north-east corner, near the Wilcannia Road.

The total distance would be about 675 miles from Sydney by the Stephens' Creek route, the distance being almost the same by the Quandong and Rockwell route.

A more direct line from Ivanhoe to Menindie would pass between Sayers' and Brummy's Lakes, and between Bullabulka and Ratcheter's Lakes. The creeks joining these lakes are both wide and deep, running strongly in flood-time, and would together require over 1,000 lineal feet of viaduct. It would be better to adopt the slightly longer route described, and go to the south of Bullabulka Lake.

For the first 170 miles the country is very easy, and a surface line could be obtained for nearly the whole distance, open plains or gently undulating thinly-timbered country being passed through. A few sand-hills and swamps would be met with, but these could easily be avoided. The Gunnagi Creek, filled by the overflow of the Willandra, would be almost the only defined watercourse met with.

For the next 33 miles or so the route for a large portion of the distance would be over sand-hills, and it would probably be necessary to run into low banks and cuttings in places. These sand-hills are nearly all covered with scrub or coarse grass, and there would be very little trouble caused by drifting sand.

The next 7 miles is the stretch of flooded country between the Talyawalka and the Darling.

The line would cross the Talyawalka at "The Slip-rails," where high ground can be got right up to the eastern bank. The ground on the western side is low and intersected with ana-branches and lagoons. At least, 20 chains of viaduct would be required here. Flooded flats for about 3 miles are now met with, and then the Three-Mile Creek is crossed; then about 3 miles more of flooded flats up to the eastern bank of the Darling, which would be crossed near the north-east corner of the town of Menindie.

The river is here about 255 feet across from top to top of bank, the bottom being about 42 feet below the flood-mark of 1890.

The water is from 1 ft. 6 in. to 4 ft. deep over the flats, which are of black soil.

There are a few sand-hills in places, and by running the line from one to another the amount of flooded country might be reduced to about 6 miles.

Numerous openings would be required along the flats and a long viaduct on approaching the Darling.

On crossing the Darling high ground is got almost at once, and for the next 7 or 8 miles the country is a series of sand-hills, but the larger ones, which are likely to cause trouble from drifting sand, can nearly all be avoided.

On clearing the sand-hills the country is once more easy for the next 45 miles or so, and a surface line could be made nearly all the way, either by the Stephens' Creek route or the Quandong and Rockwell route, the country passed through being for the most part salt-bush and blue-bush plains.

The remaining distance into Broken Hill is undulating, and in places hilly and rocky.

This latter part is the only place where there would be any difficulty in getting a ruling grade as flat as 1 in 100.

The lengths of different kinds of country passed through beyond the 400-mile peg are approximately as follows:—

215 miles easy country, suitable for a surface line.

40 miles sand-hills; line would be in light bank and cutting and "forming."

7 miles flooded country.

13 miles rather hilly, near Broken Hill.

Total .. 275 miles,

For the most part the soil passed over is a red loam, in places rather sandy. The subsoil is either a red or yellow clay.

The surface ground is very friable, and is easily cut away by running water.

There would be very little trouble from the drifting sand, except from the large bare sand-hills, and even in these cases the drift could easily be dealt with.

No stone is met with until nearing Broken Hill.

The

The timber, except on the rivers, is useless. It would be difficult to procure any even suitable for fencing. The gum growing on the banks of the Darling is crooked, stunted, and of poor quality. It is quite unfit for bridge work, but some good enough for sleepers might be found.

The red gum on the Lachlan, near Enabalong, is good, and might be used in parts of the timber openings.

The route is, from an engineering point of view, decidedly the best. It is fairly direct, and is throughout on sound ground, with the exception of the flooded country between the Talyawalka and the Darling, which is unavoidable. For the first 100 miles the line is, however, on the extreme edge of the good country, a great deal of land to the north being scrubby, and in places ridgy and practically useless either for pasture or agriculture. The resumed areas of the runs about here are untenanted.

Towards the Willandra Creek, and more especially to the south, the land is very good, and nearly all the resumed areas of the runs have been taken up and settled as homestead leases.

A line to serve this country best would cross the Willandra Creek somewhere near Roto homestead, and keeping far enough south to avoid the flooded country, would run to Mossiel; thence nearly due west for about 40 miles, passing to the south of the Ganarrumby Swamp, and thence in a north-westerly direction, joining the route via Ivanhoe at the south end of Bullabulka Lake.

This line would be about 7 miles longer than the one via Ivanhoe, and in addition would have to cross and afterwards recross the Willandra, and run through a considerable amount of flooded country, the Willandra at its western end running out into a series of lakes and swamps.

The line would, however, serve all the country to the north of the Willandra equally as well as the Ivanhoe line, and would in addition serve a large stretch of country to the south of the Willandra, which the latter line would be of little or no use to.

If the line were run to Mossiel, and then on to Ivanhoe, even more flooded country would have to be crossed, the Willandra between these two towns being from 7 to 9 miles wide in flood, the water on the plains being about 3 feet deep. The length of the line would also be increased by about 13 miles.

I consider this would be the worst of the three routes.

On both these latter routes the country is very level, and a surface line could be made, except where it was necessary to keep the formation above flood-level.

The Engineer-in-Chief, Railway Construction Branch.

I have, &c.,

J. M. STAWELL.

I also produce the Book of Reference and a compilation of the county maps on a scale of 2 miles to the inch.

2. *Mr. Lee.*] Why did you decide to take the line by way of Menindie instead of going by way of Wilcannia from Cobar? It is a question of country more than anything else, I believe.

3. Country from an engineering point of view? No; country considered in its contributive value.

4. From an engineering point of view, would the other routes be equally as good? The cost per mile on the other routes would be higher, but the total cost would be less. The cheapest way of making the connection would be to go from Cobar through Wilcannia.

5. Why? Because the distance is less.

6. Would the cost of construction be greater or less per mile? It would be greater. The distance from Cobar to Broken Hill, *via* Wilcannia, is 275 miles, and the estimated total cost of constructing a railway along that route is £800,000 or £2,909 per mile.

7. What would be the cost of a line from Condobolin, *via* Wilcannia, to Broken Hill? Approximately, the same as the cost of the line submitted; but the distance is 388½ miles, as against 366½ miles.

8. So that the line would cost about £55,000 more? Yes; fully that.

9. Have the estimates for all these lines been computed on the same basis and on the same scale? Yes. If you refer to the Committee's report upon the Cobar line, you will find that my estimate was then higher; but I have since reduced it so as to bring that line into comparison with this.

10. How does the country in the vicinity of Wilcannia compare with the country in the vicinity of Menindie? In each case there are flats on the eastern side of the river, where the land is subject to inundation by the rising of the river and the Talyawalka Creek. At Menindie you have the advantage, whatever that may be—attention has often been called to it—of the Menindie Lake.

11. Both at Menindie and Wilcannia there is a series of ana-branches and billabongs to provide against? Yes.

12. In which place is the country, in your opinion, least liable to floods? The crossing at Menindie is very much the better of the two. The water-ways there are more contracted, and there is less flooded country to cross.

13. The difficulties to be contended with are met on approaching the river? Yes. The crossing at Menindie was assumed to be as costly as that at Wilcannia; but I have recently found that there would be much less trouble at Menindie, and consequently a reduction may be made in the estimates, as I propose to subsequently point out to the Committee.

14. A reduction upon the estimates already given to us? Yes. I am of opinion that the crossing at Menindie will cost £25,000 less than the crossing at Wilcannia.

15. Are you speaking of the bridge alone? Of the bridge and viaduct.

16. The cross section before the Committee will show the nature of the difficulties to be met in approaching the river at either Wilcannia or Menindie? The length of route subject to flooding near Menindie is 3 miles 72 chains, while near Wilcannia the length of route liable to be flooded is 5 miles 78 chains.

17. Then, of course, the approaches to the river at Wilcannia must be more expensive than the approaches to the river at Menindie? Yes.

18. Had that fact any weight in the determination to adopt the Menindie route? No; because I was not then aware that the approaches to the river at that point would be less expensive.

19. Do you propose to allow high floods to go over your viaduct? No. I would keep the railway above flood level.

20. To what height would it be necessary to raise it to do that? From 2 to 5 feet. Of course the construction of the main bridge across the river would necessitate a higher level at that point.

21. Once you cross the Darling at Menindie, there is very little flooded country on the other side? There is no flooded country on the other side, either at Menindie or Wilcannia.

22. Of what do you propose to construct the bridge at Menindie? Of steel, with timber approaches.

23. Are there any difficulties to be overcome between Menindie and Broken Hill? No.

24. It is all flat country, and not subject to floods? Yes. There is one little matter to which I directed Mr. Stawell to pay special attention. It was reported to me that the sand hills on the Menindie side of the river would be likely to give trouble, because the sand was constantly shifting; but Mr. Stawell points out that the portion of the line from Menindie to Broken Hill which was put down some time ago, has not been injured by the shifting of the sand, and he thinks that the sand would cause no trouble to the railway.

25. Do you propose that the middle part of your bridge should be movable, so as to allow of free navigation in the river? Yes.

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26. Will that not interfere with the railway traffic? I do not think so. It seems scarcely worth while to put a high-level bridge in such a remote district. I have asked the Railway Commissioners their opinion upon the subject, and they agree that it would be undesirable to incur the extra expense which would be necessitated by the construction of a very high bridge.
27. The construction of a high-level bridge would mean the raising of the approaches? Yes, and that would be a very great element in the expense, because it would mean the use of steel in the approaches for some distance on each side. The height would be too great for timber.
28. You are aware that there is a large area of country there which is often covered with flood-water? Yes.
29. In making your calculations have you taken into consideration the periods of high flood as distinguished from those of ordinary floods? Yes.
30. Have you calculated the effect likely to be produced by *debris* passing down the stream in times of flood? Yes.
31. Have you bridges in other parts of the Colony subject to similar risks? Yes; there is the bridge over the Murrumbidgee at Wagga Wagga, the bridge at Narrandera, and the bridge over the Murray, at Albury.
32. These bridges have not suffered any injury from floods? No. Then there are the bridges over the larger rivers on the Western line.
33. Both the bridge and the viaduct will be above the highest known flood-level? Yes.
34. It is held by some people that the Wilcannia crossing is better than the Menindie crossing, inasmuch as the country at Wilcannia is less liable to be flooded than the Menindie country; do the reports of your staff support that contention? No; on the contrary, as you will see by the section before the Committee, there is less flooded country at Menindie than at Wilcannia.
35. Have you any reports in the office which would lead to the conclusion that the Wilcannia crossing is better than the Menindie crossing? I do not know of any.
36. You would know of them if there were any such reports in existence? I think so.
37. You look upon the proposed work as one of very great importance? Yes.
38. And no detail in connection with it has escaped your observation? I think not.
39. Is the proposed line to be fenced? No. I propose to make it a surface line, as far as possible, having earthworks, but no ballast, except in such places as it may be absolutely necessary. The experience we have had on the Moree line, and on the completed portion of the Berrigan line, leads me to believe that the proposed style of construction will prove very successful.
40. Neither of the lines you mention are actually open for traffic? No; but the contractors have been running over the Moree line for a number of months.
41. Carrying both goods and passengers? Yes.
42. That would subject the line to as much trial as ordinary traffic? Yes.
43. With an additional number of sleepers you can get the requisite amount of support for the rails? In black-soil country during wet weather there is some difficulty in packing; but even on the Moree line that difficulty has not proved very great.
44. It is of the first importance that the Committee should receive your assurance that the policy of constructing lines without ballast, recently adopted in this Colony, has, so far, met with your approval, and has been a success. Do you give the Committee that assurance? Yes. Of course I wish the Committee to understand that this style of construction, although very suitable for light lines, is more liable to be washed away during an unprecedentedly heavy fall of rain than a heavier construction; but the stoppage caused thereby is not so serious, because the damage can be more easily made good.
45. A heavier style of construction is more expensive, and, in the event of a washaway, causes a longer interruption of traffic? Yes. I do not think, however, that it is likely that the line will be washed away. There have been several reports—I suppose ill-natured reports—from people in the district—to the effect that miles of the Moree line have been washed away; but, although I have been over that line twice, I have been unable to find after careful inspection, that so much as a lineal foot has been washed away.
46. In all cases where you do without ballast, you make ample provision for the escape of water? Yes; I act on the best information I can get.
47. It is a somewhat difficult matter to make this provision in flat country? Yes.
48. The success of the two lines you have mentioned justifies you in adopting the same style of construction on the proposed route where the country is similar? Yes.
49. Do you propose to use your sleepers in the same way as you did on the Moree line? Yes.
50. You have found that there has been no displacement or subsidence of the bank? Yes.
51. How do you provide for crossings. Have you any cattle stops? At cross fences we shall put in cattle stops.
52. Do you think it will be necessary to use ballast in certain places? I think ballast will be required in some places.
53. Would it be easy to get ballast anywhere close to the line? After you pass Cugong there are really no hills, and there is no gravel.
54. Then, if in the future they require to strengthen the line, we should have to bring ballast from some distance? Yes, I think so.
55. That would make the work of ballasting somewhat expensive? Yes, but I do not think that ballasting would be necessary.
56. At what rate of speed will it be possible to run over the proposed line? About 20 miles an hour would be a fair speed.
57. That is very slow now-a-days? This sort of line is not suitable for express traffic.
58. Will rolling stock of any special kind be required for the proposed line? No. The ordinary rolling stock will be used.
59. Will any special kind of engine be required? No.
60. There will be no additional expense for rolling stock? The Commissioners have put down a sum for new rolling stock.
61. But they do not mean to convey the idea that rolling stock of a special description will be required? No.

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62. What about the construction of your railway stations? They will be of the most elementary kind.
63. Would it not be possible to have simply small earth platforms and galvanized iron sheds? I do not think that they would be much cheaper than the stations we are putting up now.
64. There are places where you would have to provide residences for the station masters? Yes.
65. But it is intended to have all platforms, sheds, and stations of the cheapest possible character? Yes.
66. The line is to be constructed with a view to cheapness from every point of view? Yes.
67. How long will the work of construction take? That is very difficult to say. It will depend upon the supply of sleepers more than upon anything else. The work could be tackled at three places at once. It could be tackled at each end, and at the Darling, and while the construction of the line is going on the bridge could be built.
68. Would it be possible to carry on the work in four sections simultaneously? Yes.
69. And what time would it take to complete it? The greatest distance from any starting point would be 150 miles, and allowing six months to give the earth-works a start and a month for each following section of 10 miles, you would require twenty-one months to complete the work. Altogether it might be done well under two years. Of course, the possibility of constructing the line in that time depends upon the supply of sleepers available. It is a great mistake to suppose that the supply of ironbark or of redgum is unlimited.
70. Do you propose to use squared or half-round sleepers? I would use round-topped sleepers of ironbark or other suitable timber. Redgum sleepers would probably be sawn.
71. Would you object to the redgum sleepers being sawn if you could get them at the same price as split sleepers? Redgum is more easily worked by sawing.
72. Is there not an abundant supply of redgum in the vicinity of the Darling? No.
73. Would you take other timber besides redgum or ironbark for sleepers? Yes, I would take box if I could get it, but I doubt if it can be got.
74. It would be very expensive to get ironbark out there? Yes; the sleepers would have to be carried from the districts nearer the coast.
75. Would you take other timber besides ironbark, redgum, and box? I do not know of any other suitable timber that could be got.
76. You will also require timber for your viaducts? Yes.
77. Have you provided for that in your estimate? Yes.
78. If it were not for that expensive portion of the line, which involves the construction of a bridge and viaduct, the railway would be a very cheap one? Yes; I have estimated that part of the line which goes through the flooded country at £13,000 a mile; while the cost of the other part of the line varies from £2,200 to £2,500. The smaller waterways would be expensive, because of the cost of getting timber for them. If you could get your materials cheaply, the construction would cost very little.
79. If you were as favourably situated as you are at Moree the cost could be reduced? Yes.
80. You are not providing a line to carry the maximum amount of traffic; you are simply providing for the requirements of the day? I have not provided a line for express traffic.
81. Inasmuch as probably only one train a day will be needed, you are not providing a track to carry half a dozen heavily loaded fast trains? No.
82. You leave it to the future to build up the line in accordance with the requirements of the traffic? Yes; if the traffic increased it would be worth while to put the line on a better footing. The work of ballasting could be commenced from the eastern end.
83. Without interrupting the traffic? Yes.
84. Why was not the line taken direct from Cobar to Menindie, or to Broken Hill? After leaving Cobar, the first object was to get to Wilcannia. From Wilcannia to Broken Hill the line will be pretty straight, but between Cobar and Wilcannia there would have to be several twists to avoid rough country, and to get round flooded land.
85. Is there an alternative scheme from Condobolin to Wilcannia? A line has been surveyed from Condobolin to Wilcannia; that line is shown by a dotted red line on the sketch map before the Committee.
86. Has a direct line been surveyed? That is not feasible, because of the Mount Hope ranges.
87. Why does not the line take a straight course from Condobolin to Menindie? If you went straight across you would have to traverse heavy ridgy country near Mount Hope, and within 60 miles of Menindie you would come upon country subject to floods. The shaded patches shown on the county map are shallow depressions which fill up in times of flood. They are due, I understand, to a breakaway from the Darling and the Talyawalka Creek, flowing in a southerly direction, and crossing the proposed line about 570 or 580 miles from Sydney.
88. Are the Mount Hope ranges very formidable? I believe that they are very troublesome. The third, and indeed the principal, reason for making the bend to the south, is to follow the good country near the river, and on the Willandra Billabong.
89. Have you taken the line out of its direct course in order to reach any centre of population? We go through more settled country.
90. Now as to the dotted red line showing a deviation by way of Cudgellico and Hillston, what class of country does it go through? I am having a report prepared upon that line, and I would like to defer an expression of opinion upon it until I get that report.
91. You have not been through the country from end to end? No, I have only seen bits of it.
92. Do you apprehend any serious danger from flooding in the neighbourhood of the Lachlan? No.
93. Is not part of the Lachlan country liable to floods? After leaving Condobolin we keep clear of the flooded country. I have taken a great deal of care to keep out of the reach of floods.
94. Are we right in supposing that none of the country traversed by the proposed line will be subject to floods, except that in the neighbourhood of Menindie? No, I do not say that. At the crossing of the Billabong, and in the neighbourhood of Mossiel, there is some country which is probably subject to floods, but I have allowed for 2 miles of viaduct to cross that country.
95. Will you have a bridge at Condobolin? No.
96. How will you provide water for the engine? We shall have to make tanks.
97. Are there any existing tanks or bores? There are some existing tanks. The roads throughout this country are provided with tanks, but I expect to have to provide more.
98. Is the cost of providing tanks included in the estimate? Yes, I have included it in the running cost.
99. Are there any artesian bores near the proposed line? No.

- H. Deane, Esq.
5 Aug., 1896.
100. Is that country outside the cretaceous belt? It is outside the water-bearing region. The formation underlying it is palæozoic.
101. When you obtain your report upon the Hillston deviation, will you be able to give the Committee an idea of its cost? Yes; I will do so. It will be seen that if you take into consideration the cost of the proposed line and a branch to Hillston, which the Railway Commissioners very much favour, it would probably be higher than the cost of carrying the line along the southern side of the river and through Hillston.
102. Does the country slope gradually towards the Darling from Condobolin? It is almost a dead level, except for a low range at Cugong, about 22 miles out from Condobolin.
103. The ruling grade is 1 in 100? Yes, and most of the line will be much flatter than that.
104. There are no engineering difficulties to be met? No. The only noticeable grades will be near Condobolin, at Cugong, and at Broken Hill.
105. Is there any special feature in connection with this proposed extension which deserves more than ordinary consideration. Does this line differ in any great respect from any other line? No; except in its distance from centres of population and the difficulty of getting materials.
106. And the large amount of piling to be done? Yes.
107. Will not the piling mean a very heavy expenditure upon maintenance? No.
108. Will not the timber be subject to dry rot, and the ravages of white ants? Timber will last very well.
109. What about the experience at Wagga? That timber was not at all suitable. As far as I remember the Wagga case, the best timber was not used there, and in fact was not even specified. I do not think that ironbark pilcs were specified. In this case I shall have ironbark or redgum.
110. You are determined to have none but the best timber? Yes.
111. Knowing that unless the best timber is used the future expense of maintenance will be very great? Yes.

THURSDAY, 6 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

- H. Deane, Esq.
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112. *Mr. Wright.*] Three routes have been proposed for reaching the Darling—one starting from Cobar, the route under consideration by the Committee, and the route starting from Temora? I do not remember any suggestion to extend the railway from Temora to the Darling. A line has been surveyed from Temora to Hillston, which could connect with an alternative line to Menindie.
113. Are you familiar with the route from Temora to Hillston and then on to the Darling? I have been over the route from Temora to Lake Cudgellico.
114. Is it easy country to traverse? Yes. There is a ridge near Hillston; but there is no difficulty about it.
115. Is the Cobar route easy from an engineering point of view? It is not so easy as that submitted to the Committee. There are several ridges to cross.
116. You think that the scheme before the Committee is the best from an engineering point of view? Yes.
117. You are not personally familiar with the country? No, I have not been further west than Lake Cudgellico.
118. What is the country between Condobolin and Euabalong like? It is good country. The river flats are extremely good.
119. Have you been beyond Euabalong? Only to cross to Lake Cudgellico.
120. Have you any report from your officers as to the nature of the country to be traversed? The report of Mr. Stawell, which I handed in yesterday, deals with it to some extent.
121. You can fairly well rely upon the report submitted by that gentleman? Yes, he is a very good officer.
122. Is the country between Condobolin and Lake Cudgellico good, with the exception of the Dundoo Hills? It was all good country that I went through. The only bit that might be said to be poor was about half a mile crossing the small range that runs out at Cugong.
123. Have you any report upon the country between Lake Cudgellico and Hillston? Yes, we have the surveyors' report.
124. That is fairly good country? Yes.
125. If you took the proposed line further south, it would go much nearer to Hillston? It would go through Hillston.
126. And the deviation would have the further advantage of passing through a portion of the central division suitable for settlement? Yes.
127. This deviation would only increase the total distance by about 6 miles? I do not think that it would increase the length of the line by more than 6 or 8 miles.
128. Do you not think that it is desirable, considering that nearly £1,000,000 is involved in the proposal before the Committee, that you should personally inspect the country traversed? The country is so easy in character, and would require so much time to traverse, that it is rather questionable.

129. Are you satisfied that the necessary attention has been given to the country to enable you to determine the best route for a railway? Yes. I get from time to time the reports of the surveyors, and I get plans and sections, so that I am able to judge of the nature of the country, and of the work to be done in constructing a line through it.

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130. Do the surveyors indicate the geological formation of the country in which they are working, the nature of the soil there, and so forth? They frequently do.

131. Have they done so in this instance? Yes; you will see that Mr. Stawell says a good deal about the nature of the country. The surveyors report that they are going through mallee country, or through sandy country, or whatever it may be.

132. Do you think that all necessary attention has been given to the exploration of this country? Yes; and the necessary surveys are now being proceeded with. The information will be complete when they are finished.

133. Coming now to the question of construction, you propose to use half round sleepers? Round-topped sleepers. The sleepers will be squared at the sides.

134. Do you propose to use hardwood? Yes.

135. Is there no chance of using the cypress pine which grows in the district? I do not think that the cypress pine is a suitable timber for sleepers. In the first place, it is brittle, and, in the second place, the spikes would not hold in it permanently; they would work loose.

136. It is said to be very durable wood when exposed to moisture? Yes; except for its brittleness, and the probability of the spikes getting loose, it would be a very good timber for the purpose.

137. How would its brittleness affect a sleeper? It might break in two, and that would be a source of danger.

138. Do you think that the rail would break the sleeper? It would work down into it, because of the soft nature of the wood.

139. You think there is no chance of utilising the timber grown in the district for construction purposes? No.

140. What about the ballast? I propose to do without ballast pretty well for the whole length.

141. There are a good many places where ballast could be easily obtained? Not on the line, except going over the ridge at Cugong. There would be some hard material there.

142. Do you think that it is cheaper to import extra hardwood sleepers than to get ballast? Yes.

143. And do you think it is better to do that? Yes; because I am of opinion that, even if the line had to be ballasted afterwards, the additional number of sleepers would lessen the cost of maintenance.

144. You think that it is not only cheaper, but provides a better service, to do without ballast? Yes; that is to substitute additional sleepers for ballast.

145. I understand that you propose to use a steel bridge at Menindie, with timber approaches? Yes.

146. What will be the length of the approaches? There is about 3 miles 72 chains of flooded country to be got over; but not more than 3 miles of viaduct would be required.

147. Is it best to make the viaduct of wood? I think so. Any other material would be unnecessarily expensive.

148. But, although more costly, steel would be more durable? Well, in the first place, we want to keep the cost down.

149. What would be the cost of the bridge at Menindie, apart from the approaches? Roughly, about £24,000.

150. Would you have a single-span bridge? No, I think not; because you would have to make an opening span. I propose two piers, with bascules.

151. Have any borings been taken to find out how deep you will have to go in order to get foundations for your piers? Not at Menindie. Borings have been taken at Wilcannia.

152. So that your estimate is only a rough approximate? No, I do not think so. I have very little doubt that we shall be able to get proper foundations at a comparatively shallow depth. The level of the bed is not liable to great alteration through scouring or otherwise.

153. But there may be a very bad bottom for the support of a heavy superstructure? I do not anticipate that, though it might make a little difference. If we had to go down a little further it would not mean an extra cost of more than £3,000 or £4,000.

154. I gather from your evidence that the line has been hurriedly brought forward;—has there been sufficient time to enable you to make a careful calculation of the cost? Yes.

155. You have had ample time for that purpose? Yes; I consider that the time has been ample.

156. You consider that your estimate is a fair approximation of the cost? Yes.

157. And not likely to be exceeded? I do not think that it is likely to be exceeded. Perhaps if I had more detail, I might be able to cut it down a little, but I should not like to do so now. I think that my estimate will be found to be a very fair one.

158. The chances are that the cost of the work will be something less, rather than something more than you estimate? Yes; I always try to keep on the safe side.

159. What is the greatest number of miles of permanent way ever laid by a contractor in New South Wales in a month? About 9 miles.

160. Is not that a very exceptional distance? It ought not to be. Under the old style of railway construction it was considered very good to make 9 miles a month; but now a good deal more can be made, if everything is to hand, and there is no impediment. Messrs. Smith and Finlayson have laid as much as 60 chains a day on the Moree line. That would mean 18 miles a month.

161. In the old days 2 miles a month was considered an extraordinary speed? No, the average rate was from 4 to 6 miles a month.

162. Does the estimate of £2,606 a mile include every appointment necessary for the working of the line, other than rolling stock? Yes.

163. Station buildings, office furniture, weighbridges, signals, and telegraphic communication? Yes.

164. All material, such as rails, bolts, fish-plates, &c.? Yes. There is no fencing. £7,000 is put down for a telegraphic service.

165. I do not see anything put down for station buildings or weighbridges? They are included in the running length.

166. Have you also made provision for sidings, platforms, loops, and everything of that kind? Yes.

167. Can you give the Committee any idea as to what land will have to be resumed? The Book of Reference

- H. Deane,
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- Reference will tell that. Some land will have to be resumed at the Condobolin end.
168. There seems to be private land along the whole route? Only to a small extent.
169. You have no approximate idea of the area of private land which would have to be resumed? No, but I will try to have a return made out for the information of the Committee.
170. Will you have much difficulty in crossing the water-channels and depressions along the route? No, there will be no great difficulty.
171. Could you give the Committee any idea of the cost of the two bridges across the Lachlan which would be required if the deviation were carried out? I think it would not exceed £25,000 or £30,000. That is for the two.
172. Would the deviation add very much to the cost of the whole work? There would be the cost of the bridge, or about £15,000 including 6 extra miles of line.
173. That would bring the cost of the whole work up to £1,000,000? Yes.
174. Do you think that the country would be better served by a deviation to the south of the Lachlan? I think it is a matter for serious consideration.
175. Such a deviation would give direct communication with the town of Hillston? Yes. It was proposed by the Railway Commissioners that the Government should eventually consider a branch line to Hillston; but the deviation would obviate the necessity for such a line.
176. In going through Hillston you pass along the southern side of the Willandra Creek, where there is some of the most valuable land in the Colony? Yes.
177. Such a line as the proposed line will be likely to intercept the wool which now goes to Hay? Yes.
178. You think that the southern deviation would have a better effect in preventing the shipment of wool to Victoria than the proposed line? Yes.
179. You have no evidence to submit as to the probable amount of traffic? No.
180. When are you likely to have a full report upon this country from your officers? I shall have a report upon the country between Condobolin and Lake Cudgellico at the end of this week, or the beginning of next.
181. Is that the only report you are waiting for to complete your information? I am sending Mr. Cumming to Mossgiel; but it will be some days before he can get there. When he does get there it will only take him a short time to report on the country between Hillston and Mossgiel.
182. With the exception of that part of the route, and the southern deviation, have you all the information that you require? All that is necessary for the consideration of this work.
183. You do not appear to consider surveys necessary? I reported to the Minister exactly how matters stood, and he wished the line to be got ready for the Committee.
184. You are quite positive that in your estimate you have provided for everything requisite? Yes.
185. Have you calculated the cost of landing the necessary material at the three points from which you propose to start your work? Yes; I have taken all that into consideration.
186. Do you know anything of the country between the Darling and Broken Hill? I have been to Broken Hill, and I have followed along the route to Stephens' Creek.
187. That is a waterless tract of nearly 60 miles? Yes.
188. Do you propose to provide water there? I do not think that on a level line it will be absolutely necessary to make such provision. I think it is probable that the running of tanks will be found the more suitable way of dealing with the difficulty.
189. From Menindie, west of the Darling, you are in the cretaceous formation? Yes.
190. Would it not be possible to get water there by boring? I do not think that the country has been proved.
191. You think that it will not be necessary to provide watering places between the Darling and Broken Hill? No; water can be taken along the line by means of tanks placed in trucks. The grade is very slight, so that the haulage would be nothing serious.
192. Is that practice usually followed? It is very often done, especially in droughty seasons.
193. East of the Darling you have another dry stretch? Yes.
194. Have you made any provision for a supply of water between Condobolin and Menindie? I presume that we shall have to sink several large catchment tanks along there.
195. How many have you estimated for? On the level line you want water about every 40 miles; in ordinary country you want water about every 30 miles; and where you have steep gradients you want it every 20 miles.
196. Then you will require to have seven or eight tanks on this part of the route? Yes; at Condobolin we shall be able to get water from the river. Then, too, we are very close to the river at Cugong. We shall be able to get river water there.
197. In your estimate have you provided for these tanks? Yes, I have allowed for them. The cost is included in the running mileage. In the first section I have provided for water at four places, at a cost of £8,900, or about £80 a mile. The cost of stations and sidings on the same section is put down as £30 a mile.
198. Where do you propose to get the timber, other than for sleepers, which you will require to use? That will nearly all have to come forward over the line. Some redgum may be brought up the river.
199. What will you use for station buildings? Pine.
200. And iron for the roofs? Yes.
201. Is not pine good enough for platforms? The platforms will be low landing-stages.
202. Is it proposed to use carriages opening at the ends? I believe that that is what will be done. I have provided for the same style of platform as has been adopted on the Moree line, the Lismore line, and the Berrigan line.
203. You will have to import all the hardwood you require into the district? Yes, nearly all of it.
204. When the Cobar line was under consideration, it was pointed out that there was a splendid ironbark forest at Dubbo, and that coal could be obtained there for smelting purposes? I remember that the forest was mentioned.
205. Neither ironbark nor coal can be obtained on the proposed line? No.
206. Then the extension from Cobar would have an advantage over the proposed line in these respects? Yes: it would be nearer to Dubbo, and of course it would be an advantage to be able to get coal so close at hand; but that country has not been mined yet.

207. The proposed line intercepts a large portion of the traffic which now goes from our Colony to Victoria, and opens up new country which would not be affected by the Cobar extension? Yes.
208. *Mr. Fegan.*] What are the primary objects of this proposal? I think you will find that matter fully discussed in page 1 of my statement.
209. The objects of this extension are the same as the objects of the proposed extension from Cobar to Broken Hill which received strong opposition from a number of the leading men of this country, amongst them Wright, Heaton, & Co., the Hon. Alexander Brown, and others, on the ground that federation was at hand? I should have to look into the evidence before speaking on that matter.
210. The statement of the Railway Commissioners shows that the proposed line will not pay for a considerable time? The Railway Commissioners do not anticipate that it will pay at all.
211. They estimate that there will be an annual loss of nearly £30,000 a year upon it? Yes.
212. What advantage will the country receive from its construction to counterbalance that loss? I would rather that you examined the Railway Commissioners on this subject.
213. At the present time the traffic of Broken Hill goes to South Australia? Yes.
214. Do you know what revenue the South Australian Government derives from the Broken Hill line? No.
215. If the proposed line is constructed, will it induce settlement? It is supposed that it will induce closer settlement for some distance along the route.
216. According to your evidence, there is very good land there? Yes; the line will pass through very good land for a great part of the way.
217. Has that land been alienated, or is it Crown land? The county map before the Committee shows how the land has been dealt with. There has been a great deal of alienation along the river banks.
218. Mr. Stawell says that except upon the rivers there is no very good timber along the route? No.
219. Therefore, it will be expensive to get sleepers? Yes.
220. Where do you intend to get your sleepers? They will have to be brought from parts of the Colony to the eastward—from the ironbark forests between Molong and Parkes, or even from Dubbo.
221. You will carry the sleepers along with you as you construct the line? Yes, most of them. I also expect that a number of sleepers will be brought up the Darling.
222. I do not see any statement as to the number of stations to be erected? That is a matter which it is scarcely possible to decide at the present moment. This is an approximate estimate based upon previous experience.
223. Are there any mining lands along this route? There is the Mount Hope district, and there is also a mining district near Cugong.
224. The construction of the line may develop these fields and lead to new finds? Yes.
225. What is the present population of Broken Hill? I have not seen the latest returns.
226. *Mr. Hassall.*] The features of the country through which the proposed line will pass are such that you feel sure that your estimate will not be exceeded? Yes.
227. Do you think that it can be reduced in any way? No; I should not like to reduce it, except in regard to the crossing at Menindie.
228. There is no way of escaping the flooded country? No.
229. And there is no place where you could cross the river and pass through less flooded country than on the present route? No.
230. There would be nothing gained in taking a direct line from Condobolin? No. In the first place you get into rough country, and then you get into flooded country. Then, too, you would be going away from the settlement upon the rivers.
231. The only engineering difficulty arises from the flooded nature of the country? Yes.
232. What are the alternative routes in the vicinity of Condobolin shown upon the compilation of county maps? The red route was surveyed at the time it was proposed to take the line to Wilcannia, and might just as well be obliterated. The route marked purple is that recently selected, and is approximately the line that should be adopted.
233. What was your reason for making the deviation? To keep the line on higher ground, and to interfere as little as possible with private land. The main object was to get on higher ground, and to obtain a better grade.
234. Does the route generally go through Crown land? Yes, mostly through Crown land.
235. Is there much private land to be dealt with? I intend to deal with that question in a return.
236. In the event of its being considered undesirable to construct the whole line, would it be advisable to make a railway between Broken Hill and Menindie? I do not think that such a scheme is to be recommended. Isolated lines are very difficult and very costly to manage. I think that the proposal should be considered in its entirety.
237. The original proposal was to take the railway from some point on the western line to Silverton. That was before Broken Hill came into prominence? Yes.
238. Do you think that there was a reasonable prospect of that line paying, or that the discovery at Broken Hill has materially enhanced the revenue prospects of a line to the Darling? I think that the traffic returns will very largely depend upon the Broken Hill trade. The Commissioners estimate that they will derive £12,717 per annum from that source.
239. But the interest on the cost of construction and working expenses will exceed the estimated revenue? Yes.
240. *Mr. Roberts.*] Did not the Government in 1885 contemplate the construction of a line to Wilcannia by way of Condobolin and Euabalong? Yes.
241. Was the survey for that line completed? Yes.
242. Was the matter ever submitted to Parliament? I do not think it was ever submitted to Parliament after the survey was made. In 1884 a vote of, I think, £1,000,000 odd was obtained for the line. It was entitled "a line from Forbes to Wilcannia."
243. Why was it not proceeded with? I cannot tell you.
244. A little later a line was surveyed from Cobar to Cockburn? Yes.
245. Were you, at that time, Engineer-in-chief for Railway Construction? I was appointed to act for Mr. Whitton, in June, 1889, and the line you speak of was reported upon by the Public Works Committee in 1891.
246. Was an estimate prepared for each of these lines? An estimate was prepared for the line from Cobar; but I do not think a second estimate was prepared for the Forbes-Wilcannia line after the Parliamentary vote had been obtained.

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247. The estimate of the line from Cobar was made before light railways were thought of in this country? Yes.
248. What was the estimate for that line? The estimate for the whole line was £1,168,000,—the portion between Broken Hill and Cockburn being estimated at £150,000. That would leave £1,018,000 for the balance of the line, or a little over £3,700 a mile.
249. That estimate was made for a more substantial line than the one proposed? Yes; for a fully ballasted line.
250. If a line were taken to Condobolin through Wilcannia to Broken Hill, what would it cost per mile? Not much more than the proposed line.
251. But it would be 22 miles longer? Yes.
252. Would there be any saving in connection with the bridge? No; the bridge at Wilcannia would be more expensive than the bridge at Menindie. It would cost more to cross the Darling at Wilcannia, than to cross it at Menindie. The total cost of a line through Wilcannia would be greater than the cost of a line through Menindie to Broken Hill.
253. Would the country to be traversed differ very much, apart from the flooded portions? No. On the Wilcannia route there would be one or two ridges to cross; but you could get over them without great difficulty. Still the country along that route is not so good. It is less suitable for settlement.
254. If the line is taken to Menindie, will not our trade be more likely to go to Victoria, than if the line is taken through Wilcannia? Upon that point I cannot give you any information.
255. How many miles of absolutely level country does the proposed route traverse? The country is what you might call level for nearly the whole distance. For about 330 miles you would only require mere surface forming.
256. What is the minimum amount per mile that you have allowed for any portion of the line? The cheapest portion of the line will be that near Condobolin, where freight and the cost of material will be lowest.
257. Your estimate for the Berrigan to Finley line was £2,000 per mile; but your lowest estimate for any part of this line is £2,200 a mile;—how do you account for the difference? The distance from Sydney is greater, and that increases the cost of material.
258. *Mr. O'Connor.*] It is not unusual in a great office of State, such as yours, for a proposal to be based upon the reports of experienced and trustworthy officers? No; though I always make it a point, if I possibly can, to go over the route of a proposed line before giving evidence to the Committee. In this particular case, however, the distance to be traversed is so great, and the country is so easy, that it is questionable whether it would be desirable that I should give up time to it which is required for the consideration of other matters.
259. You can rely thoroughly upon the ability and trustworthiness of the officers from whom you have received information? Yes.
260. *Mr. Black.*] Is it not a fact that if there had been no silver discoveries on the Barrier Range, there would be no town where Broken Hill now stands? That is so.
261. And it is fair to presume that if there were no such town as Broken Hill it would not be proposed to make a railway in that direction? No, it is not likely that any such proposal would be made.
262. It is also fair to presume that the Railway Commissioners have obtained satisfactory evidence of the likelihood of the silver workings of Broken Hill being of some permanence? I have no definite information on the subject of the permanence of Broken Hill to submit, though I have been there, and have heard the opinions of mining managers and others interested in the industry.
263. If the mines there petered out, the city would be deserted just as similar silver cities in America have been deserted? I have no doubt that it would.
264. The country through which the lower deviation would run is superior to the country to the north of it? Yes.
265. Is any large area of it suitable for agricultural purposes? I think this climate is too dry for agriculture, when you get any distance from Condobolin.
266. There is no land after you pass Mossgiel or Ivanhoe which would be of sufficiently good quality? I do not think that there is any deficiency in the quality of the land; it is the small rainfall that makes crops uncertain.
267. There is no suggestion that the line is necessary to open up the country for agricultural purposes? Scarcely; there is a great deal of good land on the south side of the Lachlan which is very suitable for agricultural purposes.
268. There will be little or no intermediate traffic between such points as Ivanhoe and Menindie? No, the intermediate traffic will not be very much.
269. Hillston and Menindie are the only towns to be served by the railway? Menindie is a very small place; but the crossing there is about as good as you can get. Lower down, beyond the entrance to the Talyawalka Creek, the river spreads out on the other side.
270. I suppose the crossing at Hillston is fairly good? Yes.
271. There is already a bridge at Hillston? I am not quite sure; but I believe that there is.
272. *Mr. Humphery.*] Is the distance from Sydney to Broken Hill, *via* Cobar and Wilcannia, 734 miles? Yes.
273. Can you explain how Mr. Goodchap makes the distance 720 miles? Mr. Goodchap seems to have taken his distances from those given in the Railway Commissioners' report, which are not quite correct. The distances shown in the table which I handed in yesterday are correct.
274. The distance from Cobar to Broken Hill, *via* Wilcannia, is 275 miles? Yes.
275. Has the line between Cobar and Broken Hill been surveyed? Yes.
276. So that you feel confident the distance given is correct? Yes.
277. But you are not sure that the distance from Condobolin to Broken Hill, as you have given it, is correct? Yes, it is quite correct. The mileage is marked off on the county compilation map.
278. Then there is a difference between the length of the proposed line and the distance between Cobar and Broken Hill of 91 miles? Yes; but the Cobar line would be the more expensive per mile.
279. Why? Because there is more ridgy country there.
280. Would it be much more expensive? The estimated cost of the line from Cobar to Broken Hill is £800,000. The previous estimate exceeded £1,000,000.

281. What would be the difference between the cost of an extension from Cobar to Broken Hill, and that of an extension from Condobolin to Broken Hill? £155,000. In the one case you have a number of cuttings and banks to make, while in the other case you have a surface line throughout.

282. Would there be any difference in the grade? You could get a ruling grade of 1 in 100 in both cases; but, whereas on the Cobar extension you would have a good many miles of 1 in 100, on the Condobolin extension you would have scarcely any.

283. Then you are of opinion that the Condobolin extension is a better proposal than the Cobar extension? Looking at it from the point of view of economy of construction, I think so.

284. The character of the construction would be the same in each case? Yes.

285. Would material be more costly on the Cobar line? No, it would be about the same.

286. Would the river crossing be more costly than on the Cobar extension? Yes, it would cost about £25,000 more. The river crossing at Menindie would cost about £65,000.

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FRIDAY, 7 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq., (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRUCKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

287. *Mr. Humphrey.*] Have you any explanation to offer in reply to Mr. Goodchap's letter addressed to the Chairman as to distance? Yes, I will read it:—

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With reference to Mr. Goodchap's letter.—The distances mentioned are those quoted from the Railway Commissioners' report, and have been thus inserted in error instead of the revised figures.

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The revised distances given by me in the appendix to the statement are perfectly correct.

The distance from Sydney to Broken Hill *via* Cobar and Wilcannia is 734 miles, and the distance *via* Condobolin and Menindie is 696 miles, giving a difference of 38 miles.

The line to Condobolin does not, as Mr. Goodchap assumes, go round by Forbes, but leaves the present line at Parkes. This makes the distance of Condobolin 329½ miles from Sydney. If the length of the proposed line, 366½ miles is added, the total is 696 as above given.

The distances are liable to modification as they depend upon the location of the lines. That between Cobar and Wilcannia might be added too to the extent of several miles, if it is preferred to obtain the 1 in 100 grade by winding round the hills instead of cutting through.

I produce a section of a portion of the Cobar-Wilcannia line.

288. You say the line will be lengthened several miles in order to get a similar grade to that which can be obtained by a direct route from Condobolin to Menindie? Yes.

289. Are you referring to that portion of the line between Cobar and Wilcannia, or Wilcannia and Broken Hill? Cobar and Wilcannia. That between Wilcannia and Broken Hill is quite level.

290. So that the cost of constructing a line between Wilcannia and Broken Hill would not be greater than the cost of constructing that portion of the line between Menindie and Condobolin? No.

291. That is to say, £2,300 would be the average cost per mile between Wilcannia and Broken Hill? Yes. Putting the Cobar to Broken Hill line on the same footing as the other, I find it comes out in this way: Cobar to the east side of the Darling, 147 miles, £2,726 = £400,710. The crossing of the river, 2½ miles, I have put down at £96,210; from Wilcannia to 721 miles (that is 105½ miles) to Stephens' Creek, £,2300 per mile, or £242,650. Then, from the crossing of Stephens' Creek to Broken Hill, the same as on the other estimate—13 miles at £3,750, or £48,750. Station at Broken Hill, £6,000; telegraph, £5,680; total, £800,000.

292. Then the greater expense in constructing the line would be between Wilcannia and Cobar? Yes.

293. Taking the suggestion that the line might be constructed from Condobolin to Wilcannia and on to Broken Hill, instead of *via* Menindie, what advantage do you say the proposed route *via* Menindie offers over the suggested route *via* Wilcannia? There would be a saving in distance of 22 miles.

294. And what would be the total distance from Sydney? 718 miles, as compared with 696 miles.

295. Are you able to say that the cost of constructing the line will be greater between Wilcannia and Condobolin than between Menindie and Condobolin? Yes. There are several ridges which have to be passed over.

296. Can you state the additional cost per mile for that distance? I think the extra earthworks would, approximately, cost £30,000. That would mean a little over £110 per mile.

297. Therefore, besides being a longer line, it would be a more costly one? Yes.

298. I think the figures I gave you last night will enable you to admit that it will cost more to construct the 7 miles of expensive line at Menindie than to cross the Darling at Wilcannia? No; it is the reverse. It is more expensive at Wilcannia than at Menindie.

299. Will you show me in what way;—you said it would cost £90,000 for 7 miles of railway at Menindie? £96,000 for 9½ miles at Wilcannia, as against 7 miles. I pointed out yesterday or the day before that the estimate of the crossing of the river at Menindie had been put down at approximately the same cost as the crossing of the river at Wilcannia. Since that I have further information—sections across the river—from which these two comparative sections have been compiled, which shows that there is a considerable saving at Menindie, and that the cost of the crossing at Menindie (£90,187) can be reduced by £25,000.

300. Then the crossing at Menindie, instead of being £90,000, would be £65,000? Yes.

301. A substantial difference in favour of Menindie? Yes.

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302. Your evidence may be summed up in these words—that of all the routes which have been brought under the consideration of the Committee and the Department of Public Works, the proposal to construct a line from Condobolin *via* Euabalong and Mossgiel would be the cheaper per mile? Yes.
303. But in your opinion the better line would be by Cudgellico and Hillston, at a deviation which might lengthen the line 5 or 6 miles? Yes, 6 miles. What I stated was that that line was worthy of attention, and that I proposed to make a further report on the subject.
304. I gathered that you considered that was the better line of the two, although it might mean 5 or 6 miles of increased length? I am inclined to favour it. That is all I can say at present. Of course we have to take the cost into consideration, and there is the consideration of the traffic which would ensue, the country which would be served, and the country which would be opened up. I should like to add a little to my evidence on the subject. I have ascertained that there is a road bridge over the river at Hillston, and it is interesting to note that the Lachlan channel got reduced so far down at that part that the span of the bridge is only 70 feet. It is a very different thing from the crossing of the Lachlan by the railway at Cowra, which has three spans of 150 feet each, and I think four spans of 60 feet in addition.
305. You wish to convey that the cost of crossing the Lachlan at Hillston would not be appreciable? It would not be appreciable, and I have all the information which is necessary without further survey.
306. Therefore, that bridge would not very largely increase the total cost of the line if it were considered desirable to make the deviation you suggest? No, it is a small matter. I also have levels of the country beyond there towards Mossgiel, showing that it is quite a flat country, and that railway construction would be easy.
307. In fact, the physical features of the whole of the country between Condobolin and Menindie are favourable to railway construction? Yes. I have a rough estimate of the length traversed of Crown and private land between Condobolin and Broken Hill which I put in. I wish it to be understood that it is very rough indeed.
308. I suppose that land would only occur in the central districts;—there is not much privately-owned land in the western districts? No; the estimate is as follows:—

							Mls.	Chs.
Freehold & C.P. land	...	...	...	...	...	1,344	Chs. =	16 64
C.L. & C.P.L.	...	...	...	...	...	1,081	" =	13 41
Homestead Lease...	...	...	...	...	...	5,080	" =	63 40
Scrub Lease	...	...	...	...	...	248	" =	3 8
Special Lease	...	...	...	...	...	60	" =	0 60
Mineral Lease	...	...	...	...	...	95	" =	1 15
Crown Lands	...	...	...	...	...			267 52
Total	...	...	...	...	...			366 40

309. *Mr. Clarke.*] You stated yesterday that you proposed to use half-round sleepers? Round-topped sleepers.
310. Would they be split timber? If they were redgum they would probably be sawn.
311. Would the half-round timber be free from sap? It is a mistake to call it half-round—the sleepers are squared at the sides. There would be sap on the upper edges only; the rail would rest on the heart wood. If the sap all decays, as it invariably does, the support is still there.
312. Would that description of sleeper not be liable to rot quicker than a square sleeper? No; the sap would go, and that is all, but I do not mind about that. I am not reckoning on any support from the sap.
313. Would you put them closer together on this line than you do on ordinary lines? The same as I am doing at present on the light lines—fourteen to the rail length, instead of eleven.
314. You also propose not to ballast the line? Except in bad places.
315. Do you consider the line unballasted would be as safe as an ordinary line? Yes. Of course the line will want looking after like other lines, but the experience of the Narrabri to Moree and the Jerilderie to Berrigan lines shows that a very satisfactory job is obtained.
316. *Mr. Lee.*] Can you explain why the two Departments are now prepared to make a recommendation for the extension of the line from Condobolin to Broken Hill, when, in the year 1889, the Department recommended the extension of the line from Cobar? I do not think I can give you any information on that point. I might refer you to the Railway Commissioners' reports on the two lines, which would probably furnish some of the reasons you require.
317. It would appear strange that after all due precautions taken in 1889, the route from Cobar was the best, whereas now an altogether different proposal is offered;—has anything occurred in the shape of survey, further exploration, or anything else which has led to the change? I have simply taken instructions for survey and prepared estimates on the lines the Government have submitted.
318. So far as you are aware, then, no further exploration has contributed to the alteration of route? I am not prepared to say that; but undoubtedly the views of the Government have undergone modification.
319. Has anything occurred in your Department which has been of sufficient importance to induce the Government to alter the line of route? From an engineer's point of view, no.
320. Can you assign any reasons? I do not think I could give you any reasons.
321. I should like to refer you to a statement made in 1891, when the railway from Cobar to Cockburn was being considered; *Mr. Barling*, in opening the subject, said:—

The Minister, in introducing this proposal to Parliament in December last, made, *inter alia*, the following remarks:—
"I wish now to refer to the remarks of the Public Works Committee as to the necessity of this line, and I shall only quote from a few paragraphs of their Report. I should like to say in the first place—and I use the words of the Report—that 'the line from Nyngan to Cobar was referred to them in view of the probable extension of the railway from Cobar to Wilcannia and Silverton, and so on to the South Australian border.' I read that to show that the Public Works Committee, in approving of the line from Nyngan to Cobar, did not do so on the mere merits of the line *per se*, but on the merits of the line as part of an intercolonial line to South Australia."

That is such a strong statement that I think I am justified in asking you what has occurred to cause such a complete change of front? Nothing from an engineering point of view.

322. And the change in route is due entirely to the view taken by the Minister of the day? I think so.

323. To some extent governed by the report of the Railway Commissioners? No doubt.

324. Would the papers in your possession throw light upon the questions I am now asking? I do not think there is anything in the papers further than the suggestions that are made in the report of the Railway Commissioners.

325. You will admit that, if within so short time a different route could be proposed after so strong a statement as that, it now leaves it a very open matter for the Committee to say whether there should not be a still further deviation made? I should like to call your attention to that part of the Railway Commissioners' report of the 8th May last, on page 3 of my evidence. They say:—

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The consideration of this question is, however, so much affected by the scheme recently reported upon by us in connection with an extension of the Cobar line to Broken Hill *via* Wilcannia that we feel obliged to refer to that scheme, and to assume that the Government will not now proceed with the construction of that line. It will be, in our opinion, a long time before two new routes to the Darling will be necessary; but as the Orange and Molong line has now been extended to Parkes and Forbes, and a further extension has been authorised to Condobolin, we are of the opinion that if the Government decide to construct a line to Broken Hill, the Lachlan River and Menindie route should be adopted, as it not only affords the through connection intended to be given to Broken Hill, but also gives it by means of the shortest route, and would enable the New South Wales railway system to conserve to itself a great deal of the traffic from the centre of New South Wales which is now obtained by adjoining colonies, and it will also be a great advantage to the district.

Does not that meet the case altogether.

326. From the Railway Commissioners' point of view, yes;—but there is still something further the Committee desire to have; but you are not in a position to give it yourself? I do not think there is anything further in the papers.

327. The proposal is to construct the line to Broken Hill only;—how many miles is that from Cockburn? Thirty-five.

328. From Broken Hill to Cockburn there is a tramway with a gauge of 3 ft. 6 in.? It is really a railway. The through trains from South Australia run right over it without changing.

329. Is it not a gauge of 3 ft. 6 in.? Yes; but from Adelaide to Terowie, there is a 5-ft. 3-in. gauge. From there you have the change of gauge to 3 ft. 6 in.

330. As a matter of fact, then, there is not a continuous 3-ft. 6-in. gauge to Adelaide? No.

331. It is incorrect then to say that the trains run right through from Adelaide? They do not; you have to change.

332. Then there is no continuous 3-ft. 6-in. gauge from Broken Hill to Adelaide; but notwithstanding the break of gauge which occurs the traffic goes from Broken Hill? Yes.

333. Is there not an unbroken 3-ft. 6-in. gauge right through from Broken Hill to Port Pirie? I am not quite certain about that, but I will look it up.*

334. What is the ultimate intention so far as future extension from Broken Hill is concerned;—when you get there you meet a 3-ft. 6-in. gauge? I think it will be left as it is. No resumption of that line has been proposed that I know of. It was proposed at one time to run through to Cockburn *via* Thackaringa.

335. You are met within your own territory by an adverse gauge? Yes.

336. The policy of the Railway Commissioners is to rigidly adhere to the 4-ft. 8½-in. gauge? Yes.

337. Here, however, you meet a difficulty within your own territory? I do not say you would have any more difficulty by changing to get as far as Cockburn. You would be able to run from Silverton or from Cockburn to Sydney without breaking gauge, but you would still have to change if you were going to Adelaide.

338. If Broken Hill is the terminus of your gauge, you are practically at the mercy of the owners of the narrow-gauge railway there? No more than at present.

339. The country will either have to resume that line, and run it as a 3-ft. 6-in. gauge, or increase it to the same gauge as our own? I do not see that it is necessary to do anything with that line.

340. The contention is that this should be an intercolonial line, and yet you will be intercepted by a narrow-gauge line;—how is that difficulty to be got over in the future? You have the narrow gauge in any case. You have it in South Australia. In travelling from Sydney to Adelaide you will have three gauges in any case.

341. If you hold that the narrow gauge of South Australia is a justification for the continuation of the narrow gauge to Broken Hill, what objection can you raise if this proposed extension is to be on the 3-ft. 6-in. gauge? There would be a very serious objection to that. The bulk of the traffic that is expected would be picked up at Broken Hill. That would be carried through to Sydney or any point of New South Wales without any break of gauge. If you had a 3-ft. 6-in. gauge east of Broken Hill you would have to break, but otherwise you avoid it.

342. So far then as a connection with South Australia is concerned, it is not an absolutely complete proposal;—is it not only an extension towards the South Australian border? No; there will be actual railway communication although there will be different gauges—just the same as there is actual railway communication now *via* Melbourne. You have the change of gauge at Albury.

343. But this will be a competing gauge within our own territory, and if the Broken Hill tramway owners choose to compete with the railway there is an extreme probability of diverting a quantity of the traffic towards South Australia? I gather from what you say that your object in putting down the standard gauge between Broken Hill and the border would be to produce a block to prevent traffic going that way. Of course, that is a different question.

344. And if you do not extend it to the border there is the possibility of the danger of this tramway competing with you? Then you would have to resume the tramway.

345. That is the position, is it not? Yes; of course the act of making an independent line from Broken Hill to Cockburn, which was proposed some years ago, would not get over that difficulty. You would still have the competing line under very much worse conditions *via* Silverton.

346. *Mr. Trickett.*] When you were examined on a previous occasion, you seemed to attach considerable importance to the Nyngan *via* Wilcannia line by reason of its working in with the Werris Creek and Dubbo connection? Yes.

347. How will that connection suit the present line if carried out? Equally well, I think, if the connection from Parkes to Dubbo and Dubbo to Werris Creek is made.

348. When the former proposal was before the Committee, I think it was intended to ballast the line? Yes.

349–50. Does not the present cost seem to be very high compared with the then proposed cost, seeing that you do not propose to use ballast? The estimated cost per mile was then £2,560, which included the bridge over the Darling at Wilcannia. I gathered from your evidence at the time that it was proposed to

* NOTE (on revision):—The 3-ft. 6-in. gauge is continuous to Port Pirie.

H. Deane,
Esq.
7 Aug., 1896.

to use ballast; now it is proposed that this line should cost £2,606 per mile, and you propose to make it only a surface line? £2,560 per mile was the estimate for the Nyngan-Cobar line, not the Cobar-Wilcannia, which amounted to £3,702 per mile. I think the grades were worse on the original proposal—1 in 75. If that line were submitted in its original alignment, and with its original grades, it would still have to be increased for the cost of rails. I have added £150 per mile to these estimates on account of the increased cost of rails, the price of steel having gone up. The present estimates are lower than those previously submitted, in spite of the difference in the cost of steel.

351. In estimating the cost per mile of the Nyngan to Cobar line, you made a reduction of £470 per mile for the carriage of iron which would be required on the railway. Have you made that same allowance in the present instance? Yes, the Commissioners only charge 1d. per ton per mile for the conveyance of permanent-way materials.

352. That is knocking off 3d. per ton for what would be charged an ordinary person? That rate has been continued since that time. It is about half what is now charged to the public.

353. Does that apply to all railway extensions where material is conveyed? Yes, with the exception of the Berrigan line where, under special arrangement, it is cheaper still. I produce the report referred to on page 3 of my evidence of last Tuesday giving the reasons for the Railway Commissioners' abandoning the Wilcannia route:—

Office of the Railway Commissioners of New South Wales, Sydney, 1 November, 1895.

Proposed Line of Railway, Cobar to Broken Hill—277 miles.

In accordance with the provisions of section 13 of the "Public Works Act, 1888," we beg to report as under:—

Cost of construction—

The Engineer-in-Chief for Construction estimates the cost of construction of a single line of light railway (exclusive of land and compensation) at	£800,000
Rolling stock	75,000
Total	£875,000

Annual cost—

Construction and rolling stock—capital expenditure, at 3½ per cent.....	28,762
Cost of maintaining permanent-way, traffic, and locomotive expenses	25,000
Total working cost	£53,762

Since we previously reported upon the proposal to connect the main western system with Broken Hill and the South Australian Railways, the circumstances have altogether changed. At that time there was every prospect of a great future before Broken Hill, and in a comparatively short period the population rose from about 15,000 to 22,500. Then came the fall in the price of silver, and the difficulty in dealing with the sulphide ores, which had a most serious effect upon the prospects of the place as a large mining centre. As is well known, the population fell rapidly, and is now estimated at 19,000. This number does not approach the population which it was some years ago generally expected would be permanently settled there. However, we are informed by those interested in the matter that the question of the treatment of the sulphide ores—of which there is an enormous quantity in the district—has been practically solved, and many years of prosperity may be in store.

So far, however, as this question affects the prospects of a railway traffic, everything depends upon where works for the treatment of sulphide ores are erected. The only formulated scheme up to the present time is that in connection with the Illawarra works, to which considerable publicity has recently been given. This scheme, however, would not, except perhaps indirectly, create any traffic for a railway to Broken Hill. If works were established at Eskbank or Lithgow there would be a prospect of traffic, but to what extent it is impossible to say.

Against the adverse changes that have taken place during the last few years may be mentioned the fact that a cheaper system of construction has been adopted, together with a largely reduced scale of rates for conveyance of material for the construction of new lines, which will permit of the capital cost of the proposed extensions being reduced materially below the original estimate.

The line is one which we cannot recommend to be constructed as being likely to prove a remunerative undertaking.

The Seal of the Railway Commissioners of New South Wales was hereunto affixed, this first day of November, 1895, in the presence of,—

E. M. G. EDDY, Chief Commissioner. CHARLES OLIVER, Commissioner. W. M. FEHON, Commissioner.	H. McLACHLAN.
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354. *Mr. Wright.* With regard to the questions asked by Mr. Leo about the narrow gauge line between Cobar and Broken Hill, is it not rather an advantage that that line should still remain as a narrow gauge line in the hands of a private company;—would it not be an advantage to keep that line as it is? It depends on the way in which you look at it.

355. We are proposing to construct a line with the object of getting the traffic at Broken Hill;—would not the retention of that tramway line be more likely to force the traffic this way than if we took it over and made it a portion of the Government line? Not if the gauge were changed.

356. Do you think it would help us to get the traffic if we changed the gauge? I think it would block the traffic going to Adelaide.

357. The proposed line, I suppose, is to be one for the conveyance of coal and crude ores. Necessarily there will be large engines and heavy trains? Yes.

358. Have you any experience of lines without ballast conveying heavy mineral traffic? It is a question of weight of engines more than anything else.

359. Are you satisfied that it would be prudent to construct an unballasted line under the circumstances? I think, on the grades of this line you could run the full length of trains you require without having any very heavy locomotives.

360. Could you run a 300-ton train, for instance, without a big locomotive? Yes; if the grades are not worse than 1 in 200.

361. You would have to consider the whole distance from Orange downwards? I think you must look upon that as a separate question. From Molong to Parkes you have the light 60-lb. rails, and from Parkes to Condobolin you have a cheap line under course of construction.

362. But in conducting mineral traffic at a cheap rate you must not cut it up? Yes.

363. So that the line will necessarily have to carry heavy engines for the purposes of traffic? Yes.

364. Are you quite satisfied that the proposed line, without ballast, is capable of carrying the heaviest class of engines we have, with a train of 300 tons? The heaviest locomotives are those just recently imported. The engines themselves weigh 65 tons, and their tenders 109 tons.

365. Are you satisfied that, without ballast, the line will carry these weights upon it? I should require to put more sleepers in.

366. That, of course, would entail increased expenditure. What additional sleepers would you provide? I think two extra sleepers per rail length would be necessary. That is 352 extra sleepers to the mile. I should put them down at an average of 5s. per sleeper, or £90 per mile.

367. Then to enable the proposed line to carry the heaviest class of mineral traffic, what would be the additional cost per mile? I calculate that it would be necessary to put in additional sleepers, which would cost about £33,000 over the present estimate.

H. Deane,
Esq.
7 Aug., 1896.

Edward Fisher Pittman, Esq., A.R.S.M., Government Geologist, sworn, and examined:—

368. *Chairman.*] Will you describe the maps furnished to the Committee, and what their colouring means? The purple colouring indicates the Upper Silurian formation; the reddish brown indicates the Devonian; the red indicates granite; the green indicates the Lower Cretaceous, or artesian water-bearing formation; the dark green indicates the Upper Cretaceous, or Desert Sandstone formation; the uncoloured portion of the map represents the Post-Tertiary formation. I think the greater part of the route would be underlaid by the Palæozoic rocks, which are not artesian water-bearing; but these rocks are hidden by the Post-Tertiary clays and sands which form the surface of the plains. Practically the only chance of getting artesian water is where the railway line would cross the valley of the Darling. I cannot state the width of this belt where artesian water might be obtained, as it can only be defined by boring, and this is being done gradually by the Department of Mines.

E. F.
Pittman,
Esq.,
A.R.S.M.
7 Aug., 1896.

369. What is the possibility of mineral development contiguous to the route under consideration? Except in the neighbourhood of Mount Hope, Euabalong, and Hillston, there is no known mineral deposit.

370. Have there been any mineral discoveries south of Mount Hope? Yes; there have been mineral discoveries between Mount Hope and Condobolin.

371. The belt there does not go very far west? No; it may be that there are mineral deposits west of those points, but they do not appear at the surface, which is composed of superficial Post-Tertiary deposits.

372. Is there any likelihood of artesian formation along the proposed route? There is no certainty; but there is a probability of artesian water being obtained where the line crosses the valley of the Darling.

373. Then any close settlement on the land must come from stored water? I think so. It would not be safe, in the present state of our knowledge, to rely on the occurrence of artesian water.

374. Can you express any opinion with regard to the permanence of Broken Hill? There can, I think, be no question as to the permanence of the sulphide ores. At any rate they occur there in very large quantities.

375. Is it likely to be worked for a very considerable number of years? I think there is no doubt of that.

376. Are the sulphide ores of good enough quality to justify us in believing there will be a large output for a considerable number of years? I am of that opinion myself.

TUESDAY, 11 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and examined:—

377. *Mr. Wright.*] Have you any personal knowledge of this projected line? I have read over the Commissioners' report, and have had some conversation with them about it.

378. Have you any information from outside sources about the traffic? Nothing further than is contained in the Commissioners' report.

379. How was the information upon which their estimate of revenue was based obtained? It was obtained to some extent from the traffic officers.

380. Have any of the traffic officers been over the route? Not over the direct route. The figures have been obtained, to a great extent, from Mr. Harper.

381. They were arrived at by him through his general knowledge of the country? Yes, and of the stations which would be affected by the proposed line.

382. Did any Departmental officer visit Broken Hill? The Commissioners themselves have been to Broken Hill.

383. I suppose they were supplied with certain information there by the local residents? Yes.

384. Was not a local organisation formed to advocate the construction of a railway to Broken Hill? I believe there was a committee to advocate the construction of a railway.

385. I suppose the Commissioners made their deductions from the information laid before them by that committee? Not with regard to this traffic. The estimate of local traffic was arrived at from information obtained by Mr. Harper, and other officers.

386. Do you think that, if the proposed railway were constructed, it would be likely to secure any large proportion of the traffic from Broken Hill to Sydney, or *vice versa*? That is very problematical.

387. Ores are classed in your rate-book under the head of "Miscellaneous"? Yes; but there is also a special rate for crude ores.

388. What would be the cost of bringing crude ores 696 miles? Twenty-nine shillings a ton. The rate is $\frac{1}{4}$ d. a ton per mile.

389. But not less than 120 tons must be sent in a week? Yes.

390. If charged for under the head of "miscellaneous," the carriage for that distance would be £1 16s. 5d.? No, about £1 11s. 1d.

391. Can you give me any idea of the present rate of carriage between Broken Hill and Newcastle? I think it is about £1 a ton. I believe that that is the rate upon which the sulphide corporation base their calculations.

392. If the present rate is £1, would the people send ore across by the railway at a cost of £1 9s. per ton? No, I do not think they would.

H.
McLachlan,
Esq.
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H.
McLachlan,
Esq.
11 Aug., 1896.

393. You see no great probability of our getting any large portion of this traffic in the event of the railway being constructed? Not under present circumstances.
394. Would the same remarks apply to the coal traffic? I think so.
395. Notwithstanding the fact that the Lithgow coal mines are 100 miles nearer Broken Hill than the metropolis is? Yes. Circumstances are altering Broken Hill traffic to some extent. They are commencing to do all the smelting away from Broken Hill, so that the traffic in coal and coke is falling off greatly. The difficulty with the railway there now is that they only get traffic one way.
396. What would it cost per ton to bring ore from Broken Hill to Eskbank? £1 5s.
397. Five shillings a ton more than it would cost to bring it to Newcastle? Yes.
398. Would the difference in the rate be the same with regard to coal? Coal would come under the "miscellaneous" rate, and would cost about £1 6s. 8d. a ton from Eskbank.
399. What would be the additional cost of taking ore from Sydney to, say, Wollongong? About 2s. 6d. per ton to Dapto.
400. So that it would cost £1 11s. 5d. to bring ore from Broken Hill to Wollongong? Yes.
401. While the charge coming round by steamer would be £1 per ton? You would not be able to have ore taken to Dapto for £1 a ton. I daresay the ore would be brought to Port Kembla for that, and then 1s. a ton or more would have to be added to pay for its conveyance to Dapto.
402. So that the cost of bringing ore by train to Broken Hill would be about 10s. a ton more than is now paid to bring it round by steamer? Yes, but if we brought ore by train from Broken Hill to Newcastle we should have to charge about £1 12s. 6d. a ton, as against £1, which is the present price by steamer.
403. And what applies to ore applies to coal? The train rates for coal are a little higher. I do not know what rates they have for coal from Port Pirie to Broken Hill; but the consumption of coal at Broken Hill is decreasing. I heard from one of the officers of the railway there a little while ago that they had a very low rate, but that their loading was going the one way.
404. I suppose that in the event of further discoveries of carbonates, they would smelt upon the spot? Yes. They deal with low-grade ores now.
405. Coal would have to be taken by the cheapest route in any case? Yes; and that would be round from Newcastle by water.
406. Do you think that the rate could be reduced to less than ½d. per ton per mile? I hardly think so. The present rate is very low. Circumstances might occur which would cause the Commissioners to alter the rate; but I do not think that the Committee would be wise in taking such an alteration into consideration.
407. Are the Commissioners favourable to the construction of this line? The Commissioners, so far as I can gather their opinion, do not urge the construction of this line as a line that will pay. They leave it to the Government to say whether it should be constructed as a matter of policy. Looking at it as a matter of railway management, they say that it will not pay.
408. *Mr. Fegan.*] Have they made that statement definitely? Yes, they show what the line would cost, and what traffic it would get.
409. *Mr. Wright.*] Is not the bulk of the £12,717 which is put down as revenue made up of charges against the Postal Department? The postal charge is £3,842.
410. That leaves about £9,000 for goods and passengers? Yes.
411. I presume that truck rates would come into force if the line were constructed? Yes.
412. Would they be proportionate to those charged on the Bourke line? Circumstances would alter so much if the line were constructed.
413. The truck rates would practically be arbitrary? Yes, and the wool rate would be arbitrary.
414. The truck-rate to Bourke—503 miles—is £41 for 6 tons, or £6 16s. 8d. per ton. If that rate were applied to Broken Hill the charge would be £9 8s. 1½d. per ton;—do you think you would get any considerable portion of the traffic with a rate like that? No; we should have to make a special rate, and I do not see at the present moment how we could quote a lower rate.
415. You would have to quote a lower rate to get the traffic? Yes; the present rate is made for traffic this side of the Darling.
416. And from how far west would you get the bulk of the traffic? I am given to understand that the proposed line would obtain the whole of the traffic, including wool from, say, 100 miles west of Euabalong. Once you get on to the Darling, it would be problematical whether you got anything, because you would have the river competition to face.
417. Are you aware that the Mossgiel traffic now goes to Hay? The bulk of that traffic goes to Melbourne at the present time.
418. But some of it comes to Sydney, *via* Hay? Yes.
419. That traffic would be diverted by the proposed line? Yes.
420. You would also capture a considerable portion of the traffic that now finds its way to the Murrumbidgee? Yes; I hand in a map showing the areas affected by the reductions made by the Victorian Government to secure our traffic.
421. The traffic from the area represented by the uncolored portions of the map is secured by our Railway Commissioners? Yes.
422. The space colored yellow represents an area where New South Wales and Victoria compete for the traffic, and where the Victorian Government offer a reduction of from 61 to 66 per cent. upon the rates charged to their own people for wool? Yes.
423. The space colored green represents the area in which they offer a reduction of 61 per cent? Yes; the competition is less keen in that district, and therefore the rebate is less.
424. The space colored brown shows the area in which they offer a reduction of 46 per cent? Yes.
425. What rebates have been allowed by our Commissioners in this war of tariff? We have no recognised scale.
426. But you have made concessions? Yes; we have made concessions. Those were exceptional inducements, and I do not think they were continued. The rebates offered by the Victorian Government forced the Commissioners to give concessions in order to retain our trade.
427. What concession was made to Mr. Faulkner? He got a special concession last year or the year before, but it was not repeated.

Map showing the areas affected by the reductions made by the Victorian Government to secure New South Wales traffic.



GENERAL REDUCTION 46%
ON LARGE CLIPS 51%

GENERAL REDUCTION 61%
ON LARGE CLIPS 66%

GENERAL REDUCTION 36%
ON LARGE CLIPS 46%

NO REDUCTION

NOTE

The coloured portions indicate the districts to which the differential rates made by the Victorian Railway Department apply, and the figures show the maximum percentage reductions allowed on wool grown within the districts so coloured, as compared with the ordinary rates applying to wool grown in Victoria and carried over the same mileage on the Victorian Lines.

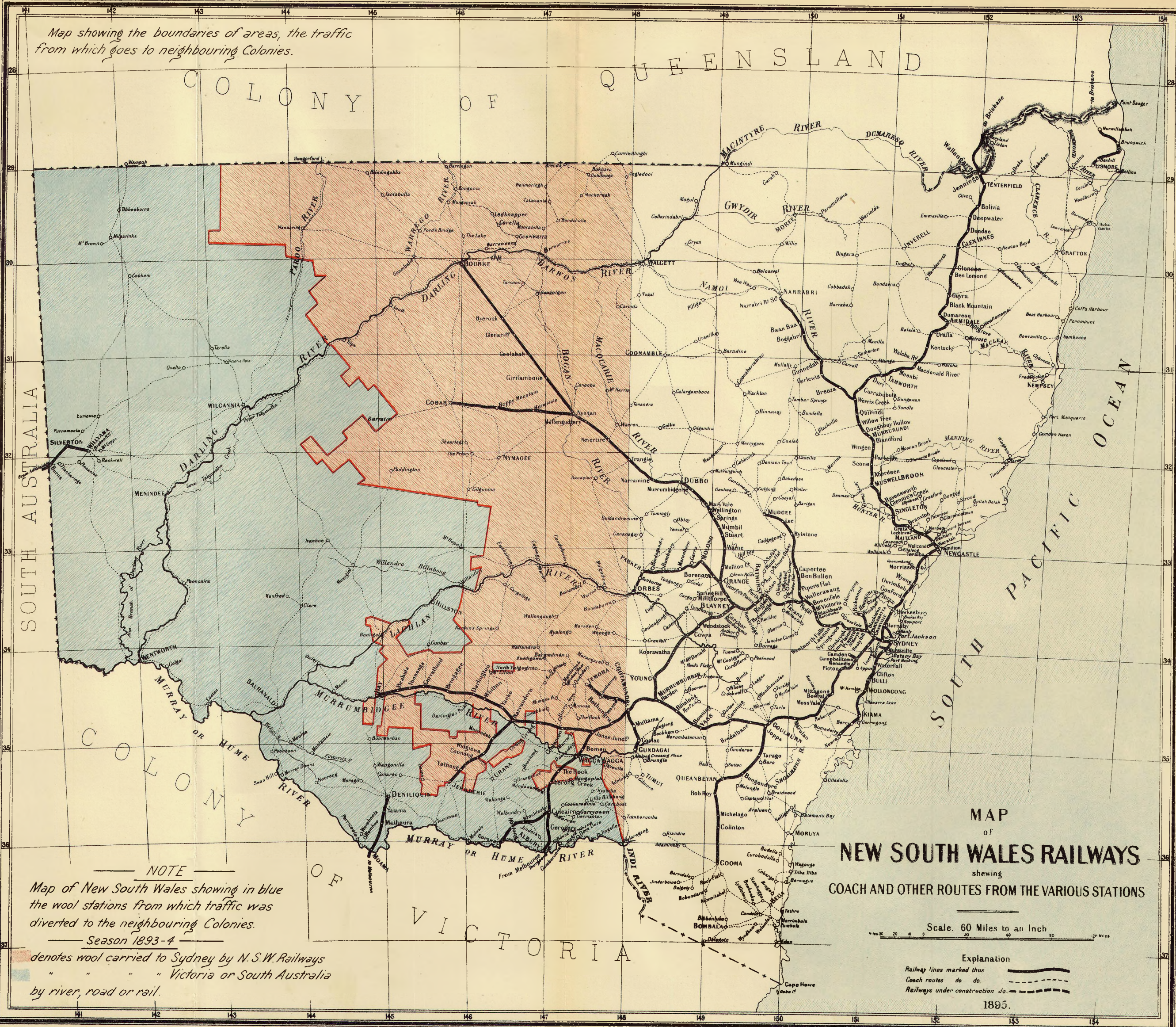
MAP of NEW SOUTH WALES RAILWAYS shewing COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS

Scale. 60 Miles to an Inch

Explanation
Railway lines marked thus
Coach routes do do
Railways under construction do do

1895.

Map showing the boundaries of areas, the traffic from which goes to neighbouring Colonies.



NOTE

Map of New South Wales showing in blue the wool stations from which traffic was diverted to the neighbouring Colonies.

Season 1893-4

denotes wool carried to Sydney by N.S.W. Railways
" " " " Victoria or South Australia
by river, road or rail.

MAP of NEW SOUTH WALES RAILWAYS showing COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS

Scale. 60 Miles to an Inch

Explanation
Railway lines marked thus
Coach routes do do
Railways under construction do

1895.

428. What concessions have been given within the yellow area? It is difficult to speak in exact detail, because no general rule has been laid down. Every concession has been made to meet special circumstances.

H.
McLachlan,
Esq.

429. Do you think the proposed railway will enable you to get a great deal of this traffic at better rates? Yes, and it will enable us to get traffic which we have not hitherto had. I hand in another map showing the boundaries of the areas the traffic from which goes to neighbouring colonies. 11 Aug., 1896.

430. Will the proposed line enable you to secure all the traffic north of the Lachlan and the Willandra Creek? Yes, I think so.

431. Will you be able to get that traffic by charging ordinary rates, or will you have to reduce your rates in order to secure it? We shall get it at ordinary rates. Mr. Harper has estimated that the extension of the line to Condobolin will give us 1,400 tons of wool which had previously gone to the other colonies. We expect to get another 800 or 900 tons by a further extension of 50 miles, and a similar quantity by an extension beyond Euabalong.

432. You expect to get that traffic at a fair paying rate? Yes, at a reasonable rate.

433. From how far west will you be able to get the traffic? From about Ivanhoe, I believe. Once you get to the river the water competition will be too great to enable us to do anything.

434. Beyond Ivanhoe the Commissioners have little hope of securing any considerable traffic? I think it is very doubtful.

435. So that the 150 miles of line between here and Broken Hill would not be employed? There would not be much traffic on a good part of that line.

436. Is there any possibility of securing traffic between Broken Hill and Menindie? There might be a certain amount of traffic from Broken Hill to Menindie, and thence down the river.

437. Do you think it would be cheaper to get goods up the river from Menindie and thence by rail to Broken Hill than to get them direct from Adelaide by rail? There would be a chance of doing so.

438. Is there any strong hope of a local traffic between the river and Broken Hill? Not to my knowledge.

439. It is said that there might be a considerable demand for timber at Broken Hill. That timber would be obtainable from lower down the river, and sent up to the railway at Menindie? I have no knowledge of what the traffic would be.

440. If it is possible that goods will come up the river to Menindie, and take the train thence to Broken Hill, there may be an outlet for traffic at Broken Hill through Menindie and down the river? Yes. There might even be a traffic in ores that way.

441. So that there is a possibility of the traffic both ways between Broken Hill and Menindie? Yes; but I have no special knowledge on the subject. I have never been in the district.

442. Have you had any conversation with the Commissioners upon the subject? Yes.

443. Was not the question of traffic extensively gone into? Not more than I have mentioned.

444. The general possibilities of the traffic were discussed? Yes.

445. And you have practically expressed the views of the Commissioners upon the subject? Yes; so far as I have been able to gather them.

446. I understand that the Commissioners do not take a hopeful view of the prospects of the proposed line? No; they see no prospect of the line paying right through.

447. Though the Commissioners offer no violent opposition to the line, they point out that if the line is constructed they will have to take the responsibility of paying the interest upon nearly £1,000,000, while they will lose £30,000 per annum in other ways? The loss will be greater than that. The working expenses shown in the report are calculated for a revenue of £12,000; but the working expenses incurred to earn 17,000 would be additional. The annual loss upon the line would be about £40,000 in round figures.

448. So that to earn the additional possible £17,000 worth of traffic there would be an additional expenditure of between £8,000 and £9,000? Yes; £17,000 would be the traffic on the main line, and I think it would be reasonable to say that it would cost half as much to earn it. The proportion of expenditure to earnings on the main lines is about 55 per cent., so that the increase would be £8,500 or 8,600.

449. But notwithstanding, the Commissioners offer no violent opposition to the line? They leave it entirely to the Government, to be dealt with as a matter of policy.

450. If they were asked, "Would you advise the construction of this line in the interests of the country and of its commerce," what would they say? They would not say any more than they said in their report. They set out the facts, and they leave the Government to come to a decision.

451. *Mr. Fegan.*] Is it not a fact that the Commissioners desire to see this line constructed, seeing that it will connect the metropolis with the furthestmost district of the Colony? The Commissioners, so far as I know, have expressed no opinion on that subject. They say that the Government may, as a matter of national policy, construct the line; but they point out that its construction will entail a very heavy annual loss.

452. The Commissioners say, "The line should be looked upon to a great extent as a part of a national line, ultimately being extended to serve the Lachlan district as far as Hillston." Is not that an opinion that the line is really necessary as a matter of policy? The Commissioners do not deal with matters of policy. They simply deal with matters of management.

453. But do you not think that that is their opinion? I cannot say. Speaking of the proposal as a commercial undertaking, they say that the construction of the line would mean a big loss.

454. Did not the Departmental figures show conclusively that the Cobar line would be a failure? No, the Commissioners recommended the construction of that line.

455. Did not Mr. Harper say that it would not pay? I am not aware. Of course that line does not pay now. There is a loss of two thousand pounds a year upon it.

456. But the loss is comparatively small, compared with what was expected? Yes, the line has done better than was expected at first. It is being worked more cheaply than was at first thought possible.

457. The proposed line would shorten the journey from Sydney to Broken Hill in point of distance by about one-half? Yes.

458. Do you not think that that will be of advantage to the Colony ultimately? It might be an advantage; but the traffic between the two places is so small that the connection will not pay. We book passengers through to Broken Hill now, but for the first six months of this year only fifty-six passengers were taken from Sydney to Broken Hill, and thirty-nine from Broken Hill to Sydney, or ninety-five in all.

H.
McLachlan,
Esq.
11 Aug., 1896.

459. What is the present fare? Single—first-class, £8 16s. second, £5 15s. 6d.; return—first-class, £13 2s. 6d., second-class, £8 13s. 3d.

460. If the proposed line were constructed, what would the passenger rates be? They would be very much lower. The present rate to Bourke—503 miles—is £4 3s. 6d. first-class.

461. Do you not think that a reduction in the rate would increase the passenger traffic? I do not think there would be much passenger traffic between Sydney and Broken Hill.

462. Can you give us a list of the railways which are not paying, and of the amount of revenue which they produce? Yes. The following statement is taken from the Railway Commissioners' Annual Report for 1895-6, and shows the earnings and expenses:—

EARNINGS and expenses in connection with a number of outlying lines in the Colony for the year ending the 31st December, 1895.

Line	Length	Capital cost.	Interest on capital.	Working expenses.		Total earnings.		Loss after providing for working expenses and interest.	
				Year ending December, 1895.	Year ending December, 1894.	Year ending December, 1895.	Year ending December, 1894.	Year ending December, 1895.	Year ending December, 1894.
	Mls. ch.	£	£	£	£	£	£	£	£
Sydney to Kiama	71 52½	2,182,602	76,391	99,474	100,064	133,661	135,283	42,204	41,091
Kiama to Nowra	22 43½	380,194	13,307	3,266	5,041	5,939	5,239	12,634	12,968
Narrandera to Jerilderie	64 54½	424,232	16,969	8,258	6,739	14,526	9,401	10,701	14,305
Wallerawang to Mudgee	85 6	1,042,817	41,563	20,385	20,975	32,244	34,024	29,704	28,514
Cootamundra to Gundagai	33 45½	253,805	8,883	5,572	5,030	8,827	7,386	5,628	6,474
Cootamundra to Temora	38 69	191,807	7,672	5,102	4,465	9,637	10,001	3,137	1,943
Goulburn to Cooma	130 40	1,462,111	51,174	22,915	22,435	30,636	30,515	43,453	43,096
Orange to Molong	22 60	287,421	10,060	5,808	6,820	11,136	13,110	4,732	3,750
Molong to Forbes	72 69	427,118	14,949	12,407	11,858	26,207	23,516	1,149	2,228
Murrumburrah to Blayney	110 63	1,142,347	39,982	31,475	28,741	30,602	31,123	40,855	37,586
Blacktown to Richmond	16 12	196,168	8,698	8,953	7,930	11,560	11,512	6,091	5,116
Werris Creek to Tamworth	27 40	296,905	11,876	12,398	15,055	19,781	22,167	4,493	4,764
Tamworth to Armidale	76 76	1,214,546	48,582	22,261	21,493	35,036	38,289	34,907	31,786
Armidale to Jennings	132 42½	1,539,946	60,955	33,901	33,310	30,173	30,418	64,683	63,847
Hornsby to Milson's Point	13 27½	594,289	21,403	12,970	11,510	14,189	10,712	20,184	20,183
Culcairn to Corowa	47 39	232,368	8,226	3,608	3,826	3,909	3,791	7,925	8,023
Nyngan to Cobar	81 27½	323,932	11,543	7,255	5,410	16,614	12,792	2,184	3,588
	1,048 47½	12,192,608	452,233	318,008	310,702	435,577	429,279	334,664	329,262
<i>New Lines.</i>									
Lismore to Murwillumbah*	63 57	916,034	32,172	5,765	2,630	5,919	1,975	32,018	11,695
Sydenham to Belmore†	5 3½	198,082	6,642	4,139	.....	3,263	.....	7,518	.....
	1,117 28½	13,306,724	491,047	327,912	313,332	444,739	431,254	374,200	340,957

* First section, Lismore to Mullumbimby, opened 15th May, 1891; second section, Mullumbimby to Murwillumbah, opened 24th December, 1894. † Opened 1st February, 1895.

We have not got the earnings of the line from Sydney to Bourke. The main lines have been treated as a whole; but the earnings of certain branch lines have been kept separately, in order that the Commissioners may see how they are paying.

463. Which do you call the main lines? The lines from Sydney to Albury, to Bourke, and to Tenterfield.

464. The Commissioners do not know what are the earnings of those three lines? They are not worked out separately. They know what the lines earn as a whole.

465. The coal required at Broken Hill is taken round to Port Pirie by water? Yes.

466. What is the minimum rate and the maximum rate you allow for various lines? The cost per mile, including rolling stock, workshops, and everything else, is £14,500.

467. What traffic do you expect to get from Condobolin? Wool principally, together with a certain amount of inward general traffic, and some mineral traffic.

468. A great proportion of the country through which it is proposed to construct this line is good country, and would grow almost anything? I have never been over it; but I understand that down the Lachlan valley is all good country.

469. Do you not think that the construction of the proposed line would induce settlement and greater development of our mineral resources? To some extent, I think it would.

470. Have you not taken that matter into consideration? Yes.

471. So that the estimated annual loss of £40,000 might be reduced by one-half in a very short time? It might be; but I do not know that it is likely to be.

472. *Mr. Hassall.*] Do you know whether the Commissioners have taken into consideration the advisability of an extension to Broken Hill from some point other than Condobolin? Some years ago they reported upon a proposal to extend the railway from Nyngan through Cobar and Wilcannia to Broken Hill. That was in 1889. They were then rather in favour of the extension.

473. A connection between Cobar and Broken Hill would be much shorter than the proposed connection? I do not think that the difference would be very great; but it would make the distance from Sydney greater.

474. Do you know whether it has been proposed to extend the railway from Temora to Broken Hill? That extension was referred to when the proposal to carry the line from Parkes to Condobolin was under consideration; but the Commissioners thought that an extension from Parkes to Condobolin, as the first section of a line to go ultimately to the Darling, was better.

475. Do you think that the country from Condobolin to Mossiel is as good as the country through which a line from Temora would pass? Yes, it is river country.

476. It is pretty well settled country? Yes, down the Lachlan.

477. Wool growing is the principal industry? Yes.

478. There would not be much chance of increasing the carrying capacity of the land even if the railway were constructed? I am unable to say. I do not know whether the railway would have much effect upon the pastoral production there.

479. The Commissioners are of opinion that Condobolin would be the best place from which to extend the railway to Broken Hill? Yes, that is their opinion.

480. Do you know if they have any idea of thereby attracting some of the traffic which now goes to Adelaide? The proposed extension will bring some of the traffic to Sydney which now goes either to Adelaide or to Melbourne. Once you get out far west, the country practically belongs to either Victoria or South Australia. The Commissioners think that the extension of the railway to Condobolin would bring 1,400 tons of wool to Sydney per annum from places which now send to the other colonies.

481. Do the Commissioners think that they would get all the wool from as far out as the Darling? Wool grown on places near the river would not be sent over the railway, except in bad seasons. Of course we would get some of that wool, but it would not be wise to reckon upon it as an important factor in the traffic.

482. Do you think that the extension of the line would tend to the development of the mining industry around Mount Hope? Yes. I believe that Mount Hope was closed for a time because of the cost of haulage.

483. Have the Commissioners enquired into the proposed deviation *via* Lake Cudgellico and Hillston? No. The matter of route is practically determined before the proposal is laid before the Commissioners.

484. I do not suppose that the detour would make much difference in the annual cost of the line? No, it would not effect either the traffic or the expenditure very much.

485. It might serve a larger area of country? Yes.

486. *Mr. Roberts.*] In 1891 the Commissioners reported upon a proposed line from Nyngan to Cockburn? I think that was in 1889.

487. Did they take up the same position in regard to that proposal as they do to the one under consideration? No, they were rather favourable to the construction of that line.

488. Did they recommend that it should be constructed? They practically recommended its construction.

489. Were they able to say that it would be a profitable undertaking? They did not give any estimate of the probable traffic, but they went over the line, and they received promises and assurances which indicated the likelihood of a considerable traffic springing up. Since then circumstances have altered considerably. Broken Hill instead of increasing, has decreased in population, and the Commissioners have modified their opinion.

490. If the Commissioners were now asked to report upon an extension from Cobar, their report would be different? Yes, as you will see by referring to page 16 of this evidence.

491. What reason had they for supposing that there would be more traffic than they estimate now? They were assured at that time that a great deal of the traffic would come to Sydney, if a railway were made.

492. On sentimental grounds? No; circumstances have largely altered by the establishment of smelting works at Newcastle and Illawarra; and the people interested in these works are the people interested in the Silverton Tramway. In 1889, however, these smelting works were not thought of, and it was proposed to establish smelting works on the western line.

493. Do the Commissioners prefer the proposed route to the route by way of Wilcannia from Condobolin, or from Cobar? The Commissioners would prefer the Condobolin-Menindie line. Their position is this: They report upon any line which is recommended to them; but as a rule, they do not advise upon routes. They have reported upon the proposed extension from Cobar, and they prefer an extension from Condobolin. In 1889, the railway did not go further than Molong, and to take the line from there to Broken Hill would have required an extension 133 miles longer than the proposed extension. When they considered the extension through Cobar and Wilcannia, they paid no regard to rival routes; they simply reported upon the line submitted to them.

494. What were the views of the Commissioners with regard to the advantage to be obtained by tapping Wilcannia? They have only reported on the proposal before the Committee; though of course it will be an advantage to have the line taken as far south as possible, so as to enable us to compete with the other colonies to better advantage. The traffic from this district will not travel north, so that if you have your line higher up, you leave a large portion of country open to Victoria.

495. If the line went to Menindie, would not Victoria still get a great deal of New South Wales traffic? No; because such an extension would intercept the traffic, and bring it this way. If the line were extended from Cobar to Broken Hill, all the country further south would be open to the other colonies; whereas a lower line would command a very great part of the traffic.

496. Is not the Darling easily navigated between Wentworth and Menindie, and very tortuous between Menindie and Wilcannia? The traffic from the Darling would go down to the other colonies in any case.

497. By taking the railway to Wilcannia would you not prevent a lot of traffic from going to Victoria? I do not know if that would affect the question very much. I do not think that there is much difference between Wilcannia and Menindie, so far as the navigation of the river is concerned. When the river is blocked at Wilcannia, you generally find it blocked at Menindie. There is no large stream coming in between the two places.

498. Is it likely that people will pay 10s. a ton more to send ores by train to this part of the Colony, than they now have to pay for sending them by water? I think it is very doubtful whether any of that traffic will come to Sydney by train. Circumstances might arise which would enable the Commissioners to quote a much lower rate; but I do not think there is much possibility of it.

499. Does the traffic estimate of £12,717 include anything for the carrying of ore? No, as explained in the report.

500. Was the deviation by way of Lake Cudgellico and Hillston suggested at the time the Commissioners reported upon the extension? I do not think it was.

501. Can you tell us what were the views of the Commissioners upon the deviation? They have not had the matter before them for consideration. I do not know whether Mr. Deane has completed the detailed survey right through.

502. Have the Commissioners been over the proposed line? They went over the route of the proposed line from Cobar, which traverses very similar country. They have not been over the route of the line which the Committee are considering.

503. The proposed extension can only be looked upon as a national work to give the people of Broken Hill communication with the metropolis? Yes; it will not pay from a commercial point of view.

H.
McLachlan,
Esq.

11 Aug., 1896.

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11 Aug., 1896.

504. *Mr. Black.*] Is there anything in the suggestion that the proposed extension might be used as part of the line connecting directly with Adelaide? I do not think so. There is very little direct traffic to Adelaide.

505. It has not been taken into consideration as affording direct communication between the two capitals? It would give direct communication, but not very much would be gained by that. The distance would practically be the same as by the present route, and, as we could not at present give an express train, the time of journey would be longer.

506. Is there an unbroken gauge from Broken Hill to Port Pirie? Yes. I think they run a 3-ft. 6-in. line right through.

507. Have you any personal knowledge of the country between Menindie and Mossgiel? No.

508. There has been no opinion expressed that if that country were opened up by a railway, settlement would increase? No.

509. From what you have heard of the country, you do not think that it is likely? Well, it is purely a pastoral country, and there is not much water on it.

510. Do you think that the commercial importance of such places as Hillston, Mossgiel, and Ivanhoe entitle them to railway communication with the metropolis? We are spreading out that way, and it is only a matter of growth. Not many years ago one could not get further than Orange; but now the railway is in process of construction as far as Condobolin, and no doubt it will be extended still further by degrees.

511. You think that the line, if not extended to Broken Hill, might be taken beyond Condobolin? Yes, by degrees.

512. *Mr. O'Connor.*] How did the line from Condobolin to Wilcannia come to be abandoned? A Loan Bill was passed to make provision for the construction of that line, but the work was never proceeded with. I believe that Mr. Wright was Secretary for Works at the time.

513. That was before the Commissioners were appointed? Yes. The matter was debated in the House in 1884, about four years before the Commissioners took office.

514. *Mr. Humphery.*] The distance from Broken Hill to Sydney is 696 miles, as against 253 miles from Broken Hill to Port Pirie? Yes.

515. A difference of 440 miles in distance would render it impossible for our line to compete with the Port Pirie line? Yes.

516. You said that you could carry ore at $\frac{1}{2}$ d. per ton? Yes; that is the rate in the books.

517. Are you aware that Mr. Harper, when examined in connection with the extension from Nyngan, expressed the opinion that ore could not be carried profitably for 1d. per ton per mile? I am not aware; but, as a matter of fact, we have provided a rate of $\frac{1}{2}$ d. per ton per mile.

518. Have you taken into consideration the fact that you have to rise over 3,000 feet in approaching the coast districts, and in going away from them? Yes. But, of course, the construction of smelting works at Lithgow would enable the traffic from Broken Hill to avoid the mountains.

519. But you would have to rise about 3,000 feet to get to Orange? Yes; and then from there to Lithgow you have very few difficulties.

520. What is the height of Menindie? I do not know. The rise is very gradual.

521. What is the height of Dubbo? 865 feet.

522. How many feet have you to rise between Dubbo and Orange? 2,000 feet. The distance between Dubbo and Lithgow is comparatively short. The major part of the journey would be over easy grades.

523. When Mr. Harper stated the opinion that it would not be possible to carry ore from Broken Hill at 1d. per ton per mile, do you think he took into consideration the probability of larger engines being used? I do not know upon what he based his opinion, but no doubt at that time we had not much experience as to what could be done with big locomotives. We were then only commencing to work big train loads. I think that if he were asked the question now, it would be found that his opinion had altered.

524. Do you think that you could carry at a profit with a rate of $\frac{1}{2}$ d. per ton per mile, having regard to the grades? You could carry very big loads from Broken Hill to Dubbo, a distance of over 400 miles.

525. But the proposal is to bring Broken Hill traffic to Newcastle and to Illawarra? I do not think that it would pay you to carry ore that distance for $\frac{1}{2}$ d. per ton per mile, unless you could get back loading.

526. What prospect is there of any appreciable traffic between Newcastle or Illawarra and Broken Hill? I do not think that there is a prospect of much traffic.

527. Therefore, in your opinion, any increase in the Commissioners' estimate will not be justifiable? No. The Commissioners made that estimate after a careful consideration of all the circumstances.

528. By extending the railway to Broken Hill, do you run the risk of losing any of the traffic that you will obtain by the extension to Condobolin? No; I think that we should gain traffic. I do not see how we can lose any.

529. The object of the Condobolin extension is to prevent traffic going to Hay, and then to Melbourne and Adelaide? Yes. When the proposal to make that extension was under consideration, it was estimated that we should gain 1,400 tons of wool from places which now send to the other Colonies.

530. But there must be a certain point at which you will cease to gain traffic? Yes.

531. From that point on to the Darling no benefit will accrue to New South Wales from the construction of the line? There might be a little local traffic.

532. The railway could not compete against river traffic from Menindie? I think not.

533. How far from Menindie will you cease to obtain traffic? I could not say exactly; but I am very doubtful whether we should get any traffic from near the river.

534. It is clear that the Commissioners do not view the construction of this line with favour, except as a matter of sentiment, by reason of its affording a connection with Broken Hill? It may do, as a matter of national policy; but as a commercial undertaking they think that it will mean a big loss.

535. *Mr. Trickett.*] Do you know the present population of Broken Hill? 18,000 or 19,000 people, I think.

536. In 1889 it was stated to be 15,000? Yes; but an assurance was given then that the population was rapidly increasing.

537. It did increase for a time? It increased to 22,000 very shortly after the Railway Commissioners made their report.

538. It has since gone down again? The population was 19,000 people, according to the last figures that I saw.

539. The probable increase of population was made a very strong argument in favour of the extension from Nyngan? Yes.

540. Did not the Commissioners, when they reported upon the Nyngan extension, look upon a connection with Wilcannia as strongly recommending the line? They thought that from a national point of view, it would be a good thing to connect that part of the country with the metropolis.

541. Are we to understand that they have abandoned the idea that Wilcannia is a place of importance? No, they still say that the line might be considered as a matter of national policy. They say, "Lines of this character can only be dealt with upon national principles."

542. Surely the advantage of connecting with Wilcannia is a local consideration? Yes; but the matter had a national aspect. The advantage of opening up the country might be considered.

543. Is not Wilcannia one of the largest pastoral centres in the Colony? It is a large pastoral centre; but Bourke is a larger one.

544. When the Nyngan extension was under consideration, did not the stock inspector report that there were over 3,000,000 sheep in the district? I am not aware.

545. If that were stated in the evidence, you would have no reason to doubt the accuracy of the statement? No.

546. Is not navigation from Wilcannia a very uncertain matter? Yes, to some extent.

547. If constant communication with Sydney by rail were afforded, do you not think that the pastoralists would avail themselves of it? They might avail themselves of the railway in bad seasons.

548. Do you not think that they would be educated into using the railway always? They might; but of course they would take the cheaper route, which might often be the river.

549. I wish to refer you to this paragraph in the Commissioners' report, of 15th July, 1889—

While Wilcannia and the surrounding district depends at present upon water-carriage for its supplies, and as a means of getting wool to the seaboard, the carriage is uncertain, and it is fair to assume that a portion at least of the traffic would go by rail if such a means of transit were available.

Do the Commissioners still hold to that view? Yes; that is one of the reasons why the Commissioners look upon this proposal as to some extent, a national question. When the river is low, the people there are subject to great losses which would not happen if they had regular communication with Sydney by rail. Still the Commissioners do not say that a railway to Wilcannia would pay.

550. They stated that such a railway would be largely used for the conveyance of stock in dry seasons? Yes.

551. And that a large traffic in coke was likely to spring up? That statement is to be discounted by reason of the recent developments in the mining industry of Broken Hill.

552. If all these things were true, as applying to the Wilcannia route in 1889, why have they become untrue in 1896, seeing that the country is still used for exactly the same purposes, and all the circumstances remain unchanged? The Commissioners only report upon the route submitted to them. They do not go round the country looking for alternative routes. The route submitted to them in 1889 was from Nyngan through Cobar and Wilcannia. The present route was not thought of. Then too, the circumstances at that time were very different. The railway had not been extended beyond Molong, whereas it has now been taken 113 miles further west. A railway to Menindie would be a far better line from a strategic point of view, than a railway through Wilcannia; but at the time the Wilcannia extension was spoken of, there was not the same undercutting of rates. The Commissioners were not, at that time asked to consider the Menindie route, and they did not consider it.

553. If the Cobar route had been again submitted to the Commissioners would they have reported in favour of it? No. In their report of the 8th May, they say—

The consideration of this question is so much affected by the scheme recently reported upon by us, in connection with an extension of the Cobar line to Broken Hill via Wilcannia, that we feel obliged to refer to that scheme, and to assume that the Government will not now proceed with the construction of that line.

The Commissioners go on to say that they would prefer the Menindie line, showing that the new mileage, which I spoke of, was an important factor in their calculation.

554. Still there has been no change of circumstances to bring about a change of opinion? I think that there has. Circumstances have altered very materially since 1889.

555. The distance from Cobar to Broken Hill is 275 miles, and from Condobolin to Broken Hill 366 miles? Yes, but in 1889 the distance via Menindie to Broken Hill would have been about 480 miles.

556. In 1889, the Commissioners strongly recommended the construction of a line *via* Cobar and Wilcannia. They further recommended that it should be constructed in four sections? Yes.

557. If that line had been constructed, a mistake would have been made? They recommended it as a national line, but they did not say that it was going to pay. They do not say that this line is going to pay.

558. Have they carefully weighed the question of trade? Yes, they have considered it carefully.

559. Mr. Whitton in 1889 said that the best route to Broken Hill would be "from Nyngan to Cobar, thence to Wilcannia, and Silverton". He said further "the country from Nyngan to Wilcannia is remarkably easy for railway construction"? Since then circumstances have altered, because the Railway has been extended to Condobolin.

560. Mr. Harper comparing the Nyngan and Condobolin extension gives this evidence:—

Do you think that they would both be unprofitable lines? Yes, that is my opinion.

Is that your opinion? Yes. Of course the Nyngan to Cobar line almost pays now.

561. But speaking of the extension right through? Yes.

562. You are of opinion that either extensions to Broken Hill would be unprofitable? Yes.

H.
McLachlan,
Esq.
11 Aug., 1896.

THURSDAY, 12 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed railway from Condobolin to Broken Hill.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and further examined:—

H.
McLachlan,
Esq.
12 Aug., 1893.

563. *Mr. Trickett.*] The Commissioners in their report dated 1st November, 1895, say:—"The line is one which we cannot recommend to be constructed, as being likely to prove a remunerative undertaking." I suppose that that remark applies to any line to Broken Hill at the present time? Yes; so far as its profitable working is concerned.

564. The Commissioners have nothing to do with the selection of a particular route. They simply report upon the proposal put before them by the Government? Yes. The Act provides for the making of such reports.

565. But, inasmuch as they are required to work the traffic upon any new line, they are anxious that non-paying lines should not be constructed? Yes.

566. This line is recommended as a "national" line;—could we have a national light line? The Commissioners apply the term "pioneer" to lines of this character.

567. But would it be desirable to have a light line of railway to connect two colonies? One of the merits of these lines is, that in the first instance they are sufficient for the traffic offering, and that afterwards they can be improved as the requirements of the service increase.

568. *Mr. Deane* told us the other day, that to make the proposed line sufficiently strong to carry heavy mineral traffic, more sleepers would be required, and that this would increase the cost of construction by £33,000. Do you think that such an improvement of the line would be necessary? I almost think so; but it is rather an engineering matter.

569. If the principal traffic upon the line is to be mineral traffic, it would be best to make the line sufficiently strong to carry that traffic? Certainly.

570. If the railway does not go to Wilcannia, the large volume of trade which goes from that place to Melbourne will continue to go to Melbourne? I am inclined to think so.

571. The proposed line will not abstract any of that trade? I do not think that we shall be able to get any traffic from places near the river; at any rate, not in good seasons. It would not be well to count upon such traffic.

572. Will you summarise what you consider to be the advantages of the proposed line? It would bring Broken Hill nearer to Sydney: it would pass through better country than any other line, and considered strategically, it would give the Commissioners better advantages in competing for the traffic against the railway systems of the other colonies. The proposed line will be about midway between the Cobar line and the Hay line.

573. What would you consider the disadvantages of an extension from Cobar to Broken Hill? Such a line would run through poorer country, and would not offer us the same advantages for competing for the traffic. Then, too, the distance from Broken Hill by that line would be further, and where you have competition every mile counts.

574. The Commissioners had no voice in determining the route of the proposed line? No.

575. *Mr. Clarke.*] In the event of the Broken Hill mines being worked out, what other source of traffic will there be for the railway? If the mines failed, I do not know what traffic there would be from Broken Hill.

576. Do you think that goods for the supply of Broken Hill will be sent over the proposed railway, instead of coming from Adelaide? I think that goods would be sent to Broken Hill by other routes.

577. The ore at present goes by rail to Port Pirie? Yes; at a cost of about 14s. a ton.

578. *Mr. Lee.*] Are the Railway Commissioners able, with the means at present at their command, to capture the trade from Victoria in the districts which Victoria now controls by her differential rates? It is very doubtful whether, under existing conditions, we could get the trade from the country round about Mossgiel and the other places referred to yesterday, because river carriage is very cheap, and it would be very expensive to cart the wool to any of our stations.

579. That being so, will not the trade from that part of the Colony continue to flow to Victoria for all time unless steps are taken to attract it in this direction? Yes.

580. I would draw your attention to this paragraph in the Commissioners' report:—

Ultimately the line will be of enormous advantage to the settlers in these districts, and will also largely influence the question of the present abstraction of New South Wales wool into Victoria, as, if the pastoralists are able to put their traffic into the railway lines closely adjoining their runs, it would put a stop to the cartage that now goes on to the Murrumbidgee River, and thence *via* Echuca to Melbourne. We are still of the same opinion.

Does not that appear to be a strong recommendation on the part of the Commissioners that something should be done to obtain the traffic of this Colony for this Colony? The proposed line would enable us to get much of the traffic that now goes to Victoria, but in getting that traffic we should lose a very large amount of money.

581. The Commissioners also say, "Ultimately the line will be of enormous advantage to the settlers of these districts." It can only be of advantage to them if they use it. Is not that a strong argument that the trade will come this way? Yes; that is one of the national advantages of the line. No doubt it would be an advantage to the Colony to deal with its own trade; but the advantage would be obtained by a loss on the railway. Each mile we go into that country puts us in a better position to compete for the wool of the district.

582. With the means at present at the disposal of the Commissioners, they are powerless to divert the traffic from Victoria? Yes.

583.

583. And unless some extension is made, the traffic from these districts will continue to go to Victoria? Yes.

584. If the proposed line is constructed, do you think that any wool or other station produce will be carried from the interior of this Colony to the Darling, to be sent thence to the Victorian railways, or to South Australia? No. Once we got away from the river, I think the wool would come to Sydney. The Commissioners estimate that the proposed line would bring about 3,000 tons of wool to Sydney, in addition to the 1,400 tons which the Condobolin line would secure.

585. Do you think that Broken Hill people would send ore by train to Menindie, and thence down the river? They might do so.

586. Is it not likely that the Port Pirie line would prevent them from doing so? No doubt that line would compete with our line, and it would be a question for the mine-owners to decide which was the cheapest way to send their ore.

587. Have you been lead to suppose that they would send their ore to Menindie by rail, and thence down the river? It is very problematical. I do not think it would be wise to count upon any traffic of that kind.

588. In speaking of the line as a national line, I take it that you regard it in its character of an inter-colonial connection? Not altogether. A line might be a national line, and yet purely a local one. For instance, if there were a coal-field 10 miles from the port of Newcastle, which could not be used for want of a railway, and the Government considered it necessary to make such a line, that might be regarded as a national undertaking. The proposed line, running as it would through a district often affected by drought, would be of national advantage in enabling pastoralists to remove starving stock to more favoured localities.

589. Does the term "national" tend to include the term "intercolonial"? Yes; it would cover it.

590. When the Commissioners referred to the line as a national one, had they in view an ultimate connection between Brisbane and Adelaide? Yes; they referred to that possibility in their report of 1889.

591. By means of the proposed line, and a connection between Dubbo and Werris Creek, 300 miles could be saved in the journey from Brisbane to Adelaide? Yes; but such a line would have no great commercial value at the present time.

592. Would not the conveyance of mail matter, and of passengers, be a considerable item in its revenue? There would not be much in it at the present time. Besides, if you had a cheap line, you could not run a fast express over it.

593. But, as a foundation for such a connection, the line would be valuable? Yes.

594. Would it not also be valuable when the question of uniformity of gauge came to be considered? Yes; but that is much in the future.

595. If the proposed line were taken to Broken Hill, it is not likely that there would be a second extension in the same direction? The Commissioners think that it would not be wise to have two lines going across the Colony at the present time, whatever may be necessary in the future.

596. Whatever the immediate prospects of the line may be, its future possibilities are very great? Well, any such traffic between Brisbane and Adelaide is altogether in the future.

597. During the late drought in the western district, were the railways largely availed of to remove starving stock? Yes; to a considerable extent. The Commissioners reduced the rates to one-half where stock was being conveyed from districts where there was no feed to districts where there was feed.

598. Was that remunerative? They did not look so much to immediate profit as to the ulterior advantages which we would get. I do not think there was much profit in it, especially where we had to run the trucks empty one way.

599. Do you find that stock are generally trucked at the large depots instead of being driven down the line? Yes.

600. Have the drovers competed with the railway in the same way as the carriers have done? The competition of the carriers is a very small thing, compared with the bulk of the railway traffic. I do not think that much stock has travelled past Bourke. It would hardly be possible for them to travel along the railway line, because of the want of feed.

601. The railway is used in preference to the road? That is my opinion.

602. Of late years a number of chilling and refrigerating works have been established in the country, which are doing a large business? Yes.

603. You are aware that the country through which we propose to take the railway is an enormous sheep-grazing country? Yes. In the county of Dowling, through which the line would pass, there are 247,000 sheep; in the county of Blaxland, 500,000 sheep; in the county of Nicholson, 256,000 sheep.

604. That country is admitted to be about the best sheep country we have in fair seasons? I do not know much about it of my own knowledge.

605. Do you not think that it is reasonable to suppose that if the railway is made large chilling establishments will spring up there? Yes; but we get a good deal more gross revenue from the carriage of live stock than from the carriage of chilled meat.

606. There were no chilling works at Bourke before the railway was made? No.

607. Nor were there such works at Werris Creek, Gunnedah, Tenterfield, Nyngan, and other places before the line was made? No.

608. Will not the construction of the proposed line give opportunities for the establishment of similar works in the country of which we are speaking? I daresay it would.

609. The traffic upon which you base your estimate of revenue is principally station produce, mails, and a few passengers? Yes; but I would point out that you could not have a live stock traffic and a dead meat traffic at the same time, and you would get more revenue from a live stock traffic than from a dead meat traffic.

610. But where you carry 10,000 live sheep, you would probably carry 20,000 or 50,000 carcasses? I would not like to speak as to that.

611. Did you ever carry 5,000 head of cattle from Tenterfield in three weeks, before the chilling works were established there? There has not been a tremendous chilled meat traffic from Tenterfield. If the Tenterfield works had not been established, cattle and other live stock would have been sent by rail to the capital to be killed there, and that would have given us more revenue.

612. Is it not reasonable to suppose that as the business of chilling meat increases the rates of carriage for dead meat will be reduced? The rate is a very low one now. The Commissioners have more than

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- once considered the question of reducing it; but they do not hold out much hope of being able to do so.
613. The tendency at the present time is to kill stock in the vicinity of the pastures? Yes.
614. And is it not reasonable to suppose that a large chilling factory will be established in the heart of the district which the proposed line will pass through? I think so.
615. *Chairman.*] Parkes, Dubbo, and Stockinbingal are all about the same distance from Sydney? Yes.
616. But it would be more difficult to work traffic on the line from Sydney to Dubbo or Sydney to Parkes than on the line from Sydney to Stockinbingal? Yes; if anything, the advantage would be in favour of the proposed line.
617. The distance from Sydney to Broken Hill by lines taken through any of these three places, would be about the same? Yes.
618. But as regards ease in working, the advantage would be in favour of a line through Stockinbingal? To a slight extent. But it must be remembered that you would have less new line to construct in making a connection from Condobolin to Broken Hill; secondly, that such an extension would pass through the best country; and that, thirdly, the Broken Hill traffic has been regarded as likely to go to Lithgow. There is no coal-producing centre on the southern line.
619. Have the Commissioners any definite opinion in regard to the proposed deviation through Cudgellico and Hillston? No; they have not been consulted about it, and I believe they have not looked into the matter.
620. Would their opinion be the same with regard to a line *via* Euabalong as with regard to a line *via* Cudgellico? I think they would like to consider the matter carefully before giving an opinion. There is a lot of mineral country near to the northern route.
621. With a railway to Hillston, could the Commissioners draw off the traffic which at present goes to the Melbourne railways, that is under existing rates? I think so.
622. At Mossgiel you get into debatable land? Yes, or a little to the west of that district. There is a great deal of competition there.
623. *Mr. O'Connor.*] The advantages afforded by the railway in the conveyance of live stock have greatly increased the wealth and prosperity of many parts of the Colony. Would it not be of advantage to people if, instead of having to send live stock to Sydney, which they can only do in certain seasons, and for which they have only a limited local market, they were able to send chilled meat, not only to Sydney but to other parts of the world? Yes.

James Burt, Esq., Draftsman-in-Charge, Information Bureau, Department of Lands, sworn, and examined:—

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624. *Mr. Hassall.*] You know the proposal under the consideration of the Committee? Yes.
625. Have you a description of the country through which the line will pass? We have no detailed description, but I can give you information as to the holdings in that district, and the rentals which the Crown receives from the land there:—Starting from Condobolin the line passes principally through alienated and reserved lands (the alienated lands being almost wholly conditional purchases and conditional leases) for a distance of about 20 miles. Thence to Euabalong, half the distance through alienated lands, and half through leased areas. From Euabalong to the Willandra Billabong, through resumed and leasehold areas, apparently intersecting a few portions of alienated land. From Willandra Billabong to Broken Hill through resumed and leasehold areas, intersecting small isolated portions of alienated lands. From Condobolin, going westward, the line apparently passes through the following pastoral holdings:—

R.A. Condobolin—£2 14s. per section; 640 acres.	L.A. Willandra—1½d. per acre.
L.A. Mowabla— $\frac{9}{16}$ d. per acre; terminates 10 July, 1900.	L.A. Moulbong—1½d. per acre; terminates 1918.
R.A. Kiacaroo—Forfeited.	R.A. Boondarra—£2 2s. 8d. per section.
L.A. Do —1½d. per acre; terminates 10 July, 1900.	L.A. Do — $\frac{3}{16}$ d. per acre; terminates 1918.
R.A. Booberoi—17s. 9d. per section.	R.A. Mossgiel—£2 2s. 8d. per section.
L.A. Do — $\frac{7}{8}$ d.; terminates 1918.	L.A. Do —1½d. per acre; terminates 1918.
L.A. Euabalong—1d. per acre; terminates 1918.	R.A. Clare—12s. 3½d. per section.
L.A. Eribenderry—1½d. per acre; terminates 1918.	L.A. Do —1½d. per acre; terminates 1918.
R.A. Murrin—Forfeited.	R.A. Kilfera—6s. 4½d. per section.
L.A. Do — $\frac{7}{8}$ d. per acre; terminates 1918.	L.A. Do — $\frac{4}{16}$ d. per acre; terminates 1918.
R.A. Gunninguldric—5s. per section.	R.A. Manfred—14s. 4½d. per section.
L.A. Do —4s. 10d. per acre; terminates 1918.	L.A. Do — $\frac{1}{16}$ d. per acre; terminates 1918.
R.A. Uranaway—Not renewed.	L.A. Albermarle— $\frac{2}{16}$ d. per acre; terminates 1918.
L.A. Do —½d. per acre; 1918.	L.A. Moorara— $\frac{3}{16}$ d. per acre; terminates 1918.
R.A. Rota—Forfeited.	L.A. Tolarno— $\frac{1}{16}$ d. per acre; terminates 1918.
L.A. Do — $\frac{4}{16}$ d. per acre.	L.A. Kinchega— $\frac{5}{16}$ d. per acre; terminates 1918.
R.A. Wallandra—£2 13s. 4d. per section.	R.A. Do —£1 12s. per section.
L.A. Do —1½d. per acre; 1918.	R.A. Mount Gipps—16s. per section.

626. Where does the proposed line cross the boundary of the Central and Western Divisions? About 30½ miles from Condobolin. That boundary then follows the Lachlan River on its north side until you get to the Murray. The leaseholds in the Western Division all terminate about 1918, and the Minister has only power to resume land which is within 10 miles of a town containing fifty inhabitants.

627. Is half the land along the route of the proposed line available for settlement? No; the line passes through leasehold areas nearly the whole way.

628. What about the proposed deviation *via* Cudgellico and Hillston? The same remark would almost apply to that line; but the land between Condobolin and Cudgellico, which has not been alienated, is generally of a rather inferior character. It has been offered on improvement lease, but only one or two leases have been taken. It would be good agricultural land if it were cleared, and if the rainfall could be depended upon.

629. Would the deviation pass through as much alienated land as the more northerly route? Yes.
630. Then the land on the southern side of the river must be as good as that on the northern side? Yes, to judge from that circumstance.
631. Is the land on the Lachlan and the Willandra Billabong pretty good right through? I cannot say from personal knowledge; but inasmuch as every acre on the Lachlan River is held under lease, I suppose that it is. As you get out towards Broken Hill, there is not quite so much land held under lease.
632. Judging from the rentals paid, the land held under pastoral lease and occupation license is of inferior quality? Yes; only two or three of the leaseholds have been reappraised, and they have been reduced to the rentals I have quoted—forty-two hundredths of a penny and thirty-three hundredths of a penny. The highest rent paid is for Eribenderry, where the rent is one and nine-tenths of a penny per acre. That is just beyond Euabalong. That country has a frontage to the Lachlan, and another frontage to the Willandra Billabong.
633. As you go further west the rentals decrease? Yes.
634. Is the land suitable for other than pastoral occupation? I could not say definitely.
635. What is the rainfall? At Broken Hill it is 9 or 10 inches per annum, and near Condobolin it is about 20 inches per annum.
636. Except on the Lachlan and on the Willandra Billabong, the line passes through what is practically dry country? Yes.
637. So that artificial water supplies will have to be obtained? Yes.
638. *Mr. Lee.*] Is there much small settlement in this district? Not that I am aware of. In the western district the small settlement takes the form of homestead leases. I have a map showing the Forbes Land Board District, in which Condobolin is situated, and also a map showing that part of the Western Division through which the line will pass.
639. What are the reserves shown on the first map? They are water reserves, travelling stock reserves, and forest reserves.
640. About one-third of the land seems to be reserved? About 25 per cent. of it.
641. Are there as many reserves in the Western Division? No. Those in the Western Division are nearly all for travelling stock routes, or to provide access to water.
642. There are no large reserves which could be thrown open to allow of small settlement? No.
643. Would not the proposed line go through some portion of the resumed areas? Only to a limited extent. From 10 miles beyond Euabalong to the Willandra Billabong the line would pass through resumed areas for about 16 miles. I have made no distinction between homestead leases and pastoral leases—they both run for about the same period.
644. Then there may be a large number of homestead leases which are not indicated on the map? Yes; there are some homestead leases.
645. Are they held by the original lessees? I think the tendency has been for them to revert to the original holders.
646. Is the country suitable for small settlers? I have no personal knowledge of it, but I should not think so.
647. A great deal of the country is infested with rabbits? I believe so.
648. Are there many applications for reserves for villages or townships? I am not aware of any.
649. Where artesian bores have been put down, has there been any desire for small settlement? The only place I know of is Pera.
650. There are no improvement conditions connected with leases in the Western Division? No.
651. Do these leases stand in the names of the original lessees, or in the name of various banking institutions? I cannot say, but the information could be readily obtained.
652. Is any of the land dropping back into the hands of the Department? In the list which I read to the Committee there are only three resumed areas which have been forfeited.
653. Has that land been taken up again? No.
654. This land, although leased, is still Crown land, so that no compensation would have to be paid for it if it were required for railway purposes? No.
655. *Chairman.*] What about the land through which the proposed deviation will pass? The land from Condobolin to the boundary of the western division is nearly all alienated, and from there to Lake Cudgellico about one-third of it has been alienated. The rest of it is comprised within leasehold and resumed areas.
656. When will the leased land revert to the Crown? In 1918.

J. Burt, Esq.
12 Aug., 1896.

TUESDAY, 19 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CHARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

John Howell, Esq., Managing Director, The Smelting Company of Australia (Limited), sworn, and examined:—

657. *Chairman.*] You have a full knowledge of the mineral deposits of Broken Hill? I think I have.
658. *Mr. Fegan.*] What position do you hold in connection with the Broken Hill mining companies? I am not connected with them at all now, although for about five years, or a little over, I was general manager of the Broken Hill Proprietary Company.

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659. I suppose you are thoroughly acquainted with the conditions of the mines at Broken Hill? I think I am.
660. How many years do you think silver-mining will last up there? That is rather a difficult question to answer. There is ore enough there to keep the present output going for twenty-two or twenty-three years I should think.
661. I suppose there is no other mining but silver-mining carried on up there? Silver-mining and lead-mining.
662. Do you treat the sulphide ores up there? By concentration for shipment only.
663. Have you anything to do with the sulphide works which are being erected at Newcastle? No.
664. Have you anything to do with those near Wollongong? I am managing director of that company.
665. How many tons a day are you able to treat there? We expect that, when we are in full blast, we shall be able to treat 300,000 tons a year, and possibly more.
666. How are you to get your ore? At present we can only get it *via* Port Pirie.
667. What is the present output at Broken Hill? From the whole lode.
668. From the whole lode? It must be something over 11,000 tons a week, though that is not as large as it has been. The whole of that ore is not shipped from Broken Hill. About 6,000 tons of it are treated by the Broken Hill Proprietary Company in their own works at Broken Hill.
669. Have you heard of the Broken Hill Proprietary Company coming to Newcastle? They have bought a site for works near Newcastle, with the intention, I believe, of treating sulphide ores there.
670. Will it come to anything? I think that is doubtful.
671. The company of which you are director, and the Newcastle company, will, between them, treat a large quantity of ore? Yes; at least 700,000 tons a year.
672. If the proposed railway were constructed, would your company take advantage of it to bring ore to Illawarra? I am inclined to think that they would.
673. I suppose you have no knowledge as to what the Newcastle company would do; they would have to speak for themselves? Yes; under our present arrangements it would be more convenient for us in every way to bring our ores by rail from Broken Hill instead of by water *via* Port Pirie. If the proposed railway were constructed, we could take the ore from the ore bins at the Broken Hill mines and put it into our ore bins at Illawarra without any transshipment.
674. Can you tell the Committee what the difference would be between the railway charges and the water charges? We expect to be able to get ore from Port Pirie by water for about 5s. a ton. At the present time it costs 13s. a ton to send ore from Broken Hill to Port Pirie, and it would cost about 3s. a ton to bring ore from Sydney to Illawarra.
675. And I suppose you consider time of some importance in these matters? Yes, it is of great importance.
676. You think that your company would use the railway if it were constructed? I think they would. That would be their disposition.
677. Although the freight might be a little dearer, ore would be brought across much more quickly, and the charges of transshipment would be saved? Yes.
678. That is a great consideration? Yes.
679. Do you think that there is likely to be any development in mining along the route of the proposed line? Not very much.
680. Have you traversed that part of the country? I have not been much on this side of Menindie.
681. Then we must rely for our revenue chiefly upon the mineral traffic from Broken Hill? Yes; and from mines in the vicinity of Broken Hill.
682. I suppose the ores at Broken Hill are fairly rich? Yes; there is a very large quantity of payable ores in sight at the present time—zinciferous lead, and sulphide ores.
683. Payable ores? Yes. The best evidence of that is that the companies are selling the ore outright to people in Europe and in these colonies, and they find ready buyers.
684. Under the new process the trade will develop? Yes; and an ore which to-day is not profitable will, in less than two years, be found to be profitable, providing that silver and lead keep up their price.
685. There is no doubt about the success of this new process? Not a bit. There has never been any doubt about it in my mind.
686. How many tons would your company send along the line? About 300,000 tons. The principal Broken Hill mines are capable of producing at the present time, if worked to their full extent, between 800,000 tons and 1,000,000 tons of ore per year.
687. Do you think that the proposed line should be constructed? I have thought so for a good many years.
688. Why? It has been a foregone conclusion with me for a long time that the zinciferous ores would have to be treated at the seaboard where there was plenty of coal. One reason why it was considered that sulphide ores would not pay was that people thought that the freight from Broken Hill to any place where cheap coal could be obtained would be too high to allow of a profit on the working. During the last three or four years, however, rates have come down very considerably, and they may come down still more. With a direct line of rail from Broken Hill to Sydney, and, as I understand, very easy grades for a great portion of the way, I think the ores could be brought as cheaply overland as by water, especially when the two or three transshipments which are necessitated by the present route are taken into consideration.
689. You would not wait until the question of federation was settled? No.
690. I suppose another reason that prompts you to support this railway is the fact that Broken Hill is one of the principal towns of the Colony, and has no connection with the metropolis? That is an important reason.
691. Is there any other reason? There is a large number of smaller mines in the vicinity of Broken Hill which will, in all probability, produce ore in considerable quantities within a year or two.
692. The construction of the proposed line will be the means of further developing these mines? Yes.
693. Of considerably developing them? Yes.
694. The present output would increase considerably if there were direct communication with the seaboard of New South Wales? Yes. You are masters of the situation here, because you have cheap fuel, which is the greatest of all considerations in the treatment of sulphide ores. Without cheap fuel, you cannot

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cannot work profitably a majority of the Broken Hill sulphide ores. Including coal for the manufacture of coke it takes about $3\frac{1}{2}$ tons of coal to treat 1 ton of sulphide ore, and coal costs delivered at Broken Hill about 35s. a ton, whereas the ore can be brought down here for much less.

695. It is cheaper to bring the ore to the coal than to take the coal to the ore? Yes. Another matter to be taken into consideration is that, after you have treated the ores at Broken Hill, you have still a large product to send away in the shape of bullion, for which much higher freights are charged than are charged for ore. Lead bullion, which is 26 or 28 per cent. of the weight of sulphide ore, costs 30s. a ton to send to Port Pirie. They will not carry bullion for the same rate as they carry ore.

696. Have your company any land about Broken Hill? No.

697. Only the mines there? That is all. There are nearly 2 miles of a regular ore-producing lode, through which extends a body of zinciferous lead silver-ore, varying in breadth from 16 to 200 feet, and of unknown depth. The lode had been opened to a depth of over 1,200 feet, and it is safe to say that the body of sulphide ore will average a width, so far as is opened, of 40 feet. If calculations are made on the basis of the existence of a body of ore, 40 feet wide, 500 feet deep, and 8,000 feet long, and 10 cubic feet of ore are allowed to the ton; that will give 16,000,000 tons. We cannot say that all that would be profitable ore; but it is safe to say that below the main workings at the present time 16,000,000 tons of ore could be obtained. We know very well that the lode extends 400 or 500 feet lower; but we have not taken that into consideration. Shafts which have been put down show that ore exists at a depth of over 1,300 feet, so that in all probability ore could be obtained at a depth of 1,800 or 2,000 feet, and possibly more.

698. *Mr. Roberts.*] Are your works at Lake Illawarra now in operation? They are under construction.

699. You have not yet brought any ore from Broken Hill to Lake Illawarra? No.

700. What do you calculate will be the cost, per ton, of landing crude ore from Broken Hill at your works at Lake Illawarra? About 21s. a ton, including wharfage and everything else.

701. Would the ore be brought to Sydney, and then sent to Lake Illawarra by rail? Yes.

702. Would it not be cheaper to land the ore somewhere along the coast? No; we find that it would be best to land it at Sydney, and bring it down to Illawarra by rail.

703. Will 21s. a ton include every expense of every kind whatsoever? Yes.

704. Will it include the cost of handling? Yes.

705. We have it in evidence that if the proposed line were constructed, the Commissioners would charge £1 11s. 5d. to convey ore from Broken Hill to Illawarra;—is it likely that your company would pay 10s. a ton more than they would pay under present conditions, simply that they might have their ore brought by rail through the Colony of New South Wales? No; we could not do it. Such a charge would prevent an immense amount of ore from coming away from Broken Hill. There is a good deal of ore upon which there would not be a profit of 10s. a ton.

706. It would be absurd to expect any business man to do such a foolish act? It would.

707. If the rate I have quoted is the lowest that would be charged, would you feel justified in advocating the construction of a line? I would not.

708. If the Commissioners were unable to bring ore to Broken Hill, what other traffic could they secure? There is a good deal of wool which would come this way.

709. Where would it come from? From north and north-west of Broken Hill, as far as the Queensland border. There is a lot of wool coming into Broken Hill now.

710. Would the Railway Department carry any wool that they do not get now? Yes; a large quantity.

711. Where does it now go? It goes from Broken Hill to Adelaide by rail, also to the Darling, and then down the river.

712. To Victoria? No, to Morgan, in South Australia. There is a big trade on the Darling River during the wool season. Other industries are springing up there.

713. What other industries? I am very largely interested in a boiling down and meat preserving works there. We ship about 1,000 tons of stuff a year. That place is situated on the banks of the Darling.

714. Is all the stuff sent to Adelaide? Yes, every bit of it.

715. If the proposed line were constructed, you would be very glad to give New South Wales the preference, if our railways could carry at the same rate as you are now paying? Yes.

716. But under no other circumstances; you would send your goods by whatever route was the cheapest? Yes, we would have to do so.

717. Have you been over the route of the proposed line? No, I have only been about 150 miles from Broken Hill, coming this way.

718. You are thoroughly conversant with the country surrounding Broken Hill for a radius of about 150 miles? I am.

719. Do you think the proposed route *via* Menindie is preferable to any other that has been surveyed? I think that it is.

720. Do you prefer it to the suggested route from Cobar through Wilcannia? I do.

721. And to a line from Condobolin through Wilcannia? Yes.

722. On what grounds? By coming further south you will get a great deal of business which you will not get if you go to Wilcannia. The country further south is better; and if you went to Wilcannia you could not expect to get traffic from places like Menindie. That traffic would continue to go down the river.

723. I understand that Wilcannia is a very important stock centre? It is in the midst of a very large sheep country; but a line to Broken Hill by way of Menindie would get most of the Wilcannia traffic.

724. You prefer the proposed route to any other yet suggested? I do.

725. Have you any knowledge of the country about Mount Hope? Very little. Only from hearsay.

726. Is there likely to be a mining development there which would add to the traffic on the proposed railway? There is some mineral in that country. There is a good deal of copper through there; but the carriage is so heavy that they have not been able to make it pay so far.

727. Do you think that the construction of the proposed line would be likely to assist in a marked degree in developing the mineral resources of New South Wales? It certainly would, particularly now when the great bulk of the ores produced must come to some central works for treatment. We have reached a stage in mining when small trifling mills, like those that have been put up for working free gold ores, must be abandoned. The ores being raised now are nearly all sulphide ores, and they cannot be treated in small works. They must be brought to regular metallurgical works.

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728. Of course, you see the difficulty that the Railway Commissioners will have in competing with railways of the neighbouring colonies? There is no doubt that there will be a very sharp competition.
729. I suppose the South Australian Government would carry the ore for much less than they charge now rather than lose the trade? I do not think that the South Australian people could carry it much more cheaply than they do at present, because their fuel is pretty expensive.
730. You advocate the construction of this line? I do.
731. Do you advocate its construction in the face of the figures as to rates of carriage, which I have placed before you? The main source of traffic will be cut off if those rates could not be reduced.
732. You would only feel justified in recommending the construction of the line on the assumption that those rates would be reduced? Yes. If the Commissioners are not able to compete successfully with the South Australian Government in the carrying of Broken Hill ores they will lose the greater part of the traffic for which the line would be built.
733. In that case you would not feel justified in recommending the construction of the line? No.
734. *Mr. Black.*] Are there not smelting works at Port Pirie now? Yes.
735. I understand that they are not adapted for the complex treatment of refractory ores? They are not.
736. I suppose there is no likelihood of their being extended so as to become suitable? No.
737. You said in reply to Mr. Roberts that a great deal of ore would not return 10s. a ton profit;—do you mean a net profit after deducting £1 1s. per ton carriage to Illawarra? Yes.
738. Any increase upon that rate of carriage would deduct something from the 10s. a ton profit? Yes.
739. Do you know whether the mining at Mount Hope is likely to be permanent? I do not.
740. On what do you base your opinion that a line to Broken Hill would be likely to pay;—is it on the carriage of ores and wool from the Broken Hill district? Chiefly on the probability of a great deal of ore being brought from the Broken Hill mines.
741. But that would depend upon the rates imposed by our Railway Commissioners? Yes.
742. If they are not satisfactory the ore will continue to go to Port Pirie? Undoubtedly.
743. I suppose that the carriage of goods necessary to the people of Broken Hill will depend upon the same circumstances? Yes, to some extent. There is a large population there, which would be supported almost entirely by imported goods and goods produced in this part of the Colony, if there were a railway from here to Broken Hill.
744. I suppose there would not be a great number of people travelling to Broken Hill;—not so many as there were eight or ten years ago? The travel there is increasing.
745. Is there any fresh development in the mines at Broken Hill? Yes.
746. In what direction is this development, taking the Proprietary Mine as the centre? North of that.
747. Is it a spur breaking away? No; it is at the north end of the main lode—in the Junction and Junction North Mines.
748. The North Junction Mine is on a ridge, is it not? The whole mine is on a ridge.
749. The North Junction is also on a ridge? Yes.
750. Is this extension on the ridge, or beyond the ridge? It is right on the ridge.
751. I suppose it is possible that the lode will follow the ridge all round? Yes; it has followed the whole length of that ridge, from one end to the other.
752. The ridge extends round the town pretty well like the rim of a saucer—Broken Hill being within it? Yes; but it is not all the same ridge.
753. Has any prospecting been done in the ridge which is on the other side of the town? Westward.
754. Yes? Yes.
755. Have any results been obtained there? Yes; they have obtained a good deal of ore from small veins.
756. But nothing likely to be permanent? A little further on, beyond a ridge which you can see, a good deal of ore is likely to be obtained. There are some good-sized mines there, and a good many of them. They are the mines that were worked profitably in the early days, before the Broken Hill Mine was started.
757. Are any of the outlying mines being worked profitably now? South of the main Broken Hill lode—about 6 miles south of Broken Hill—there are one or two mines which are working profitably; at least, they have been working for a year or so, and I presume that they are being worked at a profit.
758. Is much mining done at Silverton? Very little.
759. A lot of prospecting was done there some years ago, in the ridges through which the dry water-course runs into the town of Silverton. Did that all result in failure? Yes, the ore there did not last long. The mineral was surface deposit more than anything else.
760. In spite of that, you think that as a silver-field the Barrier Ranges have some prospect of permanence? I regard Broken Hill as the most important silver lead mine in the world to-day.
761. You think there is no chance of its petering out? No.
762. *Mr. Humphery.*] Have you any objection to say what the capital of your company is? It is £500,000.
763. Is it an English or a local proprietary? An English proprietary.
764. How much have you already expended on your works at Lake Illawarra? About £55,000.
765. What is the contemplated expenditure? About £200,000.
766. Does that expenditure include the opening of an entrance to Lake Illawarra as well as the construction of the works in progress? No.
767. Is it in contemplation to open the entrance? It is.
768. Have you fixed any period within which the work will probably be commenced? We have nothing to do with the harbour business.
769. The opening of the harbour is not one of the objects of your company? No.
770. Yours is simply a smelting company? Yes.
771. What do you estimate to be the maximum quantity of ore which you will be able to treat per annum after the completion of your works? We intend to erect works capable of treating a little over 100,000 tons of ore a year, and to increase their capacity to about 300,000 tons per year, or more, if necessary.
772. That would be your maximum? Between 300,000 tons and 400,000 tons would be our maximum.
773. If, when working at your maximum, the cost of carriage were increased by 10s. a ton, that would mean an annual increase in expenditure of £150,000? Yes.

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774. Will it be cheaper to treat the ores at Lithgow than at Lake Illawarra? No.
775. Why? I think we can get material of all kinds more cheaply at Lake Illawarra than at Lithgow.
776. Will not your principal outlay be for fuel? Yes, that will be the principal thing we shall require.
777. But would you not save something in carriage if 160 miles were taken off the distance which the ore would have to be carried? That would depend a good deal upon what the Railway Department charged us for carrying our lead bullion and other products.
778. That is an important factor in dealing with the Broken Hill ores? Yes.
779. You say that sulphide ores contain about 26 per cent. of lead? Yes, in weight.
780. So that if, in addition to the cost of carrying the ores, you have to pay nearly three times as much for the carriage of bullion, there would practically be double freight? Yes.
781. Your company have recently constructed a railway? Yes.
782. With what object? To connect our works with our coal mines.
783. So that the coal may be brought at the lowest cost to the smelting works? Yes.
784. If the entrance to Lake Illawarra were opened, would you be able to bring ore by water direct to the smelting works? To within a mile of our works.
785. There would be a mile of cartage? A mile of railway journey.
786. The handling of the ore would not be lessened? No.
787. So that it would be as cheap to bring ore to Sydney, and send it thence by train to Illawarra, as to bring it by sea to Lake Illawarra? Yes, or very nearly as cheap.
788. There would be the same amount of handling in each case? Yes. There would be a saving in other respects, however, if we could bring goods direct to Illawarra by water. With regard to ores, there would not be a saving of more than 1s. per ton.
789. It is to be expected that unless you could have your ores carried from Broken Hill to Lake Illawarra for £1 a ton, you would not use the railway? We would not.
790. In estimating the probable earnings of the railway, we must accept that as about the maximum rate for ore? I think so.
791. Besides your works at Lake Illawarra, what other works are there in course of construction at which it is probable that Broken Hill ores will be treated? There are the sulphide works, near Newcastle.
792. Is the freight to Newcastle greater or less than the freight to Sydney? I presume that it would be greater to Newcastle, because the distance is 60 or 70 miles more.
793. Any difference would be in favour of Sydney? Yes.
794. But the probability is that freight to either place would be about the same, with, if anything, something in favour of Newcastle, because of a saving in handling? I do not know where the Newcastle smelting works are.
795. I am assuming that they are at the water's edge—that would save handling? Yes.
796. Do you think that there would be much difference in the conditions prevailing at Lake Illawarra and Newcastle, so far as freight is concerned? Very little.
797. We may expect that £1 would be the maximum rate that could be paid for the carriage of ore from Broken Hill to either place? I think so.
798. Have you any idea as to the quantity of ore that would probably be treated at Newcastle? Possibly 300,000 tons per year.
799. You do not know how much it is intended to expend there? I believe it is their intention to spend £200,000 or £300,000.
800. Is it probable that the Newcastle works will be able to treat a larger quantity of ore than the works in course of construction at Lake Illawarra? That I cannot say.
801. *Mr. Trickett.*] What is the rate per ton for carrying ore from Broken Hill to Port Pirie? Thirteen shillings a ton for sulphide ores.
802. And how much for other kinds of ores? It was, not long ago, about seventeen shillings and sixpence for oxidised ores.
803. What is the freight from Port Pirie to Sydney? There is no regular freight, but we expect to get the ore carried for 5s. a ton.
804. Are there extensive smelting works at Port Pirie? Yes.
805. But the new process which you are introducing is not used there? No; the works there are simply for smelting oxidised ores.
806. What do they use for this smelting—coal or coke? Both.
807. In what proportions? About 16 cwt. of coal to a ton of coke.
808. Is it not a new thing to use such a large quantity of coal? I am speaking of the total quantity of coal used. No coal at all is used in smelting, except in producing power.
809. Coke exclusively is used for smelting? Yes.
810. When the Public Works Committee were inquiring into the proposal to take a railway from Nyngan, *via* Cobar and Wilcannia, to Broken Hill, they were told that good coke could not be manufactured in New South Wales;—is that still so? The New South Wales coke is not as good as the English coke.
811. Is it nearly as good? It is very nearly as good.
812. What is the cost of English coke now? It is very low now. I think they are laying down English coke at Port Pirie for 24s. or 25s. a ton.
813. How does English coke compare with colonial coke? Colonial coke has 6 or 7 per cent. more ash or deleterious matter than English coke, and its physical construction is not quite so good.
814. *Chairman.*] What percentage of ash is there in the English coke? About 7 per cent., and about 13 per cent. in the colonial coke.
815. *Mr. Trickett.*] The coal you will require at your Illawarra works will be the local southern coal? Yes.
816. A railway to Broken Hill would not benefit by a coal traffic? If they could carry coal back to Broken Hill there would be a large traffic in it.
817. At Illawarra you propose to treat whatever ore is sent to your works? We are establishing general metallurgical works. We take all kinds of ore—gold, silver, lead, and copper.
818. Is that the practice which prevails in America? Yes, extensively; in fact, nearly altogether.
819. In America is the smelting work chiefly done locally, or is it done at the seaports? Formerly it was done locally, but now almost all of it is done at the railroad centres, and at the seaports.
820. The system of smelting which you propose to adopt differs from the ordinary process? The smelting is the same, but there is a difference in the method of preparing the ore for the smelters. 821.

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821. A certain amount of smelting will go on at Broken Hill notwithstanding the existence of your works at Lake Illawarra? I think not. My experience has been that when such works as those which we are constructing are established small smelting works are almost done away with.
822. When a Sectional Committee was at Broken Hill some years ago some of the local mining managers, and notably Mr. Lane, seemed to object to the practice of sending ore away for two reasons—the great cost of the dual management, and the difficulty arising in connection with the mixing of ores. If your works are established at the mine you have the ores necessary for blending and mixing close at hand, but it would not be so if your works were at a long distance from the mine? I think that it would be quite the contrary. In large smelting works like ours you get ore from all parts of the country, and, consequently, could make a better blend than if you were confined to the ore of only one mine.
823. This is what Mr. Lane says: "In handling the furnaces we have a variety of ore to deal with. If we can mix it we can always regulate the furnaces, but if the furnaces are 100 miles distant we cannot do it." Do you agree with that opinion? I do not.
824. No difficulty of that kind would be likely to occur at Lake Illawarra? None whatever. One of our reasons for establishing a place like this is to get a mixture of ores.
825. But you will not be able to mix up the various ores which are the property of various companies? We shall buy the ores at their assay value. That is one of the great advantages of a concern like ours. We separate mining from metallurgy altogether. We mix gold, silver, lead, and copper ores, and smelt them all together.
826. You pay for the ores and take all risks? Yes.
827. *Mr. Humphery.*] Is the same thing done at Swansea? Yes. We are buyers of ores.
828. *Mr. Trickett.*] What is the consumption of coal at Broken Hill per week or per month? I cannot tell you. The coal trade there will fall off very greatly as soon as they quit smelting.
829. Can you tell us what coal costs a ton delivered at Broken Hill? No; I have been away from Broken Hill for more than a year.
830. If a harbour is made at Lake Illawarra, will it not be cheaper for you to bring your ores *via* Port Pirie than along the proposed line? That will depend on the rate of freight on the proposed line. We do not expect to gain much by the opening of Lake Illawarra so far as the freightage of ores is concerned.
831. What benefit will accrue to you by the opening of the lake? We shall be able to get iron and lime for fluxes more readily.
832. Where are those materials to be secured from? They may come from along the coast north or south, possibly from Tasmania.
833. Fluxing materials are scarce in the Illawarra district? Yes; there is very little iron, and very little lime there.
834. There is a plentiful supply of lime fluxing near Broken Hill, is there not? Within 40 miles of Broken Hill.
835. At Tarrawingie? Yes.
836. Is not the supply almost inexhaustible? It is exhaustible; but they will not want it very much longer. As soon as they quit smelting there they will not require lime.
837. You look upon it that these works are going to close up Broken Hill as a smelting centre? Not so much the construction of these works as the exhaustion of the oxidised ores. They are coming to an end very fast.
838. Smelting will be almost discontinued there when your works are finished? Yes.
839. Can you say what will take place with regard to the Broken Hill Proprietary Company? The Broken Hill Proprietary Company is the only place on the line where they are smelting. The "South" furnaces are idle, so are the "Central," and so are the "British" furnaces. All those mines are now dealing with sulphide ores.
840. You said a little while ago that the population of Broken Hill was increasing? No, that the travel to and from Broken Hill was increasing.
841. The population of Broken Hill has decreased of late years? I do not think it decreased last year, but the year before it decreased rapidly.
842. Can you give any explanation of that? Yes; several of the mines had stopped altogether, so that there was no work for the men.
843. The mines stopped because they ceased to be paying concerns? They had exhausted their oxidised ores, and had no means of treating their sulphide ores. Now they are starting again.
844. It is suggested that the proposed railway should be what is known as a light line, the sleepers being further apart than is the case with ordinary heavy lines. Do you think such a line would be suitable for the class of traffic which it would have to carry? I do. It is a splendid road-bed, and a line constructed as it is proposed to construct this line would be better than two-thirds of the new American railroads in the Western States.
845. You think that a light line would be capable of carrying heavy ore traffic? I do.
846. If the Government could save £33,000 by making a light line, do you think it would be advisable to save it? I think that the railway proposed would be quite good enough for the traffic.
847. Beyond the mere question of actual ore freight, I suppose you have not considered the earning probabilities of the line? I have not.
848. *Mr. Clarke.*] If there is a difference of 10s. a ton between the present freights and the railway freights there is not likely to be much traffic upon the railway? No.
849. Business people will always adopt the cheapest means of conveyance? Yes.
850. You have stated that it is probable that wool would be carried along the line. Would wool be carried to Sydney from places about Menindie and Wilcannia? I think wool could be sent to Sydney from those places as cheaply as it can be sent to Adelaide at the present time.
851. Is not water carriage generally cheaper than land carriage? Yes; but on the present route there are several handlings. They have to tranship at Morgan.
852. If a railway were made to Menindie would not the trade from that district still go to South Australia? Everything below Menindie would still go to South Australia; but the great sheep country lies north of the proposed railway.
853. Is it probable that supplies of various kinds would be sent to these districts from Sydney by rail? Yes, I think so, and I think that that traffic would be a very important factor in the earnings of the railway.

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854. Would it not be cheaper to get supplies from Adelaide? The freight on goods from Adelaide to Broken Hill is pretty high. It will all depend upon the rate fixed upon our railway.

855. You are aware that it was proposed to take the railway to Broken Hill *via* Cobar and Wilcannia;—would that line be as suitable as the proposed line? I do not think so.

856. Is the land along the route of the proposed railway good agricultural land? Much of the land that I have been over would be very good for agricultural purposes; but the rainfall in those districts is uncertain.

857. We have it in evidence that the loss upon the proposed railway would be £10,000 per annum;—do you think it would be advisable to run the line at such a loss as that? It would depend a great deal upon what the future was going to be.

858. *Mr. Lee.*] You have stated that it will cost about 21s. a ton to bring sulphide ore from Broken Hill to Lake Illawarra, and that of that amount 13s. a ton is paid to the Silverton Tramway Co. and the South Australian Government;—that is a very large proportion of the total cost? Yes.

859. If you were to let a contract for the conveyance of 50,000 tons of ore, could you have it delivered at that price? There is some doubt about that. The low freight of 5s. a ton from Port Pirie to Sydney, which prevails at the present time, is owing to the fact that vessels taking cargoes of coal to Port Pirie have to come away light. If you sent ships to Port Pirie for the ore you could not get it back at that rate. Therefore, if we were to let a contract for the conveyance of 50,000 tons of ore within a month, we would have to pay a higher price for the water carriage.

860. You propose to deal with 300,000 tons of ore a year;—will you be able to have that quantity of ore brought round from Port Pirie at 5s. a ton? No; we do not expect to get it at that.

861. What do you really expect to have to pay? I am only dealing now with freights as they exist.

862. The establishment of your works at Lake Illawarra will bring about a decrease in the consumption of coal at Broken Hill? Yes.

863. And that will reduce the number of ships wanting a return freight? Yes, to some extent.

864. Therefore, it is probable that the freight from Port Pirie will be more than 5s. a ton;—do you think it would be fair to put it down at 10s. a ton? I should say 7s. a ton would be a fair price.

865. That would make the total cost of conveyance 23s. 6d. a ton? Yes.

866. If you were to let a contract for the conveyance of 50,000 or 100,000 tons, you could get it delivered at that? Yes.

867. If it cost £1 11s. 5d. per ton to bring ore from Broken Hill to Lake Illawarra by railway, which route would you be prepared to use? We should be compelled to use the Port Pirie route.

868. The value of the ore would not admit of your paying the higher rate? No.

869. Therefore the railway could not expect to get any traffic so far as the conveyance of sulphide ores to Lake Illawarra was concerned? Not if the freight was as high as you have named.

870. Is not $\frac{1}{2}$ d. a ton a low rate for the carriage of minerals;—do you know of any place in America where they carry for less? I do.

871. What do they carry for? They carry ore over certain roads in America for a little over three-fifths of a cent. per ton.

872. Supposing there were extensive smelting works at Newcastle, I suppose they could get their ore brought round from Port Pirie for about 21s. a ton? It would not cost much more than that.

873. If the cost of bringing it direct from Broken Hill by rail were £1 13s. 2d. a ton, would they be likely to use the railway? No. If it is a settled fact that that is the lowest rate at which the railway can carry ore, there would be no traffic in ore from Broken Hill.

874. Supposing smelting works were erected at Lithgow, and it cost 24s. 10d. to land sulphide ore there from Broken Hill, would such an establishment be able to compete with places at Illawarra or Newcastle? No.

875. Then what prospect has the railway of getting any of the Broken Hill ore? None at all, if the Commissioners cannot carry at a lower rate than is charged at the present time for water carriage.

876. The fact of extensive works being erected at Illawarra and Newcastle to treat Broken Hill sulphides must mean the closing of smelting furnaces at Broken Hill? They will close anyway.

877. If the furnaces at Broken Hill were stopped, no great quantity of coal or coke would be sent to Broken Hill by railway? A great deal of coal would still be required there to generate power, and for domestic purposes.

878. Do you think that coal could be carried 696 miles by railway as cheaply as it could be sent round to Port Pirie by water? If it could be carried at the rate charged for the carriage of ore it could.

879. If coal were carried from Lithgow for $\frac{1}{2}$ d. a ton, and 8s. were allowed for its price, it would cost 32s. 10d. a ton to deliver it at Broken Hill? Yes; and coal there costs more than that now.

880. But at ordinary rates it would cost £2 9s. 8d. to send coal from Newcastle to Broken Hill by railway? People could not afford to pay as much as that.

881. Do you know of any reason why the Proprietary Company should send their bullion direct by rail to Sydney instead of down to Port Pirie? No, I do not.

882. Then what traffic will there be for the railway from Broken Hill? If the railway cannot carry at rates as low as those at present being charged, it must expect to get very little traffic.

883. *Mr. Wright.*] What is the rate for general merchandise between Adelaide and Broken Hill? I cannot say.

884. Is it anything like £8 or £9 a ton? I think not.

885. The lowest rate from Sydney by rail would be a little over £9 a ton;—would such a rate be likely to secure the traffic for our railways? I do not think so.

886. You are aware that the Commissioners are supposed to manage our railways so as to make them pay working expenses and interest upon the outlay? If that is an established rule, which cannot be departed from, I do not see that they will get very much freight from Broken Hill.

887. If the Commissioners say that they cannot reduce their rates, is there much likelihood of traffic from Broken Hill? I think not.

888. Is there any possibility of works being established at Broken Hill for the treatment of sulphide ores? I think not.

889. This is a progressive age;—possibly some further development will occur in the process of treating sulphide ores? There is very little chance of that.

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890. I understand you to say that oxidised ores are pretty well worked out? They are very nearly gone.
891. You have stated that you have known places in America where the freight for the carriage of minerals was much less than it is here; what kind of country had they to haul over? Comparatively level country.
892. You are aware that between Orange and Sydney there is a lot of rough country to travel over? Yes; but there are places in America where they have carried ores for less than one cent a mile, although they have had to go over a mountain 8,000 feet high.
893. *Mr. Black.*] Will the construction of this railway have a tendency to develop the working of low-grade ores;—I suppose that is a matter which will depend wholly upon the rates charged for carriage? Yes. A railway would have a tendency to open up whatever mineral resources there may be between Sydney and Broken Hill.
894. *Mr. Fegan.*] If the Commissioners reduced their rates to £1 a ton, how many tons of ore per annum would be sent from Broken Hill down here? They would be able to send away nearly 800,000 tons.
895. Do you think it is under the mark to say that the proposed railway will only earn £30,000 a year? I think so, if they carry that quantity of ore.
896. Do you think that the Commissioners would attract traffic if they charged more reasonable rates? Well, if they could not carry ore for less than $\frac{1}{2}$ d. a ton per mile they would make nothing by carrying a large quantity for lower rates.
897. If the freight was reduced to £1 a ton, the railway would carry at least 500,000 tons of ore a year? There is no doubt of that.
898. That would pay, would it not? I should think so.
899. *Mr. Humphery.*] Supposing the Commissioners are right in saying that they cannot carry ore for less than 30s. a ton, they would lose £250,000 a year if they carried 500,000 tons a year for £1 a ton? Yes.

George Skelton Yuill, Esq., (Messrs. G. S. Yuill & Company, Limited), sworn, and examined:—

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900. *Mr. Roberts.*] What line of business are you engaged in? We are general merchants and steamship agents.
901. Have you a line of steamers running round the Australian coast? Yes; we are agents for the Adelaide Steamship Company. Those steamers trade all round the coast from Cairns, in Queensland, to Wyndham in Western Australia.
902. You have had a great deal of experience in connection with shipping in these colonies? Yes.
903. Your steamers call at Port Pirie? Yes; we have a line of steamers running to Port Pirie, but they take freight only.
904. Does the freight come principally from Broken Hill? Yes.
905. Ores from the Broken Hill mines? Ores and bullion.
906. What are the rates of freight between Port Pirie and Sydney or Newcastle? They have varied at different times. Within the last few years they have ranged between 8s. and 5s. a ton. They have been coming down steadily, and I believe that business has been done at 4s. 6d. a ton.
907. Would that be from Port Pirie to Newcastle? It would be the same from Port Pirie to Sydney, or to Newcastle.
908. Would it be possible to carry ores at a still lower rate than 4s. 6d. a ton? I do not think so.
909. In the event of a railway being constructed from Broken Hill to Sydney, I suppose that the Railway Commissioners would compete for your trade? If they took the ores, I suppose they would; but we generally find that, in the long run, railways do not interfere with our trade. Something else always crops up by the time the railway is made.
910. If a large quantity of freight were likely to be taken away from your steamers, you would probably be willing to carry ores at much lower rates than those which at present prevail? We could not carry ore for less than 4s. 6d. a ton, and I do not think we could carry it for that. Now, we get good carrying one way, so that we can take cheaper carriage back.
911. Do you get a large amount of freight from Sydney to Port Pirie? We carry coal from Newcastle to Port Pirie.
912. Is that coal sent on to Broken Hill? Some of it goes to Broken Hill, and some of it is taken by the South Australian Government.
913. What is the freight for coal from Newcastle to Port Pirie? It varies; but it is between 6s. and 7s. a ton.
914. Why do you charge 6s. and 7s. a ton for coal, and only 4s. 6d. for ore? Well, if we did not bring the ore, we would be coming back empty. We look upon the ore as back carriage.
915. Is there a very large traffic now between Port Pirie and Broken Hill, by rail? Yes, there must be, because of the quantity of stuff we have to carry.
916. Do you know how much merchandise is taken to Broken Hill from Newcastle and Sydney by your steamers? Very little merchandise goes from Sydney. We used to take coke from Newcastle; but since the duty has been removed, the people at Broken Hill will not buy colonial coke. They buy German coke.
917. Is that superior to the Australian coke? It has less ash; but it is not otherwise superior.
918. What is the difference in price landed at Broken Hill? I cannot tell you that exactly. I think about 28s. a ton is the lowest price at which German coke has been laid down at Port Pirie. The railway freight has to be added to that.
919. What would be the freight from Port Pirie to Broken Hill? I do not know.
920. Is there a large passenger traffic from Sydney to Broken Hill by way of Port Pirie? Absolutely none.
921. Is there a large passenger traffic from Port Pirie to Sydney? No; none at all.
922. I suppose you pick up passengers at Adelaide? I do not think there is much traffic between Sydney and Broken Hill by any route. The better class of passengers travel from Melbourne to Adelaide, and thence to Broken Hill by rail, as a rule. There is very little traffic between Sydney and Broken Hill.
923. When Broken Hill was booming were many passengers carried by sea? There was never much passenger traffic from New South Wales to Broken Hill. Broken Hill was supplied with labour principally from South Australia and from Victoria.

924. There is not much merchandise sent from Sydney to Broken Hill? No; Broken Hill is supplied from Adelaide mostly.
925. Is much merchandise supplied from Melbourne? A little comes from Melbourne, but not much.
926. Do the passenger fares by the steamers compare favourably with the railway fares? They are much lower; but there is really no traffic to speak of.
927. Have you formed an opinion as to the policy of constructing the proposed line? I do not think the line would pay.
928. It would be absolutely impossible for the Commissioners to compete against the water carriage? Yes; they are geographically handicapped.
929. Because of the proximity of Broken Hill to the coast? Yes. As Mr. Howell pointed out, the oxidised ores of Broken Hill are now being exhausted, and that will make a change in the traffic. They will not require so much coke.
930. But Mr. Howell spoke of the immense quantity of sulphide ore which is in sight? Yes; but that will mean nothing but mining, so far as Broken Hill is concerned.
931. The South Australian Government will not allow our railways to take the trade from there? They will compete for the trade.
932. And the steamers would be glad to carry the ore at lower rates than are charged now? Well, they would not carry at rates which would not pay them. I do not think we could carry ore at a lower rate than 4s. 6d. a ton.
933. *Mr. Black.*] Do you think that the removal of the duty from coke has had anything to do with the recent reopening of certain mines which were shut down for some years? I do not know.
934. *Mr. Fegan.*] Why do the Broken Hill people prefer German coke to colonial coke? Because it is cheaper.
935. Is it as good? I should think that they are about equally good; but I am not an expert.
936. German coke being cheaper than colonial coke, it gives them greater facilities for working their mines? Well, they find that the colonial coke is not so good as the German coke at the present prices.
937. *Mr. Lee.*] But the bulk of the coke used at Broken Hill always came from abroad? Yes.
938. *Mr. Fegan.*] Is there any reason why they do not ship much merchandise from Sydney to Broken Hill? The geographical position has most to do with it.
939. Does anything sent from Sydney to Broken Hill go through South Australia free? Yes; you can send it through in bond.
940. Do you take any coal from Lithgow to Broken Hill? No.
941. How many tons of coal do you take in a month from Newcastle to Port Pirie? I suppose about 4,000 tons a month. A great deal of that coal is used by the South Australian Government.
942. What is the largest quantity of coke that you have taken? Five hundred or 600 tons. We have not taken any coke since the duty was removed.
943. *Chairman.*] Do you contract to take ore right through from Broken Hill to Sydney or Newcastle? No; we only take it from Port Pirie.
944. You have nothing to do with the land carriage? No.
945. Would you land ore on the Kombla jetty for 4s. 6d. a ton? No. I do not think we would land it in Sydney for 4s. 6d. a ton.
946. Would you land it there for 5s. a ton? I do not know that 5s. a ton would pay; it would depend upon the back cargo.
947. Would you land ore at Kombla for the same price as you would land it in Sydney? If there were a breakwater there, and proper appliances upon the jetties. Under present conditions it would sometimes be impossible to lay a steamer alongside the Port Kombla jetty.
948. What is the highest rate you have got for carrying ore during the last twelve months? I should think about 6s. 6d. a ton.
949. Five shillings and sixpence would be about the mean? Yes, that would be about a fair thing, judging by the experience of the past; but the rates depend a great deal upon the back cargo.
950. *Mr. Humphery.*] What quantity of ore have you carried from Port Pirie, and where? A great deal of ore is brought from Port Pirie to Sydney now by steamers which call in there, and then come on here to load wool. We have been carrying bullion mostly. We have carried from 10,000 to 20,000 tons of bullion in the year. It is easier to carry bullion than to carry ore.
951. *Mr. Lee.*] What is the rate for carrying bullion? I have been talking rather of the rates for carrying bullion than the rates for carrying ore. Ore would cost about 6s. a ton to carry.
952. *Mr. Humphery.*] What is the freight for coke from England or Germany to Port Pirie? It is an open market. I do not know what the freight is at the present moment.
953. Is it much higher than the freight from Newcastle to Port Pirie? Not a great deal higher.
954. Can you say what the difference is? I do not think that it is more than 2s. or 3s. a ton.
955. Coke can be landed from England or Germany at Port Pirie for from 2s. to 3s. a ton more than it costs to bring it from Newcastle? Yes; I believe that that is about it.

THURSDAY, 20 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and examined:—

J. Harper, Esq.
20 Aug., 1896.

956. *Mr. Humphery.*] Have you made a report to the Railway Commissioners as to the probable earnings of a railway from Condobolin to Broken Hill? I have made a report to the Commissioners; but not on the subject of the whole of the earnings of the line.

957. Have you that report with you? Yes.

958. Will you read it? Yes; it is as follows:—

New South Wales Government Railways, Goods Superintendent's Office, Sydney, 22 November, 1895.

Projected Railway, Condobolin to Menindie.

THE distances of this projected extension are as follows:—

	Miles.
Sydney to Condobolin	329½
Condobolin to Euabalong	35½
Euabalong to Menindie	253
Menindie to Broken Hill	65
Total mileage to Broken Hill	683

Exclusive of the extension to Condobolin, which has now been approved of, the total mileage to be constructed to connect Condobolin with Broken Hill would be 353½ miles. The distance from Sydney to Broken Hill, *via* Cobar, is 734 miles, 274 miles of railway to be constructed. The distance to Broken Hill at present, *via* Melbourne and Adelaide, is 1,387 miles.

In November last year I reported on the question of an extension from Condobolin in the direction of the projected line, and herewith attach copy.

Since that date the number of sheep in the district has decreased; but as the figures of 1894 may be taken as representing its ordinary carrying capacity, it may be fairly assumed that under ordinary circumstances the amount of traffic estimated would be obtained.

As I mentioned in my previous report, this district is very sparsely populated, and devoid of any agricultural developments.

East of the Darling the populations of the various counties are as follows:—

Blaxland	1,171
Livingstone	458
Manara	245
Menindie	317
Mossgiel	693
	<hr/>
	2,884

Of this number about 2,000 would come within the operation of the line.

With regard to townships, they are as follows:—

Euabalong, population	83
Mossgiel	114
Ivanhoe	61
Menindie	194
Cudgellico	250
	<hr/>
	702

As I assume the object of the construction of this line would be of national importance rather than a desire to immediately obtain paying results, the only estimate which I prepared has been that of the wool, which we are likely to obtain, and which at present finds its way to other colonies.

The value of this in freight would be (approximately) £13,000 per annum, whilst we might look for an addition of goods traffic in the shape of station supplies, &c., which would probably amount to 1,000 tons, or £5,000 per annum.

Although the district through which this line passes is not, generally speaking, a fattening one; should the season be a good one, sheep are fattened, as an instance of which I may mention that Mossgiel Station has a draft of 15,000 fat sheep for the Sydney market this year. We might, therefore, probably anticipate about 500 trucks of live stock per annum, which would yield about £4,500 over the whole distance to Sydney.

The amount of passenger traffic is, of course, purely conjectural.

The total earnings of the few principal items as enumerated by me would be—

Wool	£13,000
Goods	5,000
Live stock	4,500
	<hr/>
	£22,500

As already mentioned, however, I take it that the real objective point of the line will be Broken Hill, with its population of 20,000 or 30,000, and its enormous deposits of ore.

As shown in the distances given above, Broken Hill would be within 683 miles of Sydney, as against 1,387 miles by the present route.

The distance from Broken Hill to Adelaide is 331 miles.

I think there is very little doubt that with our coal deposits and timbers, were a line constructed, a very large and profitable business would be developed.

As far as the trade of the Darling is concerned, I would not expect that we would to any extent divert this by the extension to the Darling at Menindie, unless it might be during a season such as the present, when the river is unnavigable.

The

MINUTES OF EVIDENCE—RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

The earlier report above referred to is as follows:—

New South Wales Government Railways, Goods Superintendent's Office, Sydney, 27 November, 1894.

Parkes to Condobolin Railway.

J. Harper,
Esq.
20 Aug., 1896.

WERE this line extended 45 miles from Condobolin, that is to Euabalong, the clips of eighteen stations, which have almost invariably been carried to other colonies, would, in all probability, be secured. These would represent about 900 tons of wool.

In addition to this, 1,400 tons of wool, credited to the extension to Condobolin, would fall in at Euabalong. At 1d. per ton per mile, which is the basis rate for this distance, the local earnings would be:—

	£	s.	d.
900 tons new wool at 3s. 9d.	168	15	0
1,400 tons of wool, credited to Condobolin extension, at 3s. 9d.	262	10	0
	£431	5	0
900 tons of this wool would be, as previously indicated, new wool, and at the through rate of 77s. 8d., would increase the earnings by.....	3,495	0	0
Total	£3,926	5	0

A further westerly extension of 50 miles from Euabalong would, in all probability, secure the clips of eleven other stations, which have hitherto gone to other colonies. These would yield about 1,200 tons of wool. The local earnings would be:—

	£	s.	d.
1,200 tons at 4s. 2d.	250	0	0
And through earning, 1,200 tons at £4 1s. 10d.	4,910	0	0
Total	£5,160	0	0

A further extension of 50 miles in the same direction would probably secure the clips of six other stations, yielding about 800 tons of wool:—

	£	s.	d.
800 tons at 4s. 2d. per ton	166	13	4
800 tons at a through rate of 86s.	3,440	0	0
Total	£3,606	13	4

Any further westerly extension would scarcely secure the wools of the large stations which have frontages to the Darling, as, in all cases, these stations have their wool-sheds on the river bank.

Of course, after passing Euabalong the settlement is very sparse, and the result in general traffic would not be of an important character.

I attach a map on which the stations which would be affected by the various extensions are indicated.—JNO. HARPER, The Secretary.

959. Are we to understand that £22,500 is your estimate of the probable earnings of the proposed line? For through goods, wool, and live-stock traffic, both ways. My estimate does not include passenger traffic, the conveyance of mail matter, or anything of that kind.

960. Have you an estimate of the probable earnings from passenger traffic, the conveyance of mails, &c.? No; I did not make such an estimate.

961. You say that the whole of this traffic will probably reach the railway at a point less than 500 miles from Sydney? No; at a point not more than 540 miles from Sydney, or about 70 miles east of Menindie. I took the distance simply as the crow flies; there had been no survey.

962. Would you get the whole of this traffic if the line stopped at Mossgiel? We would get the greater part of it; but I do not think we could get the whole of it.

963. What proportion would you get? From 75 to 80 per cent. of it.

964. If the line stopped at Hillston, what proportion of it would you get? I have not gone into that question at all.

965. In your estimate of the probable earnings, you do not refer to the carriage of ore from Broken Hill to Sydney? No.

966. Have you made any estimate of the value of that traffic? No.

967. Why? Because I could not ascertain the conditions under which the ore would be carried.

968. Have you made any estimate of the lowest rate at which ore could be carried by rail from Broken Hill to Sydney? No.

969. Can you give the Committee any idea as to what is the lowest rate the Commissioners could charge without incurring a loss? Only by referring to the rate-book. The cheapest rate for ore is ½d. a ton per mile.

970. Would any lower charge result in loss? I should think so, unless there were a return traffic to balance the freight.

971. What would be the through rate on ore from Broken Hill to Sydney? 29s. a ton.

972. How many tons could your most powerful engines haul from Broken Hill to Sydney? I could not tell you; that is an engineering question.

973. At the present time, how many tons do you bring from Bourke in one load? I could not tell you; the loads have to be broken up several times.

974. Can you not tell us what one of the Baldwin engines would haul over the western line? We could start from Bourke with a train of perhaps 80 trucks; but they would have to be divided and sub-divided on the road.

975. *Mr. Wright.*] What can the engines haul over the steepest parts of the line? About 250 tons.

976. That would be the maximum load? Yes, over the steepest part of the line. That is the paying load.

977. *Mr. Lee.*] Do you mean over the steepest part of the extension? No; over the steepest part of the existing line.

978. *Mr. Humphery.*] We have been told that 800,000 tons of ore might be sent from Broken Hill to Sydney by rail per annum;—how many trains a day would be required to carry that quantity of ore? About twelve trains a day.

979. And how many trucks for each train? Forty trucks, if they were each of 6 tons capacity.

980. Therefore, you would require nearly 500 trucks a day to carry this ore? Well, we have some trucks which are capable of carrying 22 tons each, and they would probably be employed.

981. Do you think that in the estimate placed before the Committee provision has been made for sufficient new rolling stock to deal with a traffic of this kind? I do not know what estimate has been made for new rolling stock.

- J. Harper, Esq.
20 Aug., 1896.
982. In making the estimate of traffic, has it been assumed that the ore would continue to be sent from Broken Hill to Port Pirie and thence by water? I do not think that the Commissioners have paid very much attention to the possible carriage of ore.
983. In your opinion the estimate of earnings has no reference to the carriage of ore from Broken Hill? Absolutely none.
984. When you were examined in regard to the proposed line from Nyngan to Broken Hill *via* Cobar and Wilcannia, you were of opinion that that extension was an unsuitable one to make, and that a line from Molong to Broken Hill *via* Menindie would be better. Will you give your reasons for preferring the latter line? At that time the railway stopped at Molong, and it was my firm impression that the country about Parkes and Forbes, and Condobolin justified the extension of the railway in that direction rather than an extension from Nyngan.
985. Except as what you term a national line, you could not recommend the extension of the railway beyond what point? I am not prepared to recommend its extension beyond Condobolin, on commercial grounds.
986. You think that when the line reaches Condobolin, you will get all the profitable traffic which would come to it if it were extended as far as 540 miles from Sydney? Yes, that is my opinion.
987. Any further extension would be attended with loss? Yes.
988. Will you distinguish between the national aspect and the commercial aspect of the line? I consider that if the line is looked upon in its national aspect the users of the existing line should not be called upon to bear any loss which may be incurred in working it. That loss should be met by some national source of expenditure. Under the present system, the users of the railways have to make good the losses upon non-paying lines.
989. Can you say if £1 per ton would cover the expense of conveying ore from Broken Hill to Sydney? I would repeat that the lowest rate I know of is 29s. a ton— $\frac{1}{2}$ d. per ton per mile.
990. We must regard 29s. a ton as the minimum charge for conveying ore from Broken Hill to Sydney without loss? That is the position.
991. Any lower charge would mean so much loss to the Commissioners? Yes.
992. And the larger the quantity of ore carried the greater the loss? Yes, unless a return traffic is developed. In that case the existing rates might possibly be lowered.
993. Have you given any consideration to the development that may follow the construction of the proposed line? It seems to me that the erection of sulphide works on the coast will diminish the return traffic to Broken Hill. Six or seven years ago, when coke and coal were being sent to Broken Hill in large quantities, there was some prospect of a return traffic; but, under existing circumstances, trucks would have to run the whole distance one way empty.
994. What would you estimate the cost of returning empty trucks from Sydney to Broken Hill? I could not estimate it.
995. A charge of $\frac{3}{4}$ d. per ton per mile would simply cover the cost of bringing full trucks from Broken Hill to Sydney? And of taking empty trucks back to Broken Hill. I do not suppose that the Commissioners would increase their rates because of this empty running.
996. But the cost of conveying the ore would be increased by the long distance you would have to send back empty trucks? Yes, though the same thing happens in other places.
997. Cannot you form an approximate estimate of the cost of returning empty trucks? No, because I do not know the circumstances under which the line would be worked. It would be impossible to furnish an estimate until the work had commenced.
998. We are told that the cost of conveying ore from Broken Hill to Sydney *via* Port Pirie is £1 per ton. It would not be possible for the Commissioners to compete at that rate? I do not think so.
999. Besides losing 9s. a ton—the difference between their present rate and £1 per ton—there would be the expense attending the return of empty trucks? Yes. At the present time we carry ore at the rate of $\frac{1}{4}$ d. per ton per mile, irrespective of the consideration that trucks may have to be taken back empty. If the return of empty trucks were very large, as it might be on the Broken Hill line, a distinct loss might be incurred. On the existing lines we send back a certain percentage of trucks loaded; but on the Broken Hill line there would be a continual procession of empty trucks in one direction.
1000. You expect very little passenger traffic? I did not make any estimate of the passenger traffic, because I know nothing about it. I have not been to Broken Hill.
1001. Taking the population of Broken Hill and of intermediate places as a basis, can you tell us approximately what the passenger traffic would be? I cannot; the conditions of Broken Hill are very peculiar. It is unlike any other place that we have had to deal with. The fact that all the trade relations of Broken Hill are with the other colonies renders it impossible to make such an estimate as you require.
1002. Can you form an estimate of the probable return from the conveyance of mails? That is allowed for in the Commissioners' estimate of £12,000 per annum.
1003. Are you of opinion that the Commissioners estimate of earnings is a full one? Well, I am not in a position to speak about the passenger traffic at all. £3,000 seems very little for a line like that; but the estimate is not mine.
1004. It is your opinion that there will be no profitable traffic beyond Condobolin; No paying traffic.
1005. You appear to be unfavourable to the construction of the line? Yes; that is the view I take with regard to it.
1006. Therefore, you are not prepared to show any reasons why it should be constructed? No, and I am not in a position to urge any strong reasons against its construction, because I have not been to Broken Hill, and I know nothing of the conditions affecting the proposal, beyond those referred to in my report.
1007. Mr. Trickett.] When examined in connection with the proposal to construct a line from Nyngan to Broken Hill through Cobar, you were of the same opinion? Yes.
1008. You are unfavourable to the construction of either line? Yes.
1009. You see no reason for altering the opinions which you expressed in regard to the proposed extension from Nyngan? No.
1010. But if a line is to be constructed, you would prefer to see it taken along the Lachlan, and through Menindie? Yes.
1011. Why do you prefer to tap the river at Menindie instead of at Wilcannia? The most direct route
to

to Broken Hill from the Lachlan would be through Menindie, and an extension of the line from Condobolin would pass through exceptionally good country, country capable of settlement.

1012. Apparently the shortest way of getting to Broken Hill from our present railway system would be to go from Hay? Yes; but I do not think the saving in distance would be very much.

1013. What would be your objections to an extension from Hay? I do not think that such an extension would be of any value in securing trade for this Colony. Our experience is that once the wool reaches the Murrumbidgee it is practically lost to us. A great deal of the wool which now goes down the river comes from places lying to the north of the proposed line.

1014. You advocate the Menindie route as a sort of middle course? Yes; it would divide the country better than any other.

1015. Is there much difference in the character of the country along the three routes? From Ivanhoe to Menindie, and from Cobar to Wilcannia, the country is nearly all the same. It is all mallee scrub and sandy country.

1016. Which would serve the larger pastoral area—a line *via* Menindie or a line *via* Wilcannia? A line *via* Menindie, through Mossgiel.

1017. Have you been to these districts? I have been to Wilcannia. So far as Menindie is concerned, you will notice that I say in my report that we could not hope to get much traffic from the country within 50 or 60 miles of the river; and the same thing would be true in regard to a line to Wilcannia.

1018. Is it the universal experience of the Commissioners that when the river competes with the railway under favourable circumstances people prefer to use the river? Yes.

1019. Are there other circumstances affecting the course of the traffic;—is the traffic affected according as the district from which it comes has been taken up by people in Melbourne or Adelaide? That is so to some extent; but people would send their wool to Sydney by our railways, and then on by steamer to Melbourne if that were cheaper than the present means of conveyance. We carry a lot of wool that way now.

1020. Wool can be carried upon the river more cheaply than upon the railway? Yes, if the river is navigable.

1021. Things being equal, the wool would go by river? If the freight to Sydney and to Melbourne were the same the wool would probably go to Melbourne; but if the freight to Sydney were lower than the freight to Melbourne, it would come to Sydney.

1022. You look upon this country as suited chiefly for pastoral occupation? Yes.

1023. Mr. Howell told us on Tuesday that a large quantity of ore would be brought from Broken Hill to Lake Illawarra to be treated;—have you taken into consideration the possibility of the railway getting any of that traffic? No.

1024. If the ores could be brought to Lake Illawarra more cheaply by some other route than by the railway, it would come by that route? Yes.

1025. If the railway charge were 31s. 2d. a ton, and they could get ore brought by some other route at less expense, they would send it by the cheaper route? If they could get ore sent by some other route for 30s. a ton, they would send it by that route.

1026. The wool traffic, I suppose, would only take place during certain periods of the year? Yes.

1027. How much do you think you would obtain from the carriage of stock? £4,500. I allow for 500 trucks.

1028. The carriage of live stock is not very profitable, is it? It does not pay so well as the carriage of wool; but it pays as well as the carriage of grain.

1029. The carriage of wool is a great source of profit? Yes.

1030. This is part of your evidence in regard to the Nyngan extension:—

What would be the resources of that line? That trade is worth about £3,000,000 a year. That is the last estimate we have of the Darling trade.

? Those figures represent a value of the wool and stores carried on the Darling, not the value of the trade to the railway authorities.

1031. You are not able to state what amount of freight that trade would bring to the railway? No.

1032. Is the volume of trade in that part of the country as great now as it was then? I do not think there has been very much alteration in it, though the drought and commercial troubles may have diminished it a little.

1033. How did you arrive at the estimate of traffic which you have submitted to the Committee? I took the number of sheep upon the various stations, and I allowed 14 bales of wool per 1,000 sheep. Then I calculated that out at a rate of 1d. per ton per mile.

1034. Have you allowed for all the stations in the district, or have you made an exception in the case of stations whose traffic is likely to go by river? I have excluded all stations having a frontage within about 60 miles of the river.

1035. But in bad seasons you might pick up a great deal of the trade which you would lose in good seasons? We might; but it is an open question. As far as Broken Hill is concerned, it gets its supplies now direct by railway, and the river stations generally hold large stocks in hand. Then, too, the Darling is generally navigable as far as Menindie for some time after it has failed higher up.

1036. How long is the river navigable—continuously? Sometimes for seven or eight months in the year it is not navigable, especially in the upper reaches.

1037. But is it not generally navigable at the time when people want to send their wool down? Yes; it has been so during the last seven years.

1038. Has there ever been an interval during which people could not get their wool sent down? Not for more than two years at the most.

1039. Is Menindie a growing town? Not so far as I know.

1040. Would the construction of the railway tend to make it a larger centre? I daresay a certain amount of traffic would come up the river to the railway. I daresay the South Australian people would then be in the position in which we are in at Bourke. Lines upon which they could get good freight would be cut.

1041. How does Wilcannia compare with Menindie? It is a larger town.

1042. That seems rather an argument for the extension of the railway that way;—Wilcannia seems to impress itself upon one as a place at which the railway should tap the river? Wilcannia is purely and simply a river town. I do not see that the railway would divert traffic from that point.

1043. Unless prohibitive dues were imposed upon the river? Yes. Wilcannia owes its position to the fact that the river is frequently navigable there when it is not navigable to Bourke, and thus stores can be distributed from Wilcannia when they cannot be distributed from Bourke.

1044.

J Harper,
Esq.
20 Aug., 1896.

- J. Harper,
Esq.
20 Aug., 1896.
1044. Have you studied the mining capabilities of the country through which the line will pass? No. Of course there are mining developments along the route of the proposed line as well as along the Wilcannia route.
1045. As good? I do not know about that.
1046. What are the mining prospects of the country along the proposed route? Well, that country can scarcely be said to have passed out of the prospecting stage. At Mount Hope there is an established mining centre.
1047. The country which the line would traverse is largely pastoral? Yes.
1048. And likely to remain in pastoral occupation for many years to come? Yes. After the Willandra Billabong is crossed, the poor rainfall militates against successful agriculture.
1049. There seems no prospect in the near future of a large increase in population? No.
1050. Do you think that the proposed line will answer the purposes for which it is intended if it is lightly constructed? Of course, it would be better if the line were capable of carrying heavy roads at a low rate of speed.
1051. But if it is to be a national line, connecting two colonies, would a low rate of speed be satisfactory? I should think so. What we have to consider is the connection with Broken Hill, rather than the connection with Adelaide.
1052. Your rate of the carriage of ores is a low one? Yes. The Commissioners hope that it will assist in the development of the mineral resources of the Colony.
1053. It is lower than the South Australian rate? Yes; but I saw a paragraph in a newspaper the other day to the effect that the South Australian Government propose to reduce their rates from Broken Hill.
1054. I suppose that if it were likely that the proposed line would be constructed, they would reduce their rates still more? It almost looks as though they were reducing their rates in anticipation of the construction of the proposed line.
1055. Their charge used to be 1d. a ton for coke, and 1½d. a ton for ore. Do you know if those rates still prevail? I do not. There are generally private rates between the companies and the department.
1056. I believe that when the Nyngan extension was proposed, it had the effect of reducing rates? Yes.
1057. And seeing that the distance from Broken Hill to Port Pirie is less than 300 miles, while the distance from Broken Hill to Sydney would be 700 miles by railway, would not the South Australian Government be able to compete successfully against our line? I think that the bulk of the ore would go to Port Pirie, which is only 253 miles from Broken Hill.
1058. *Mr. Clarke.*] The estimate of the earnings of the line contains no allowance for the carriage of ore? No.
1059. You think that it is not probable that any great quantity of ore will be brought along the line? That is my opinion.
1060. Do you know the nature of the country between Condobolin and Broken Hill? I have been out about half-way to Minindie.
1061. Is there any country out there which is capable of growing cereals? Not after you get about 10 miles beyond Hillston.
1062. Would any revenue be derived from the carriage of produce? Only very little.
1063. The distance would be too great? Well, the trade offering would be very little.
1064. Where does Broken Hill get her supplies? From South Australia.
1065. In the event of the proposed line being constructed, would she get them from Sydney? No.
1066. She can get them more cheaply from South Australia? Yes.
1067. On commercial grounds you think it is not advisable to construct the line? No.
1068. Or upon national grounds? You can hardly expect me to give an opinion upon that point.
1069. Is it probable that the mines at Broken Hill would continue to pay? I cannot say.
1070. If the mines were likely to fail that would be a reason for not constructing the railway? Yes, and a very strong reason.
1071. *Mr. Lee.*] Do you know how the mining companies at Broken Hill arrange for the carriage of their ore at the present time? No.
1072. Do you know whether they have contracts with the Silverton Tramway Company? I fancy that they pay a consolidated rate, which is shared between the Silverton Tramway Company and the South Australian Government.
1073. Is it not part of the duty of the officers of your Department to find out how this leakage of trade to South Australia occurs? It is due to the difference in mileage between Broken Hill and the two capitals.
1074. During the Nyngan to Cobar railway inquiry it was alleged that the Broken Hill Mining Company had made contracts with the Silverton Tramway Company for the conveyance of their ores to Port Pirie for at least eight years ahead? I have seen that stated.
- 1074½. Do you know whether there is any later information at hand in regard to these contracts? No. I think Mr. Howell would be able to give you the information you want. I scarcely think, however, that he would have said that the New South Wales railway would carry so much ore if the rate were £1 a ton, supposing a contract of the kind you mention had been let to the Silverton Tramway Company.
1075. You put the carriage of low-grade ores from Broken Hill altogether out of consideration? Yes.
1076. You believe that it would be quite impossible for our railway to get that traffic, because of the nearness of Port Pirie? Yes.
1077. That is the crux of the whole thing? Yes; we recognise that we could not compete with that comparatively short length of line.
1078. If no means of conveyance at present existed, the proposed line would get a lot of the traffic? Decidedly.
1079. But the trade having now become centred at Port Pirie, and the interests of wealthy corporations being concerned in keeping it there, it is not likely that it will ever come to our railways? No.
1080. And the price of ore is such that economy must be exercised in regard to its conveyance? Yes.
1081. The same remarks would apply to the question of coal and coke traffic? Yes.
1082. There is no probability of any large amount of traffic in coal or coke over our railways? No; and present indications point to the fact that less coke and coal will be used in Broken Hill in the future because the ores are being taken elsewhere to be treated.

J. Harper,
Esq.
20 Aug., 1896.

1083. Therefore, no ore or bullion will be brought away from Broken Hill by the proposed line, and no fuel taken into it? That is so. If we had been able to bring about a traffic in ore to Lithgow, with a back carriage of coal and coke, the rates might have been reduced; but the possibility of that traffic has disappeared.
1084. The distance from Broken Hill to Lithgow is 600 miles? Yes.
1085. So that the rate for crude ore would be 25s. per ton? Yes.
1086. If ore can be brought to Illawarra now for 21s. and 22s. 6d. per ton, it is not likely to be taken to Lithgow for 25s. a ton? No; the occurrences of the last year or two have quite altered the condition of things.
1087. The erection of large smelting establishments at Newcastle and Lake Illawarra has changed the prospects of the Broken Hill railway? Decidedly.
1088. When the Nyngan extension was proposed, there was a probability that the ore might be treated at Lithgow? Yes.
1089. But that is out of the question now? Yes.
1090. Is there any other probable source of traffic which the construction of a railway would foster? I cannot conceive of any. The country, after you reach a certain point, is only suitable for pastoral occupation.
1091. Will you give us your definition of a "national" line? I cannot do more than repeat what I have already said.
1092. In what sense of the word would the line be a national one? I said that I considered that a national line was one the burden of which was borne by the whole community, and not by the users of the railways.
1093. Is not the whole community burdened with the loss upon our existing system? Only to a very small degree. It is the producers of the country, who have to pay relatively high freights, who suffer. I regard a national line as one the cost of whose construction and maintenance is paid for out of national funds.
1094. *Chairman.*] What reason is there for considering this a national line? That is a matter which I cannot discuss.
1095. *Mr. Lee.*] Is the construction of the line demanded in order that there may be a uniform gauge between the two colonies, or for defence purposes, or for anything of that kind? It might have elements of that character, but they are not such as I have to consider. The line may be proposed as an alternative line for the carriage of military material.
1096. In the event of the failure of the mines, what would there be to sustain Broken Hill? Nothing. The surrounding country is very inferior for pastoral purposes.
1097. If the ordinary goods and passenger traffic of the place could be secured to our railways, it would be very valuable? Yes.
1098. Is the population there likely to increase or to decrease? I cannot say.
1099. If the output at the mines were to diminish, the population would decrease? Yes; and I think the population will decrease because of the ore being treated elsewhere. The people now engaged in smelting at Broken Hill will have to go to Newcastle and elsewhere.
1100. *Mr. Hegan.*] I understood you to say that part of the proposed line would pay? I consider that at the Condobolin end, the line would have some prospect of paying.
1101. Would that part of the line between Broken Hill and Menindie pay? No, I should think not, under existing conditions. Goods coming that way will have to pay 900 miles of river freight, and nearly 70 miles of railway freight.
1102. You do not think that if that line were constructed the supplies to Broken Hill would come through Menindie;—is not the country there good enough to enable them to grow a good deal of the supplies for Broken Hill? They might grow vegetables and fruit, and even if they grew all the produce required for Broken Hill, it would not amount to very much.
1103. You cannot give us any description of the country along the proposed line? Well, I have only been over it for a certain distance, but I know that on to the river it is all mallee.
1104. You say that you cannot afford to carry goods for less than $\frac{1}{2}$ d. per ton per mile? No.
1105. Supposing you could get 800,000 tons of ore to carry if you reduced the rates, would not that pay? No, I think not.
1106. In that case the greater the traffic the greater the loss? Yes.
1107. Do you not think that when the Commissioners spoke of this as a national line they had some idea of the necessity of connecting a great mining centre like Broken Hill with the metropolis? I do not think that the term "national" was applied to the line by the Commissioners. I believe that it was referred to them as a "national" line.
1108. Do you think that the term "national" is applicable to it in the sense I have suggested? Well, I can scarcely say how the term came to be applied to the line.
1109. Is not South Australia drawing the greater part of her railway income from Broken Hill? Yes.
1110. The Broken Hill traffic accounts for her railways paying at the present time? Yes.
1111. It would materially hurt South Australia if that traffic were taken away from her? Yes.
1112. Do you not think that the reason for calling this a national line is that it would connect one of the largest towns in the colony with the metropolis, the trade of that town at present going entirely to another Colony? Well, there are half a dozen large towns on the Murray to which the same remark would apply.
1113. But the people in those towns could take advantage of our railways? They would have to travel some distance to get to them.
1114. The people of Broken Hill could not use our railways? Well, they could travel down to the railway at Hay.
1115. No matter how great the traffic might be, it would not pay to carry ore for less than $\frac{1}{2}$ d. per ton per mile? Not under present conditions. If we get back-carriage in coal we might be able to reduce the rates; but if the trucks had to be run empty the whole way back the profit would be very much reduced.
1116. *Mr. Hassall.*] Have you taken into consideration the proposed deviation *via* Cudgellico? No; the Commissioners have not had it under their notice.

J. Harper,
Esq.
20 Aug., 1896.

1117. Do you know anything about that country? Yes. There is no doubt that such a deviation would add to the traffic; but I do not know how much it would increase the total length of the line. The idea was to connect that district with the main line by a branch line. Until the Willandra Billabong is reached there is very little difference between the land on either side of the Lachlan, though the land in the Central Division is slightly better than the other land.

1118. If the deviation only increased the total length of the line by 6 or 7 miles, do you think it would be wise to carry it out? I think it would be worth considering.

1119. In the event of the line being extended from Condobolin, would you expect to derive any considerable traffic from the Mount Hope district? At the present time the traffic from Mount Hope is very small; but it is impossible to say what the capabilities of the case are. It might develop as Cobar has done.

1120. Do you think that the construction of the line would have any effect upon its development? Now that improved methods for treating ores have been adopted, every mile of line would tell. I fancy that even the Condobolin extension will be appreciated at Mount Hope. The distance between the two places is something like 80 miles.

1121. It is pretty good country to travel over? Yes.

1122. That country will be in a better position from the construction of the line to Condobolin than it was when the railway only went to Forbes? Yes.

1123. Does the information which you have obtained in regard to the probable traffic on the line corroborate the statement of the Commissioners that there will be a loss of about £40,000 per annum upon it? It more than corroborates it, because I have only taken into consideration the pastoral traffic. I have made no allowance for passenger traffic.

1124. Do you think that the construction of the line would increase the production of the country through which it passes? Within some distance of Condobolin it might lead to an increase of the area put under cultivation; but I scarcely think that the increase would be sufficient to justify its construction.

1125. Would it increase the production of the pastoral country? No, unless to the north of the line, where a great deal of land has practically been abandoned to the rabbits. Possibly if people could get wire-netting carried there cheaply, there would take up that country again. The country to the south is carrying almost as much as it is capable of carrying.

1126. You do not expect to attract any of the traffic which now goes to Adelaide? No.

1127. The Broken Hill traffic must naturally gravitate to Adelaide? Yes, and to Port Pirie.

1128. And the bulk of the passenger traffic would go that way, because the interests of the Broken Hill people are identified with South Australia? I think so.

1129. Mr. Roberts.] Is it not a fact that the Railway Commissioners do not recommend the construction of this line from any point of view? That is how I read their report. They simply leave the facts which they have elicited for the consideration of the Government.

1130. They merely say "If viewing it from a national point of view you think it is advisable to construct this line, we will do the best we can with it after its construction"? Yes, that is practically what they say.

1131. In making an estimate of the traffic, you did not take into consideration the possibility of carrying any large quantity of sulphide ore? No; and the erection of large works for the treatment of ores upon the coast confirms me in my original opinion in regard to that traffic.

1132. In view of the fact that this proposed extension will not cost more than £2,600 a mile, could you not afford to carry ore over it at a lower cost than $\frac{1}{2}$ d. per ton per mile? No, because the earnings would have to be debited with a proportion of the cost of the existing line. Of course, if there were carriage back the other way, the rate might be reduced.

1133. But if you can afford to carry freight for $\frac{1}{2}$ d. a ton over lines which have cost much more than the proposed line will cost, could you not reduce the freight upon this line? On the existing lines we very often have back freight, for which we get 6d. and 7d. a ton, and we can therefore afford to take ore at $\frac{1}{2}$ d. a ton; but on the Broken Hill line we should have to haul our trucks quite empty in one direction. On the Cobar line, for instance, the traffic balances. We carry as much coke and coal to Cobar as we bring back ore and other material. We carry all the supplies required at that place at a relatively high rate. If we had to run empty in one direction, a rate of $\frac{1}{2}$ d. a ton per mile would probably not pay.

1134. Therefore, it is not probable that ore could be carried from Broken Hill for less than $\frac{1}{2}$ d. per ton per mile? No.

1135. Do you not think that if the railway were taken to Menindie it would increase the export of wool down the river? We can very soon stop that by making the rate to Menindie as high as the rate to Sydney. We do not allow people to use our railways against us if we can help it.

1136. Do you not think it would be better to take the line *via* Wilcannia, so as to prevent the wool being exported down the river? I do not think an alteration of the route would have any effect of that kind, and a line to Wilcannia would compete with the present line to Cobar.

1137. Is it likely that the proposed line will get much traffic from Mount Hope? The Mount Hope traffic will probably come to the line about Euabalong.

1138. Do you approve of the deviation *via* Cudgellico to Hillston? Well, I have not had time to think about it yet. Such a line would go through some good country; but I do not know how the deviation would affect the whole distance; and it would be rather out of place for me to recommend any increase in the total length of the line, when I have stated that one of the recommendations of the proposed route was, that it was shorter than any other.

1139. I think you told Mr. Humphery that Condobolin was as far as you would go to get paying traffic? Yes.

1140. You would not extend the railway to Hillston? No; because Hillston is only 65 miles from Carrathool, and the moment the river comes into competition with us we have to make our rates very low. Therefore, it would be probable that we should have to charge the same rate from Hillston, as from Euabalong or Condobolin, so that we should get no profit out of the line.

1141. You think it would be impolitic to extend the line beyond Condobolin? Yes; at the present time.

1142. Mr. Black.] The staple industry of Broken Hill is mining? Yes.

1143. If there were no mines there would be no town? No.

1144. As far as you know the mines have a fair prospect of permanency? Yes.

1145. If the Commissioners did not anticipate that they could successfully compete with the Port Pirie line, why did they put this proposal before the Committee? I am not aware that they had the proposal put before the Committee. J. Harper,
Esq.
1146. Have you any reason to imagine that the construction of the proposed line would induce traffic? Not to any extent. 20 Aug., 1896.
1147. The country which it would traverse is not adapted for agriculture? No.
1148. Would the construction of the line encourage the opening up of new mines? It might. There is a lot of mining country out there; but I do not say that the construction of a railway is absolutely necessary for its development. As a matter of fact the Cobar mine was very extensively developed before the railway got within 300 miles of it.
1149. Would the construction of the proposed railway offer an inducement for the opening up of low-grade mines? I do not think that the country has been examined sufficiently to make it easy to answer that question.
1150. If 800,000 tons of ore per annum could be brought from Broken Hill to Sydney by the proposed railway, would it not be possible to largely reduce the freight charges? No.
1151. Lumping together interest and capital, the expenses of maintenance and replacement, and working expenses, and averaging the total annual cost at so much per mile, you reach a limit which is a constant barrier to the lowering of rates beyond a certain point? Yes; I might point out that the Commissioners, in preparing their estimate of the expense of working the proposed line, made no allowance for the carriage of this ore.
1152. The percentage of capital invested in the construction of railway lines forms a small part of the freight charges? The Commissioners appropriate every year the whole of the earnings from the goods and live stock traffic in order to pay interest upon the line.
1153. What amount of interest would have to be paid upon the capital cost of the proposed line? £34,287 per annum.
1154. I want to know what proportion of the freight charges go to pay that interest? Assuming that there were no working expenses, the carriage of 800,000 tons of ore per annum would produce nearly enough to pay interest upon the capital cost of the line. The earnings from that source would not pay any part of the working expenses, which would be three or four times as much.
1155. The rate of interest compares with the working expenses as 1 to 4? Not necessarily. It depends upon the character of the freight.
1156. Well, in this instance? I can hardly say. We know that no traffic could be carried for less than $\frac{1}{2}$ d. per ton per mile under these conditions.
1157. But the difference in the cost of construction between a heavy line and a light line would not make much difference in the cost of carriage? It would, inasmuch as there would be a larger amount of interest to pay. The policy of the Commissioners is now to establish local rates in order to make lines pay. When the traffic justifies it, the extended through rates are applied.
1158. In a rate of $\frac{1}{2}$ d. per ton per mile, the amount set apart for the payment of interest would be infinitesimal? Yes.
1159. But if 800,000 tons of ore were carried from Broken Hill to Sydney annually the trucks would have to run empty one way? Yes.
1160. That would prevent a reduction in the freight charges? Yes.
1161. The ordinary traffic would not balance this? We would not expect to have any loaded trucks to send to Broken Hill worth speaking of. In the wool season there might be about 800 trucks required to take back carriage. About half the wool-trucks would probably be loaded with back carriage.
1162. Do the Commissioners anticipate a large return from the carriage of timber to the Barrier? No.
1163. They imagine that timber will continue to go there from America and Vancouver, via Port Pirie? Yes; there is no large local source of supply.
1164. If it were necessary to have a national railway to connect with Adelaide, would not a line through Hay and Morgan be the nearest route? I do not think there would be a saving of more than 2 or 3 miles by that route.
1165. *Chairman.*] Have you been from Hillston to Carrathool? Yes.
1166. From Hillston to Temora, via Wyalong? Yes.
1167. From Hillston to Condobolin, via Lake Cudgellico? Yes.
1168. From Condobolin to Mossgiel, on the northern side of the river? No; but I have been from Condobolin to Ivanhoe, and from Hay to Mossgiel.
1169. Could you send us a brief description of the country along those various routes? Yes.

FRIDAY, 21 AUGUST, 1896.

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

H. Deane,
Esq.

1170. *Chairman.*] You have a statement to make? Yes. I have had the portion from Condobolin to Cudgellico examined by Mr. Stuart, and the following is his report:—

21 Aug., 1896.

Condobolin to Cudgellico, Report by C. McDonald Stuart.

Sir,

11 August, 1896.

I have the honor to report that I have examined the country between Condobolin and Cudgellico, with the view of running an alternative line by this route via Hillston, Mossgiel, and Menindie, to Broken Hill, and I have shown an approximate line on the accompanying tracing. This line leaves the present survey beyond Condobolin at about 332 miles from Sydney: thence, turning to the left, crosses a lagoon which is an overflow from the river, and taking a southerly direction over a dry sandy spit runs down to the river; thence crossing it, and passing over about 2 miles of flooded ground, crosses

H. Deane,
Esq.
21 Aug., 1896.

crosses Nerathong Creek, and keeping in the same direction (to get away from the flooded country as quickly as possible) skirts around the head of another lagoon, and taking advantage of the sound country inside Water Reserve No. 2,323, follows this up for some distance; thence bending westerly crosses Wallaroi Creek below where Wallamundry Creek joins it in Richards' selection; and thence running south-westerly bears for Cudgellico over undulating country interspersed with low gravelly ridges and some isolated hills; thence passing to the southward of the Back Wardry Range, heads straight for Cudgellico through comparatively level country, and joins the present survey from Wyalong to Hillston on the eastern side of the lake.

I have shown a small deviation to this route, leaving Condobolin close to the township and crossing the river below the present road-bridge. This would probably have less flooded country to contend with; but it passes through more valuable purchased property and interferes with more river frontage on the town side.

Another slight deviation is shown at Cudgellico which would give a straighter line, but crosses at a wider place than the neck, and would necessitate a heavier embankment.

Most of the country passed through, excepting the ridges, is of a comparatively good quality, of fine sandy loam, suitable for agricultural purposes. It is, however, for the most part covered with box, pine, and mallee scrubs, the greater part of the settlement, after passing Walleroi Creek, being to the southern side of the proposed line and scarcely any between it and the river.

The most common timbers are box and pine, with some belts of ironbark in the ridges. The latter is of variable quality, but probably sufficient of good quality suitable for sleepers could be procured.

Ballast will be easily obtained, most of the ridges being composed of slaty rock, and there is an outcrop of basalt in the Dundos Hills.

I append an estimate of the probable cost, assuming the length as 55½ miles, which is about 4 miles longer than is marked on the plan, as the line will no doubt work out longer in locating it in order to get as light earthworks as possible.

Estimated cost (say) £2,250 per mile.—H. D. 15/8/96.

I have, &c.,

CHAS. McD. STUART.

The length of this part of the line, it will be seen, is 56½ miles, and the estimated cost is £2,250 per mile. The part from Cudgellico to Hillston has been surveyed, and was finished about eighteen months ago. The length from Hillston to Mossiel is through flat country. The crossing of the Lachlan is a comparatively small one, and I estimate the cost of this portion of the line, including the bridge, at £2,300 per mile. The length is 60 miles. The total length of the deviation is thus 170½ miles, which is 14 miles greater than that of the line originally submitted. Further, as requested, I give a number of estimates in tabular form of alternative lines which have been referred to in my evidence:—

<i>Condobolin to Hillston, via Euabalong.</i>	
Condobolin to Point A, 92½ miles, at £2,200	£203,500
Point A to Hillston, 22 miles, at £2,500	55,000
Bridge	5,000
Total	£263,500

<i>Condobolin to Mossiel, via Cudgellico.</i>	
Condobolin to Cudgellico, 56½ miles, at £2,250	£127,125
Cudgellico to Hillston, 54 miles, at £2,500 ..	135,000
Hillston to Mossiel, 60 miles, at £2,300	138,000
Total	£400,125

<i>Condobolin to Mossiel, via Euabalong.</i>	
Condobolin to Mossiel, 154½ miles, at £2,200	£339,900
Viaduct, &c.	26,400
	1,700
	176
Total	£368,176

<i>Cobar to Broken Hill.</i>	
Cobar to east side of Darling, 459 miles to 606 miles—147 miles, at £2,726	£400,710
Crossing of river at Wilcannia, 606 miles to 615½ miles—9½ miles	96,210
Wilcannia to 721 miles, 615 miles to 721 miles—105½ miles, at £2,300	242,650
721 miles to Broken Hill, 721 miles to 734 miles—13 miles, at £3,740	48,750
Station at Broken Hill	6,000
Telegraph	5,650
Total	£800,000

<i>Condobolin to Broken Hill, via Wilcannia.</i>	
Condobolin to east side of Darling, 329½ miles to 590 miles—260½ miles, at £2,500 ...	£651,250
Crossing of river at Wilcannia, 590 miles to 599½ miles—9½ miles	96,210
Wilcannia to 705 miles, 599½ miles to 705 miles—105½ miles at £2,300	242,650
705 miles to Broken Hill, 705 miles to 718 miles—13 miles, at £3,750	48,750
Station at Broken Hill	6,000
Telegraph	7,770
Total	£1,052,630

1171. *Mr. Wright.*] Is there a grade of any consequence in the deviation? There is one of 1 in 100 only. It is all very easy, only we have to make the line a little crooked.

1172. *Chairman.*] You have given us the distances over the routes and the cost? Yes. I have given also an estimate of the line of railway to Hillston, going by Euabalong, and an estimate from Condobolin to Mossiel on both sides of the river—alternative estimates. The amount from Condobolin to Mossiel, *via* Cudgellico, is £400,375, and from Condobolin to Mossiel, *via* Euabalong, £368,176. There is a difference of about £32,000.

1173. Have you the distance and the cost of the line from Condobolin to Hillston, *via* Cudgellico? Yes, that is here. It only wants picking out. The amount is £252,375, and the distance is 110½ miles.

1174. Have you the distance from Temora, *via* Wyalong, and the cost? I have not the cost.

1175. Can you give an approximate statement with regard to it? I gave you the distance.

1176. Can you give an approximate statement as to the cost? It is pretty easy country.

1177. What is the distance? From Temora to Hillston, *via* Wyalong.

1178. Yes? Temora to Cudgellico, 109 miles; Cudgellico to Hillston, 55 miles.

1179. That is 163 miles? Yes.

1180. Approximately the cost would be about £300,000 from Temora to Hillston? It would be more than that. It would be more than £2,000 a mile. I should reckon that on an average it would be about £2,400 a mile.

- 1181. Nearly £400,000? Yes; it is £391,000.
- 1182. Have you the distance from Hillston to Carrathool? No, but I can get it.
- 1183. Will you give us the distance and the cost? I do not know that there has been any examination of the route to Carrathool.
- 1184. If you have not had a survey, you had better say so? There has been no survey.
- 1185. We presume that you have made these comparisons as equal from an engineering standpoint? Yes.
- 1186. They are equal in all ways? Yes; I had intended that.
- 1187. In other words the power required to work them would be about the same, the gradients being pretty well the same? Yes, they are all the same, with 1 in 100 as a maximum.
- 1188. *Mr. Trickett.*] If the line went through Euabalong or Mossiel there would be no greater engineering difficulties than on the proposed route? We go through Mossiel in any case.

H. Deane,
Esq.
21 Aug., 1896.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and examined:—

1189. *Chairman.*] Have you a statement with regard to the roads between Condobolin and Broken Hill? I have a statement here showing a list of the scheduled roads that might have any bearing upon the proposed line, and a statement showing the amount expended on each from 1892 to 1895-6 inclusive. Also a tracing showing the roads. I have also a report from the Roads Officer at Hay, Mr. G. S. Mullen, and a tracing showing the roads in the Hay road district. The following is the report from the Roads Officer at Hay:—

P. Scarr,
Esq.
21 Aug., 1896.

Reproposed Railway—Condobolin to Broken Hill.

Sir, Roads Office, Hay, 15 August, 1896.

In accordance with telegraphic instructions of yesterday, I beg to submit, under separate cover, plan showing information required, as far as this district is concerned.

All scheduled roads north of Murrumbidgee are shown in red, and the more important unscheduled roads in brown. The whole of the traffic from the country shown within my boundaries, i.e., the Willandra Creek on the north, trends southwards to the navigable rivers Murray and Murrumbidgee, and the railway, Hay to Junee line.

The most important line of traffic is that from Cudgellico to Whitton (105 miles), though very little country beyond Cudgellico is affected, as the trend of traffic is there split in various directions, viz., to Cobar, Forbes, and Temora railways.

Another important road is that from Hillston to Carrathool (70 miles), which serves the country as far north as Roto.

The road Ivanhoe to Hay (130 miles) is classed as second in importance in this district, and draws traffic from a distance of 40 miles north and east of Ivanhoe, and the trend of traffic throughout the central portion of district is via this road southerly to Hay.

Four stations—Kilfera, Clare, Oberwells, and Til Til use the road Ivanhoe to Balranald, and the stations immediately west use Euston as their shipping-place. Tolarno, Albermarle, and Moorara use the river Darling, and would probably continue to do so even were proposed railway constructed.

The correct position of proposed railway route is not known to me, but is shown approximately in pencil, now marked in green; the southern boundary of probable division of traffic between the two systems is shown in blue hatching, the only doubtful cases being those of Gunbar and Til Til.

As to probable effect of railway, if carried out, no new roads would require to be placed on schedule; the present ones, as far as can at present be foreseen, would meet all requirements.

Yours, &c.,
G. S. MULLEN.

Item No. 1895-6.	Mileage, 1895-6.	Road.	Amount Voted.					Amount Expended from 1892 to 1895-6.
			1892.	1893.	1894.	1895.	1895-6.	
802	20	Coolamon to Cowabee	£ 400	£ 400	£ 360	£ 270	£ 360	1,225 7 2
807	32	Narrandera to Colinroobie .....	.....	.....	.....	.....	95	89 16 4
897	45	Hay to Gunbar	450	450	260	150	200	1,091 19 5
898	50	Hay to Booligal	675	675	640	400	600	2,236 0 0
900	116	Hay to Balranald	580	580	500	300	450	2,254 0 7
901	105	Whitton to Cudgellico	2,100	2,100	1,800	800	1,000	5,320 16 8
902	66	Carrathool to Hillston	780	780	550	400	550	1,882 16 7
903	25	Hillston to Roto .....	.....	.....	.....	100	125	162 3 0
904	60	Hillston to Cudgellico .....	.....	.....	.....	200	250	273 17 8
905	48	Devil's Don to Wheelbar .....	.....	.....	190	150	200	435 6 9
906	43	Booligal to Hillston	215	215	170	120	175	607 13 5
907	83	Booligal to Ivanhoe	425	425	380	250	400	1,597 10 2
1223	80	Cobar to Nyngan	110	100	80	40	80	272 18 8
1224	48	Cobar to Bourke	230	200	200	100	200	693 14 8
1225	78	Cobar to Louth .....	.....	300	160	50	160	290 6 8
1226	75	Cobar to Wilcannia .....	.....	.....	.....	300	450	556 14 2
1227	40	Cobar to Sandy Creek .....	.....	.....	80	80	80	240 0 0
1228	160	Cobar to Hillston	800	400	360	150	320	1,093 13 1
1229	46	Nymagee to Hermidale .....	.....	.....	.....	276	276	409 13 7
1230	41	Nymagee to Mount Boppy .....	.....	.....	.....	41	80	51 9 0
1231	70	Nymagee to Melrose .....	.....	250	200	50	200	350 12 3
1232	25	Nymagee to Priory .....	.....	.....	100	70	100	202 18 0
1233	150	Wilcannia to Cockburn	750	200	520	100	400	1,535 13 3
1234	170	Wilcannia to Wanaaring .....	.....	.....	.....	120	120	157 11 11
1235	227	Wilcannia to Wompah	950	800	640	300	600	2,322 8 7
1236	125	Wilcannia to Ivanhoe	625	500	400	200	400	1,862 5 9
1237	270	Wilcannia to Wentworth	500	500	200	300	400	1,343 8 2
1238	50	Talyawalka towards Cobar .....	.....	500	200	50	50	652 10 2
1239	150	Broken Hill to Cobham .....	.....	300	240	100	200	772 12 6
1240	75	Broken Hill to Menindie	300	300	240	120	200	837 6 7
1241	80	Wentworth to Euston .....	.....	.....	.....	.....	100	.....
1242	60	Wentworth to South Australian Border	250	200	160	50	50	347 15 9
			£ 10,140	10,175	8,630	5,617	8,871	31,771 7 0

- 1190. Have you any personal knowledge of that district? I have only a general knowledge of it.
- 1191. Have you a direct road from Ivanhoe to Broken Hill? No. There is no direct road from Ivanhoe to Broken Hill that we have any cognisance of.
- 1192. Is there from Hillston to Mossiel? Yes.

- P. Scarr, Esq.
21 Aug., 1896.
1193. Then on to Ivanhoe, but going further west, you have to go to Wilcannia going north? The scheduled road is from Booligal to Ivanhoe, not from Hillston. We have a road from Ivanhoe to Wilcannia, and one from Wilcannia to Broken Hill. Of course there is a traversable road from Ivanhoe to Broken Hill, *via* Menindie.
1194. *Mr. Trickett.*] Is there a mail from Ivanhoe to Menindie direct? I could not tell you.
1195. How much per mile is spent upon the class of road between Condobolin and Broken Hill? It varies very much; but I am handing in a statement of the expenditure.
1196. I thought those roads were scheduled? They are; but the expenditure per mile varies on them, according to their importance.
1197. Is there a departmental limit to the expenditure upon roads of a particular character? The mileage expenditure ranges from £50 down to £5 a mile. The £50 per mile is on the principal roads where there is a very heavy traffic.
1198. What is the average on roads of this character? I could hardly answer that question without figuring it out.
1199. *Mr. Lee.*] Do the roads through that country take the direction of the contemplated railway? No; the roads generally cross the railway.
1200. What is the trend of the roads through that country? As a rule, the roads run north and south, except the main road along the Lachlan River.
1201. According to the tracing the roads run almost at right angles to the railway? Yes, as a general rule.
1202. I presume that your roads are simply laid down there for the purpose of giving communication with the various small centres, and to give access to the nearest railway? Exactly.
1203. As a rule, you do not expend money upon the roads generally there;—it is only at particularly bad spots, is it not? In bridging and making embankments across swamps, and places of that kind.
1204. It has not been the policy of the Roads Department to create made roads throughout that western country? No; as a rule, there is no material to make roads.
1205. Is there any intention to do it? I think not.
1206. I suppose there would be a reason for not doing so? One of the principal reasons is that there is no material to make the roads of.
1207. Another would be that they are not required? Hardly.
1208. The nature of the country is such that the traffic can go on over the ordinary surface roads? In the dry seasons you cannot improve the road, but in the wet seasons it becomes almost impassable.
1209. Therefore the road question does not enter into the railway question? I do not think it touches it at all.
1210. Have you any special knowledge about the river at Menindie or the crossing of that river? No; I have not been out beyond Booligal.
1211. Have you had to make any special provision in consequence of the flooded state of any portion of that country by way of embankments, punts, boats, or anything of that kind? Not that I remember; nothing very extensive at any rate.
1212. That is to say that the country in its normal condition requires no special attention from the Department? No.
1213. *Mr. Trickett.*] I suppose there has never been any great agitation to form a permanent or metalled road? No; we hear very little of the road question out there, except as to isolated spots, when they become very bad, and creeks require bridging, and so on.
1214. I suppose you are aware that the population between Condobolin and Menindie is very sparse indeed? Yes.
1215. There has never been any agitation for a metalled road? No, nothing of the kind. There has been no attempt to make any continuous road.
1216. Then the question that it would be as important to make a railway as to make a metalled road would not come in? It would not, because there is no likelihood of a road ever being required in that direction.
1217. There is no intermediate traffic to create a demand? No; except up and down the Lachlan.

TUESDAY, 25 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Ebenezer Glencross Grant, Esq., Representative in New South Wales and Queensland of the Walter A. Wood Mowing and Reaping Machine Company of New York, sworn and examined:—

- E. G. Grant, Esq.
25 Aug., 1896.
1218. *Mr. Clarke.*] Are you acquainted with the country through which the proposed railway will pass? Yes, I am acquainted with the country on both sides of the Lachlan River. I know the country on the north side fairly well from Parkes to Euabalong, but I do not know much about it beyond there. I know the country on the south side right through.
1219. You know the country in the neighbourhood of Condobolin? Yes.
1220. And from Condobolin right along in the direction of Hillston? Yes.
1221. What kind of country is it? Most of it, as far as Condobolin, going through from Parkes, is good agricultural country. It is patchy between Condobolin and Euabalong, and on to Cudgellico. On the south side of the river, from Cudgellico to Hillston, I would call it all good agricultural country.
1222. How far does the good country extend from Condobolin in the direction of Broken Hill? There is not such good agricultural land between Condobolin and Cudgellico, but it is all good between Cudgellico and Hillston, and there are good patches on towards Mossgiel. I have not been beyond Mossgiel.

1223.

1223. Is that country capable of producing cereals? Yes, I consider the country between Cudgellico and Hillston the best wheat land I ever saw. I never saw better wheat land.
1224. And beyond that again? It gets more patchy. There is some good wheat land between Hillston and Mossiel, but the land is not so good as the other land to which I have referred.
1225. You do not know anything of the country between Mossiel and Broken Hill? No, nothing whatever.
1226. Do you think it would pay to grow breadstuffs out in those districts to send to Sydney? I have no doubt about it. It would pay if there were railway communication. I know that there is a prospect of very large areas there being taken up for wheat-growing. At the present time the land is useless, because producers would be handicapped by freight charges of 6d. per ton per mile.
1227. I suppose you are aware that wheat can be sent to Sydney from South Australia and Victoria at very low rates? Yes, for about 10s. a ton.
1228. To send wheat from Hillston or Condobolin to Sydney would cost more than that? A little more; but the freight upon wheat in this Colony is exceedingly low. Wheat could be produced in the district to which I refer as cheaply as in South Australia.
1229. Is it clear open country? No; some of it is mallee country, and some pine country—it varies considerably.
1230. What is the soil like? Most of it is a strong chocolate soil.
1231. That, I understand, is the best soil for growing cereals? Yes. I am certain that wheat could be produced in the district very cheaply. The land is very easy to work, and I do not think it would be difficult to clear.
1232. Is the country well watered? No, but there is a fair rainfall. They have an average rainfall at Hillston of about 17 inches per annum, and a little more at Cudgellico. In South Australia the rainfall is not so great, and in the large wheat valleys of California the rainfall averages only 10 or 11 inches.
1233. I suppose you are aware that wheat, once it gets a fair start, does not require a great deal of rain? Yes; I have been mixed up with wheat-growing more or less all my life.
1234. You think that if the proposed railway were constructed it is probable that large quantities of cereals would be sent from the district to Sydney? I have no doubt of it. I know one gentleman who is thinking very seriously of taking up 30,000 or 40,000 acres, if he can get the land. He has the ambition and the capital to put some 20,000 acres under wheat; but unless railway communication is given to the district that will be impossible.
1235. Would there be any other market besides the Sydney market? There would not be a great local market, even westward towards Broken Hill. The price of wheat is ruled by the European market, and we would have the European market open to us just as other places have. Then, too, the district would be an excellent hay district, because it has a bright and clear atmosphere. The South Australian hay and chaff brings the best prices in the Sydney market, because it is grown in a bright and clear atmosphere. The rainfall being light, the hay would not be rank. A fine hay would be produced, which would be marketable.
1236. Are you aware of the proposed cost of the railway? I have seen the estimates.
1237. Do you think that the carriage of cereals would be sufficient to pay interest upon the cost of the line? Not for some considerable time, at all events; but I consider that in six or seven years the district will send from 15,000 to 20,000 trucks of produce to Sydney annually. That is a backbone for the traffic.
1238. You cannot say anything about the quantity of sulphide ore that would be brought from Broken Hill? No; I do not know anything about that matter. I do not know what that class of traffic would be worth.
1239. Do you think it would be justifiable in the public interest to spend so large a sum of money as is proposed in constructing a railway merely to carry cereals to Sydney from the country between Condobolin and Mossiel? I would put the cereal and produce traffic down at about one-half of the whole traffic. I think that the country would be justified in the undertaking, considering that this would form part of an overland connection with the other colonies. I have seen a number of such lines constructed in other countries. There they have traversed in some cases hundreds, and even thousands, of miles of barren country in order to get at some particular point, and eventually the line has made the intermediate country productive. I believe in the American principle of letting the railway develop the country. Here we believe in getting the traffic first, and building the railway afterwards; but in my opinion the only way of developing a country is to build railways through it.
1240. You would make the railway, believing that settlement would come afterwards? Yes; railways induce settlement. You cannot get along without them.
1241. *Mr. Lee.*] Where were you before you came to New South Wales? I was living in the States.
1242. Have you had an opportunity of comparing other parts of Australia with that of which you have been speaking? I know all Australia, except Western Australia, fairly well, and I know the north island of New Zealand.
1243. How do the climate and soil of South Australia and Victoria compare with the climate and soil of the district of which you have been speaking? I would take the mallee country of Victoria and a great deal of the wheat land of South Australia as very similar to this land. I do not think they have so much rain in South Australia.
1244. In South Australia the production of what is carried on under almost a minimum rainfall? Yes.
1245. But with fair average returns? Yes.
1246. Are you well versed in the qualities of wheat? I do not call myself an expert in wheat.
1247. What is the general character of wheat raised in semi-dry climates? Generally it brings a better price on account of its thin husk. It makes a better milling wheat.
1248. You are aware that the character of the country changes very much beyond Mossiel? So I understand.
1249. Your evidence would point to the fact that, whatever might be done towards constructing a railway to Broken Hill, it would be profitable to extend the line to Mossiel? Yes.
1250. You will not commit yourself to a statement as to the advisability of carrying the line right through? Except that I have seen in other countries the advantage of having a through connection. Take, for example, such a great undertaking as the Union Pacific Railway in America. The point they wanted to reach was San Francisco, and some of the large western cities, and to do that they passed through nearly 2,000

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- 2,000 miles of unproductive country until they came to the plains of California. Once they got to the Pacific coast, they were able to draw a large amount of traffic from the east.
1251. A great deal of the country through which that line was taken had a very small population at the time? Scarcely any. Some of the States have almost sprung into existence since the opening of that line.
1252. That line, by bringing centres of population within touch of the markets, has greatly developed the country? Yes.
1253. Were the people who settled along it citizens of the country or attracted from other places? The people came either from the Eastern States or from Europe. Most of the homesteaders, as they call them there, were attracted in this way. Many of the railways in America have been built upon the land-grant system, and the companies have employed European and Eastern agents to get people to settle upon the land.
1254. Those railways could only be made profitable by the settling of people on the land? Yes.
1255. Has the system had the effect of settling people upon the land? Yes.
1256. How long have you had a knowledge of the western parts of this country? For six or seven years.
1257. Have you been over the country frequently? Two or three times in the year.
1258. In wet as well as in drougthy seasons? Yes.
1259. How do you think that agriculture will fare in dry times? They had a very dry season there last year, but I found that their crops were better than the crops in other parts of the Colony. The crops in some of the best producing districts—Bathurst and Goulburn, for instance—were practically a failure, whereas some of the dry districts had fairly good crops.
1260. I suppose it has frequently occurred to you that our great western interior carries only a very small population? An extremely small population.
1261. Do you think that there is as much probability of population settling in the western part of this Colony as there was of population settling between New York and San Francisco? I do; because the land is better—and, after all, land is the attraction. The presence of minerals booms a country for a time, and brings population; but I have never heard of mining bringing permanent prosperity. A country never becomes permanently prosperous until people begin to cultivate the land.
1262. The natural products of the soil are looked upon as the safest investment for freight? Yes.
1263. Mineral resources may be somewhat erratic? Yes; and the people connected with mining belong more to a migratory class.
1264. *Mr. Wright.*] I understood you to say that good wheat is always grown in hot countries? I said that they grew good wheat in dry countries.
1265. Does not the quality of the wheat depend upon the constituents of the soil? There is no doubt about that.
1266. Is not the soil upon which wheat is grown in South Australia largely impregnated with lime? I could not say, because I have not seen any analyses of that soil.
1267. Have you ever been to Kingston and Laccpède Bay? No.
1268. You think that good wheat is generally grown in dry climates? I have found it so. I would call the climate of South Australia a dry one; but South Australian wheat brings the best price in the London market, and South Australian flour the best price in the Sydney market.
1269. Still you are not a judge of the soil? I consider myself a fair judge; I generally know whether soil is or is not good wheat soil.
1270. Have you been on both sides of the Lachlan? Yes; I know the country on both sides of the river fairly well.
1271. Which land do you consider the best? As far as Condobolin, the land on the north side; but, after that, the land on the south side.
1272. The Willandra Creek is on the north side of the river? Yes. There is some nice land on Roto Station; but the land generally is more patchy on the north side of the river.
1273. Have you been across from Condobolin to the lake? Yes.
1274. Which route did you travel? I have travelled both north and south.
1275. Did you go through Bajalory Station? Yes.
1276. What is the land around there like? I should say that it was patchy.
1277. There is a considerable extent of bad land? Yes.
1278. On the Dundoo Range the land is very inferior? Yes, very.
1279. Was there not a special and particular cause for the railway extension in America which does not apply to Australia? Well, people were able to get to America more easily, because it is near the large centres of population in the old world. Then, too, the American land laws are more liberal than ours.
1280. The large influx of population into America every year made it necessary for people to push out back. That necessity does not exist here? That is so.
1281. For some years 500,000 and 600,000 people arrived in the States annually, and either they or older inhabitants had to push out back? Yes. As many as 800,000 people arrived there one year; but the number arriving now is very small—I think about 100,000 a year.
1282. Do you think that if the same thing occurred in Australia, the results would be similar? Yes, to some extent. I consider that this land is thirsting for settlement. People want to go on to it, but they cannot do so, because there are no means of communication with the outside world.
1283. We have some 1,000,000 acres of wheat land which are much nearer to Sydney, and which are in the hands of small holders; but they are not cultivated? I do not know how to account for that. I have always thought that the New South Wales land laws were not as liberal as they might be. Then, too, the land is taken up in too large areas. The selectors go to a great deal of expense in fencing and making other improvements, and in so doing they exhaust their capital, and are prevented from going in for cultivation.
1284. I suppose you have realised that the bulk of our selectors desire to be small sheep farmers rather than wheat producers? Yes.
1285. If railway communication were given to this district, have we any guarantee that the land would not be used for sheep farming rather than for wheat? I think you have, in the fact that the cultivation in this district has increased very largely, although there is no railway communication. I have known the district for seven years. When I came to the Colony seven years ago, wheat growing west of Parkes was almost

almost unknown. Now, there is a large area of wheat land between Parkes and Condobolin. At that time practically no wheat was grown between Hillston and Gunbar; but now there are some 15,000 acres of land under wheat there.

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1286. Is there not a flour-mill at Hillston? Yes.

1287. You say that the country there has of late gone extensively into cultivation, and that the construction of a railway would extend the cultivation further west? Yes; a few years ago there was no cultivation beyond the Macquarie at Dubbo; but now, within 30 miles of Dubbo, and on the other side of the Macquarie, there are 10,000 or 12,000 acres of land under wheat.

1288. I suppose your occupation takes you a great deal among the farming population? Yes; then, too, we have travellers upon each of the railway lines, and they are always reporting to us how things are going on.

1289. *Mr. Hassall.*] Can you compare the proposed railway to Broken Hill with the railway from New York to San Francisco? I think so. I am firmly of opinion that most of us will hear of the English mails being landed at Freemantle, and the proposed railway would be part of the trans-continental line. Then, too, I think there would be a great deal of through traffic from Adelaide, and Broken Hill and the surrounding districts ought to produce a fair amount of traffic. I have been to Broken Hill; but I do not know much about it.

1290. Would not a globe-trotter who wished to journey through the Colonies prefer to go round by way of Adelaide and Melbourne, instead of coming right across? Yes; but the line would not depend upon the globe-trotters; it would have to depend upon the people of the country. It is the local population that makes the traffic of a railway.

1291. Does not the geographical position of Broken Hill render it impossible for the bulk of the traffic to go anywhere but to South Australia? South Australia must attract a great deal of the Broken Hill traffic.

1292. Then the question arises, what traffic would the proposed line have to depend upon? First of all there would be a huge backbone in the carriage of cereals and produce from as far as Mossgiel; then the large pastoral industry would bring its share. Unquestionably, too, there would be some traffic from Broken Hill, and all these atoms would tend to make up a whole.

1293. What traffic would you expect from Broken Hill? I do not know; but I know that there is a good deal of traffic from Broken Hill.

1294. You would not expect any traffic in minerals? The traffic would be connected with the mining industry; but I am somewhat a fool in regard to mining matters—I take no interest in them.

1295. If it has been conclusively proved to us by practical men that the conveyance of minerals from Broken Hill to our coast by way of Port Pirie would be cheaper than across by the proposed railway, do you think the traffic would come by the railway? Undoubtedly the traffic will follow the cheapest route.

1296. So that the only traffic that might be expected would be through passenger traffic from Broken Hill? I would depend very little upon the passenger traffic. I believe in freight for making a line pay. Of course a railway develops the passenger traffic. Take the railway from Molong to Parkes, for instance. I do not suppose that less than twenty-five people a day travel on that line; but I have travelled the route by coach on many occasions, and been the only passenger.

1297. You could not expect any traffic from agricultural productions beyond Mossgiel? No; I have been told that that country is not very good.

1298. Would the railway increase the carrying capacity of land used for pastoral purposes? I could not tell you. Of course, there would be a large amount of traffic during the wool season, but I would not depend upon the pastoral traffic; still, all these things would help to make up a traffic.

1299. If this proposal had been submitted to you as a capitalist, and if it had been pointed out to you that if you undertook the construction of the line you would lose £40,000 a year by it, what would you have done? If I were a capitalist, and could see an opportunity of getting my money back in ten years' time, I would construct the line.

1300. But could you? I think so.

1301. Do you know what is the life of a mining field? I do not know what the average life of a mining field is, although I have seen a good many rise and fall.

1302. Do you know anything at all about Broken Hill? I have been there twice by way of Adelaide.

1303. Do you think that the soil and climate there are suitable for agriculture? I do not.

1304. Therefore, all the railway could rely upon would be the mineral resources of the place? Yes.

1305. If the place petered out in twenty-five years, would you risk losing £40,000 a year for ten years in the expectation of recouping it in the following ten or fifteen years? Yes; because I believe that the proposed extension will form part of a trans-continental line.

1306. Do you not think that in the event of there being a trans-continental line it would be taken to Port Darwin? Both routes have their advocates, but I think the line will reach Freemantle first. The Western Australian Government are building very rapidly in this direction, and I think that we shall have railway communication with Western Australia before we have communication with the northern territory. I do not think that the distance from Port Darwin and Freemantle to Colombo or the Red Sea would differ very much. The difference would be so small as to be scarcely worth speaking of.

1307. If the railway were taken to Port Darwin it would serve the northern territory, Queensland, South Australia, and Victoria, whereas a line to Freemantle would leave Queensland out? Yes; but this Colony is going to get the traffic, however the line goes.

1308. A national line would have to serve the whole of the Colonies? Certainly.

1309. The question we have to consider is, whether New South Wales can afford to risk the loss of £40,000 a year in order that the national line may be constructed;—you think that the construction of this line through the agricultural district to which you have referred would be beneficial? Yes; it would induce a great deal of settlement, and that would mean revenue to the Colony.

1310. Do you think that the construction of the railway would result in larger areas being put under cultivation? I think so. I know that if the railway were constructed a great many people would look for land in that direction.

1311. Where would they have a market? They would have to come to the metropolis for a market.

1312. Could they compete successfully with the Adelaide people, who can land stuff here for 10s. a ton? Wheat can be grown and put on the railway trucks for 1s. a bushel, and they are doing it very little, if at all, in South Australia. The cost of carriage would not, I suppose, be more than 12s. a ton.

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1313. Have you any idea of the rate of carriage from Parkes to Sydney? I suppose it would be about £3 or a little more a truck. It costs the South Australian people something to get their produce to the seaport, and then they have to pay a freight of 10s. a ton to get it to Sydney.
1314. I have seen it landed for 1s. a ton? I am speaking of the present rates.
1315. *Mr. Wright.*] Two shillings and sixpence a ton to Newcastle and 5s. a ton to Sydney are the general rates? The rate for flour is 10s. a ton. I am interested in produce business in Sydney at the present time, and I know that is the rate which has been paid.
1316. *Mr. Hassall.*] Have you any idea as to what area of land is under cultivation in the Condobolin, Euabalong, Hillston, and Mossgiel districts? There are about 14,000 acres of wheat this year in the Hillston and Gunbar district. I have been told, within the last three weeks, by a farmer at Gunbar, who has been gathering statistics for somebody or something, that that is the area under wheat there.
1317. Do you think that that area is likely to be increased under any circumstances? It is not likely to be increased, unless the district gets railway communication.
1318. What is the drawback? The expense of carting produce to the railway.
1319. Do not most of the farmers use their own teams? Yes; but their time is worth something. A great many of them go carrying during the season.
1320. In the slack time, could they not convey their own produce for less than 6d. a ton a mile? I do not think so. Besides, they have to take it while the roads are open. Many of them could not afford to hold it for any time.
1321. Are the roads very bad out there? I think that the road between Gunbar and Carrathool is the worst I ever saw.
1322. What is the soil like? It is a black, dirty-looking soil.
1323. Is it a chocolate colour? No; it is out of the chocolate district. You have to go through a stretch of very bad country before you get to Carrathool. From Hillston to Cudgellico you have fairly good country right through; but there is no good country between Carrathool and south of Gunbar.
1324. The land you speak of is not suitable for agriculture? No; it is totally unfitted for it.
1325. Where does the agricultural land lie? It commences south of Gunbar and goes on to the Lachlan. There is some agricultural land along the Willandra Creek and up at Roto. The land as far as Mossgiel is fairly good; but most of the good land is south of the river. Coming in towards Cootamundra and Temora the land is good again.
1326. Is it not good land about Booligal? I would not call the land there good.
1327. Do you know what the rainfall of the district is? The average rainfall in the Hillston district for the last ten years has been about 17 inches, and about 19 inches at Lake Cudgellico.
1328. Is this rainfall sufficient for agriculture? Yes; in the Valley of San Joaquin in California, the average rainfall is 11 inches.
1329. *Mr. Roberts.*] Have you travelled from Sydney to Broken Hill through New South Wales? No.
1330. How far have you been west? To Mossgiel.
1331. You are perfectly familiar with the character of the country all the way from Parkes to Mossgiel? Yes.
1332. Do you approve of the suggested deviation shown on the map, *via* Cudgellico and Hillston? That is the way I would take the railway.
1333. Would you prefer that route to the Euabalong and Mossgiel route? Yes; you miss the agricultural land if you go along the north side of the river.
1334. Am I to understand that the land from Condobolin to Mossgiel and on to Hillston is good land? Yes; on the south side of the river. On the north side of the river there are some good lands on Roto station; but that is all. I would not call that part of the district by any means a good agricultural district.
1335. Have you ever been to Mount Hope? No.
1336. Do you think it would be a safe thing to construct a railway to Mossgiel? If I could not take a line on to Broken Hill, I would not take it further west than Condobolin. I am a great believer in a through line to bring traffic. I have never seen a through line that has not developed traffic; but I have never seen a branch line pay.
1337. Is it not a fact that the only traffic we could expect to get from Broken Hill would be with the sulphide ores? I understand so, and I understand further that it would not pay to bring those ores to Sydney by rail.
1338. In view of that fact, what would you think of a proposal to make the line terminate at Mossgiel? I would not regard it with favour.
1339. But such a line would go through all the good country that you speak of;—what would be the use of carrying the railway further on? I have always found that a railway develops traffic from some place or another. One never knows where the traffic comes from; but still it comes.
1340. Do you think that a railway could be extended to Hillston without any loss to the State? It would be better to take the line to Hillston than to take it to Mossgiel. An extension to Mossgiel would draw very little traffic.
1341. Hillston would be the centre of a large agricultural district? Yes; or rather the end of it.
1342. After leaving Condobolin, do you not come on to some flooded country? It is flooded country more or less all along the river to Euabalong. There are some nice high patches; but generally it is what I would call a flooded country.
1343. What about the country between Condobolin and Hillston? It is only liable to be flooded near the river. A little way back it is not flooded.
1344. Is any settlement likely to take place between Mossgiel and Menindie? I do not know.
1345. *Mr. Black.*] Do I understand you to say that you only approve of the construction of railways which run right through from one point to another? The construction of such a line is often an inducement to through traffic.
1346. You appear to think that, no matter how much a railway to Hillston would increase settlement, it should not be constructed unless it can be taken right on to Broken Hill;—that seems a peculiar position for one who is interested in farming? I said that if I had capital to invest I did not think I would go beyond Condobolin. If the line were to be extended beyond Condobolin I would not go further than Hillston.

1347. Despite the agricultural possibilities of the district, you do not think it would be advisable to carry the line beyond Hillston? I should not do so if I were constructing the line to develop traffic. Of course the State can develop traffic better than a private individual, and I daresay that in a few years a line to Hillston would pay.

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1348. You favour the construction of a line to Broken Hill because it would bring New South Wales into more direct communication with Adelaide;—are you aware that it would make very little difference in the distance between the two places? I do not know what saving it would make, but I assume that it would make a saving.

1349. Do you not think that a better direct route could be obtained by making a connection between Hay and Morgan? That would be a better through route.

1350. Would it pass through better country? No.

1351. Do you not think that the country from Hay to Wentworth is better than that between Mossgiel and Menindie? I do not know the country at all. I have been as far as Balranald from Hay, and there my knowledge of it ends. There is no country between Hay and Balranald which is as good as the country between Cudgellico and Hillston.

1352. *Mr. Humphery.*] How many bushels to the acre do you allow for when you say that wheat could be placed upon the railway for 1s. a bushel? They could grow 20 bushels to the acre in the Hillston district. They have a higher average yield about Wellington and Dubbo.

1353. What would be the probable route of a line from Freemantle? It would pass through Broken Hill.

1354. Would it not touch the coast of South Australia? No; it would not go through Adelaide.

1355. Would it not be shorter? No; I think it would be nearer to come through Broken Hill. Trains would branch off the main line to Adelaide and Melbourne.

1356. *Mr. O'Connor.*] You were for many years in America? Yes.

1357. There they construct railways in order to create traffic? Yes.

1358. Do you remember the great enterprise of Bishop Ireland, who took up a desert and made a railway through it? No.

1359. At any rate, it has been the policy of America to make railways to develop the country, and they have paid largely? Yes.

1360. You are of opinion that if the railway were extended to Hillston the population of the district would be considerably increased? Yes.

1361. Because of the facilities offered by the railway? Yes.

1362. If you were a Minister of the Crown, with your present intelligence and experience to guide you, would you sanction the extension of this railway? I say unhesitatingly that I would, and I would make what we call a light railway. I have no sympathy with the heavy expensive lines that have hitherto been made. I was brought up in the English railway service, and still take a great interest in the railway systems of the different colonies. I have always been of opinion that we spend too much in constructing a railway. I believe first of all in letting the railway develop the country, and then in letting the country develop the railway.

1363. No matter how good the yield, or what the industry of the people, profits cannot be very great if roads are bad and carriage high? That is so.

1364. As a matter of economy, a light railway would be less expensive to the State than continuous road-making? Yes.

1365. *Mr. Trickett.*] How does the climate of this colony compare with the climate of places in America in which they grow wheat? Of course, the climate of the Eastern States of America is quite different from the climate of the Western States; but in the Sacramento and San Joaquin valleys the temperature is higher than in the wheat-growing districts of South Australia, and the temperature of the South Australian wheat-growing districts is higher than the temperature of Hillston.

1366. Is the rainfall in America pretty regular? They have no rain in California from April until October.

1367. The rainfall about Wilcannia is very uncertain, according to the evidence of the local post and telegraph master;—you may have three or four bad seasons in succession;—how would that affect a wheat crop? Wilcannia is 200 miles west of the district of which I am speaking. I do not know the Darling district below Bourke.

1368. In America they give the land for nothing? The Government will grant a man 160 acres for nothing, with the right to pre-empt another 160 acres. That facilitates settlement and enables the land to be taken up in small holdings. Here the trouble has been that people have taken up too much land. In America you can buy land from the railway companies for about 2½ dollars an acre.

1369. The railways there are built on the land-grant system? Yes; the Government take the odd blocks in each township, and the railway companies the even blocks.

1370. Does the population go right out to distant places at once, or do intermediate places become settled first? The population keeps drifting out along the line pretty quickly.

1371. Do they go in for irrigation in America? Only in the western district.

1372. Can the wheat crops be grown by irrigation? I do not think you could make much of a wheat crop by means of irrigation any more than you could grow potatoes that way.

1373. But you want a regular rainfall for wheat? Yes.

1374. *Chairman.*] What do you regard as the better land between Condobolin and Hillston—that on the north or that on the south side of the Lachlan? That on the south side of the Lachlan.

1375. What area of wheat-growing land would the construction of a railway to Hillston render accessible? I know of over 1,000,000 acres of wheat land there; but I do not know how much of that would be available.

William Henry John Slec, Esq., F.G.S., Chief Inspector of Mines and Superintendent of Diamond Drills, Department of Mines, sworn, and examined:—

1376. *Mr. Lee.*] You have had very extensive experience in the Mines Department? Yes; twenty years.

1377. Your duties have required you to travel all over the Colony, including the western districts? Yes; I have had a good deal of experience in the western districts.

1378. I presume that you know the location of all the mining centres there? Yes.

1379. Do you know the route of the proposed line? Yes.

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Sloce, Esq.,
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1380. What mining centres would there be within easy reach of that line? There is a little gold-mining done within about 30 miles of Condobolin. Then, until you get to Mount Hope, the country is pastoral country. From Mount Hope to Broken Hill there is no mining. I have prepared a short statement which I would like to read to the Committee:—

Having a thorough knowledge of the country between Condobolin *via* Menindie to Broken Hill, I beg to state that the said tract of country may be generally termed as pastoral. In my opinion agriculture, without irrigation, is not likely to be successfully carried on in that part of New South Wales.

Re Mining.

After the railway passes the district of Mount Hope, it would again merge into essentially pastoral country where there would be very little probability of any extensive mineral discoveries; hence the prospects of the payable nature of the railway would depend entirely on the pastoral interest. But I have no doubt that the railway would stimulate the mining industry in the Mount Hope district, and that a larger quantity of metal would be produced, and in consequence an increase of population would take place.

1381. Do you know how far the route of the proposed line is from Mount Hope? No.

1382. Which way do you go when you visit Mount Hope? In the olden times I have frequently gone from Forbes through Condobolin and Euabalong to Mount Hope, and from there on to Cobar. I have gone to Mount Hope many times, and by many routes.

1383. Is the statement that the country between the route of the proposed line and Mount Hope is sandy in character correct? Yes; the soil is mostly sandy.

1384. Are not the ores obtained at Mount Hope of a low grade? They have been.

1385. It would be impossible to cart those ores 20 miles to a railway? They have been carted all the way to Condobolin and Forbes. The ore itself would not be carted. They would have to take out the metal on the spot. It would never pay to cart the ore.

1386. Are there not some gold-mines in the district? Yes, at Mount Allen, which is about 12 miles from Mount Hope.

1387. Those mines could not be profitably worked if the ore had to be carted a long distance to the railway? No.

1388. Are you of opinion that if the line were diverted to Mount Hope much traffic would result? I think it would be better to take the line close to Mount Hope.

1389. Because of the large quantity of low grade ore which would then be sent to the nearest coal-mines to be treated? I do not think it would pay to take the ore to Lithgow; but the construction of a railway would induce the mining company to erect better furnaces, and they would thus be able to get their copper away at a cheaper rate. I do not think you can ever depend upon having the ores to take away.

1390. You do not think that either gold or copper ore would be sent away if the line were taken near to Mount Hope? No; except a little as samples.

1391. But it is probable that better treating appliances would be erected on the spot? Yes; and that would mean an increased population.

1392. Do you think that the copper-mines at Mount Hope would yield much traffic to the railway? Not unless the railway stimulated them to some extent.

1393. Are the mines rich enough to admit of a sufficient output to make the line pay? I do not think that the output would exceed 100 or 150 tons a week, even if there were a railway, and the mines which are now idle were working.

1394. One of the difficulties which the people there have to contend with is the absence of water? Yes.

1395. The construction of a railway would not overcome that difficulty? No.

1396. Mining in that district must always suffer more or less from the want of an ample supply of water? Yes, always.

1397. Do you think that the mineral resources of the district are sufficient to justify the Government in extending the railway there? No; I should say not. I do not think that the line would pay; but on a national basis, I think it should be constructed.

1398. You do not see a prospect of sufficient traffic to pay interest and working expenses? No.

1399. If the line is to be taken from Condobolin to Menindie it should, in your opinion, go nearer to Mount Hope? Yes.

1400. Because it would thus obtain a certain amount of traffic? Yes.

1401. You are aware that the construction of the Cobar line has considerably developed the mines there? Yes; but those mines were working long before the opening of the railway.

1402. They are working now very profitably? Yes.

1403. I presume that the railway has had something to do with their success? It has had a great deal to do with it.

1404. What would be the relative distance from Cobar to Lithgow and from Mount Hope to Lithgow? I do not know; but I think that Cobar would be nearer to Lithgow than Mount Hope would be.

1405. It is the metal that is sent away from Cobar, not the ore? They are now sending ore to Lithgow to be smelted.

1406. Do you think that they could do that profitably at Mount Hope? It would not pay for the Mount Hope mines to erect such large works as they have at Cobar. The Cobar deposit is a very large one—the largest we have in Australia, whereas the Mount Hope deposit occurs in horizontal patches. At Mount Hope they have never had the formation of a real lode, while at Cobar they have had it from the surface downwards.

1407. Do you think there is any large area of unexplored mineral country in the Mount Hope district? I do not think so.

1408. The probability of an extensive development there is not very great? I do not think that we shall have any extensive field there. There may be small patches.

1409. The moment you get past Mount Hope there is nothing until you get to Broken Hill? No. In 1881-82 I was Gold Commissioner at Mount Brown, and I frequently had occasion to go through all that back country.

1410. Would you care to express an opinion as to the permanency of the lodes at Broken Hill? I have no doubt whatever that the lodes there are permanent.

1411. Do you think that they will furnish large quantities of sulphide ores for many years to come? I think that they will last for the next fifty years, provided the problem how to properly treat sulphides is solved; and we are fairly on the road to that solution.

1412. They are bound to discover the proper means of treating these ores sooner or later? Yes; and there are large numbers of mines which have very small deposits, and under the present system will not pay, but which, a few years hence, may pay.

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1413. Is there not a movement on foot to treat these ores in the vicinity of Newcastle and Illawarra? Yes; but it is to the interest of the South Australian people to have them treated in that Colony.
1414. What prospect do you think the proposed line would have of carrying any of the ore from Broken Hill? I am afraid that the railway could not compete with the water-carriage.
1415. The ores are low-grade, difficult of treatment, and consequently will not stand very heavy rates of carriage? They will only stand a very small freight.
1416. The rates prevailing by way of Port Pirie are so much lower than the contemplated railway rates that you are of opinion that the railway will not get any freight of this character? That is so. I have been given to understand by those who are supposed to know that in time the ore from Broken Hill will be landed at our ports for £1 a ton. The railway could not compete with a rate like that. No doubt a railway would create a good deal of through traffic from Broken Hill.
1417. Passenger traffic, and possibly goods traffic, but not low-grade ores? Yes.
1418. Do you know of any class of traffic which might be developed by the construction of the line? Nothing, except the passenger traffic and pastoral traffic.
1419. You do not think that the railway would develop any new industry or increase production? It would settle population along the line here and there, but nothing very much for years to come.
1420. You think the project somewhat premature? I think that as a national work the line should be made; but as a payable line the proposal is premature.
1421. In the event of the Broken Hill mines depreciating from any cause, what would become of the population of Broken Hill? My opinion is that the population of Broken Hill is not likely to get below 10,000 for many years to come.
1422. Do you think that there is any prospect of its increasing? It will increase if the sulphide lodes can be properly treated. There will be no agriculture there.
1423. If the ores are taken for treatment to some other place, less coke and coal will be sent to Broken Hill, and the shutting up of the furnaces will mean the reduction of population? The number of smelters will be reduced, but the number of miners will be increased. Still they would always have to have smelters there of some kind.
1424. And you think that the resources of the place are ample to maintain the town in its present state of prosperity? I think so.
1425. Have there been any fresh discoveries in Broken Hill of late years? No; at one time it was thought that precious stones had been found there—rubies; but they turned out not to be rubies.
1426. What are the geological expectations of the place? The geological features of the district are such that we ought to have got gold and copper there, as well as silver.
1427. There is still a possibility of getting those metals? There is a great probability, but so far they have not been found in payable quantities.
1428. The great difficulty of water storage has been overcome? Yes.
1429. Unfortunately the district is a little too remote from Sydney? It is too close to the borders of South Australia. As a national work, I think the railway should be made.
1430. If there is no prospect of the line paying while the population of Broken Hill is at its greatest, what will be the prospect in years to come? Small communities will settle along the line, and perhaps agriculture will be tried, though I do not think it will ever be successful. They have agriculture now at Nymagee; but there is a failure of the crops every two or three seasons out of four.
1431. Do you think that the construction of the railway would cause ore to be sent to Menindie to be treated? If the railway had been taken to Menindie in 1833, I believe it would have paid over and over again, because then the smelting would have been done on the Darling. I was at Broken Hill with Mr. Wilkinson about that time, and we recommended the construction of such a line.
1432. But a change has taken place by reason of the construction of the Silverton tramway? Yes; and furnaces have been built in South Australia.
1433. It is almost impossible for us to recapture that trade now? We might gradually get some of it back.
1434. But it is more likely to go down to the coast and then come round by ship? Yes. I do not think one could come to any different opinion who had travelled round to Broken Hill by way of Melbourne and Adelaide and back through New South Wales. The Broken Hill traffic must always go through South Australia.
1435. A railway to Broken Hill must not expect to get any of the mineral traffic? No.
1436. Though it might get some passenger and goods traffic, and might develop small settlements along the route? Yes; if we could control our rainfall, agriculture could be undertaken out there; but, as we cannot, agriculture will not be successful.
1437. You say, emphatically, that if a line is taken from Condobolin to Menindie, it ought to go near Mount Hope, because it would then be sure to get a certain amount of traffic? Yes.
1438. Have you anything to do with the Water Supply Department? I used to have to do with artesian boring.
1439. Can you tell the Committee what prospect there is of getting water along the route of the proposed line? It is out of the question to expect to get artesian water, but you would get stock water at a depth of 200 or 300 feet; that is, rain-water which has gradually percolated through the softer parts of the surface.
1440. In sufficient quantities to supply the railway locomotives and meet with the requirements of the railway generally? The water I speak of would be no good for the engines; it is brackish, and full of magnesia.
1441. And the only water we could depend upon would be water stored in tanks? Yes; except on the Lachlan and the Darling.
1442. From Mossgiel to the Darling would be a very long stretch? Yes; from Mossgiel to Menindie you would have to depend upon tanks.
1443. *Mr. Fegan.*] What number of men are there working in connection with mining between Condobolin and Mount Hope? In the Mount Hope district, taking in Mount Allen and Gilgunnia, there are about 1,200 men.
1444. Where do they get their stores from? The Mount Hope people go principally to Forbes and Parkes for their stores.
1445. Those stores come from Sydney? Yes; as soon as the railway is extended to Condobolin the people will go there.
1446. Do they send their ore to Sydney? No; they crush it on the spot.

- W. H. J. Sloc, Esq., F.G.S.
25 Aug., 1896.
1447. I suppose you have great hope of developing Mount Hope? The construction of a railway there would stimulate the place. They have only "pig-rooted" there so far.
1448. Do you expect much from those mines? I do not expect as much from them as from the Cobar mines.
1449. What is the chief production of the Mount Hope mines? Copper. From the Mount Allan mines they get gold.
1450. Any silver? No.
1451. Do you know the route to Wilcannia? Yes; I have been there frequently.
1452. Do you think that a line *via* Wilcannia would be better than the proposed line? I think the Cobar route would be the best.
1453. Do you know the road from Menindie to Broken Hill? Yes; I have been over it frequently.
1454. I suppose that at the present time the people of Broken Hill get their supplies from South Australia? Nearly all of them.
1455. Is there any possibility of the land between Menindie and Broken Hill producing sufficient to supply the wants of the people of Broken Hill? Not without irrigation. The land is very sandy and poor.
1456. What amount of ore was taken from Mount Hope last year, have you any idea? No. I think the output of copper would be about 25 tons a month, but that would be the outside.
1457. If the railway is taken to Condobolin, will the Mount Hope people continue to go to Nyngan? No; because Condobolin will be nearer.
1458. What is the distance from Condobolin to Mount Hope? I think it is 80 or 90 miles.
1459. What is the population of Mount Hope? At present about 300.
1460. There is no possibility of a line to Mount Hope paying? I do not think so.
1461. You think that as a connection between Broken Hill and Sydney the proposed line should be constructed? Yes.
1462. At the present time that town has to do business with another Colony? Yes; and if you want to get from the metropolis to Broken Hill you have to go through two colonies. It takes three nights and three days to get to Broken Hill from Sydney.
1463. A portion of the land through which the line would go is good agricultural land? There is some good agricultural land on the south side of the Lachlan as far as Mossgiel; but there is very little agricultural land on to Menindie.
1464. I understand that there is fair land from Condobolin to Mossgiel, but that from there to Broken Hill the land should only be used for pastoral purposes? Yes.
1465. Is it good pastoral land? Only fairly good. It carries a sheep to every 10 or 12 acres. At Mount Brown it requires as much as 14 acres to feed a sheep.
1466. Is there any water between Menindie and Broken Hill? No; water could only be obtained by sinking.
1467. *Mr. Hassall.*] Have you made any examination of the country between Mount Hope and Cobar? Yes.
1468. What is your opinion of that country? A small deposit of copper may be found there; but I do not think any large discoveries will be made, because the district has been so much overrun by prospectors.
1469. Is it mineral country? Yes; right through. There are small deposits of copper and gold there, but hitherto they have not been found payable.
1470. What is the probable life of the Mount Hope field? The Mount Hope field is quite different from the Cobar field. The Cobar mine goes down on a lode formation, with a proper underlay; but at Mount Hope the ores are in horizontal beds, and they have never been tried at any great depth. The mines have been worked by tributors, and so far, to use a vulgar phrase, the place has only been "pig-rooted."
1471. Is there any prospect of minerals being discovered between Mount Hope and Menindie? For 20 or 30 miles from Mount Hope the country looks metalliferous, but after that nothing can be seen.
1472. Has it been prospected? To some extent; but it is very difficult country to prospect, because it is very scrubby, and there is no water.
1473. The whole of it is practically given up to pastoral occupation? Yes; and a miner cannot go out there unless he is able to get a paddock for his horse, and so on. The difficulties of prospecting are greater there than in the more settled districts.
1474. You do not expect any great discoveries there? Nothing very extensive as at Cobar or Nymagee.
1475. Do you think that fresh discoveries are likely to be made in the Broken Hill district? I believe that some of the Broken Hill lodes away from Broken Hill itself have not been properly prospected. There is a very large extent of country there.
1476. Can you tell the Committee how much? All the country between Mount Browne and Broken Hill is metalliferous. Going from Milparinka to Wilcannia, and about 60 miles from Wilcannia, you pass through our opal fields. The whole of that country is cretaceous, and it is likely that sooner or later it will be found to contain large deposits of opal, like those at White Cliff, where some of the best opals in the world have been discovered. That country extends right into South Australia.
1477. You think that the mineral deposits there are likely to be found of a rich and permanent character? Yes; the country of which I speak lies beyond Broken Hill. The shortest route from places like Milparinka would be to Bourke.
1478. Do you think that it would pay to construct the proposed line? No. Its construction might stimulate settlement; but I do not think for one moment that the railway would pay, either at the present time, or for years to come.
1479. Do you think that it would encourage and assist mineral development? It might create small settlements, and the people might prospect near those settlements, but agriculture would never flourish out there. At Mount Browne we had only 1½ inch of rain in ten months, and they were obliged to send out camels from South Australia to relieve us. At Wilcannia, the average rainfall for years was only 8 inches.

WEDNESDAY, 26 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
 The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. WILLIAM JOSEPH TRICKETT.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 JOHN LIONEL FEGAN, Esq.
 THOMAS HENRY HASSALL, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

William Briggs, Esq., Chairman, Lithgow Coal Association, sworn, and examined:—

1480. *Mr. Wright.*] Have you any knowledge of the proposal before the Committee? Only from what I have seen in the newspapers. W. Briggs, Esq.
1481. Have you been over the country which the proposed railway would traverse? No.
1482. If the railway is made is coal likely to be sent from Lithgow to Broken Hill, or are minerals likely to be brought from Broken Hill to Lithgow? I think that the Darling would stop the traffic very much. 26 Aug., 1896.
1483. According to the railway authorities the cost of transit from Broken Hill to Sydney by rail would be much higher than the present cost by sea. We further heard from the Commissioners that coal could be taken from Newcastle to Broken Hill by sea, and ore brought from Broken Hill to Newcastle by sea more cheaply than this transit could be accomplished by railway? Well, I have heard that the railway authorities have offered to carry coal for $\frac{1}{2}$ d. They do it in America for $\frac{3}{4}$ d.
1484. The distance from Lithgow to Broken Hill is about 700 miles; would you be likely to send coal across to Broken Hill by railway? I think so.
1485. Is the coal obtained at Lithgow suitable for smelting purposes? Yes, very.
1486. Is it comparatively free from sulphur? Fairly so. We make very good coke.
1487. I presume you know that for smelting purposes it is necessary to have the coal as free from sulphur as possible? Well, arrangements are now being carried out for establishing large smelting works at Lithgow.
1488. Are these works being established by people interested in the mines there? No; they are being established by Dr. Reade, of Singleton, and his party.
1489. The present contributories of the Cobar mine? I think they are. They intend to spend a large amount of money at Lithgow.
1490. It takes from $3\frac{1}{2}$ to 4 tons of coal to smelt 1 ton of ore, so that it is cheaper to bring the ore to the coal than to take the coal to the ore? Yes.
1491. Can you furnish us with an analysis of the Lithgow coal? I will supply you with it.
1492. What proportion of ash, or other deleterious matter, does your coke contain? I would rather not answer that question from memory. I will supply the Committee with the information.
1493. You are under the impression that if the railway is made it is possible that a certain portion of the Broken Hill traffic will come to Lithgow? There is every prospect of it, though, of course, the distance is great.
1494. Notwithstanding the great amount of haulage, you think that the Commissioners might be induced to carry ores from Broken Hill at a rate which will enable them to be smelted at Lithgow? Yes; they have offered to make us some very large concessions. We have been trying to advance our business out towards Bourke and Cobar, where they have such primitive ideas as to prefer wood to coal. The Commissioners have met us very fairly.
1495. What do they charge you between Lithgow and Bourke? A mileage rate—1d. per mile is the ordinary rate. South they give us a uniform rate of 6s., though the ordinary rate would come to 7s. 6d.
1496. A rate of 1d. a ton a mile would prohibit any traffic between Lithgow and Broken Hill? We have tried to show the Commissioners that whereas they charge a lower rate for the carriage of wood they are put to more expense, because of the greater cost of handling the wood; but their reply is that there is much more business done with wood than there would be with coal. I think we could very well make coke for 15s. or 18s. a ton, and the freight, I imagine, would be about 16s. 8d. a ton to Broken Hill, so that we could deliver our coke there for about 32s. a ton, whereas the people of Broken Hill now pay £3 a ton for English coke delivered.
1497. Have you any idea what the Newcastle coke costs them? I forget what the price of Newcastle coke is.
1498. Is it higher or lower than the price you have named? No one sells coke for the price I have named; but that is the price at which we could sell it if there were a demand for large quantities.
1499. *Mr. Fegan.*] You represent the associated coal-mine owners of Lithgow? Yes; I am Chairman of the seven collieries there.
1500. How many tons a year do you raise? About 200,000 tons, or something like that.
1501. How much coke do you burn up there? Only one colliery there is making coke at the present time—the Vale Colliery. We really have no outlet for coke now.
1502. What is the reason that there is not much of a demand for coke? Some years ago we erected large furnaces for the burning of coke at the Vale of Olwydd Colliery, but the expenses and the freight were so great that we could not compete against the foreign coke. They could put in German coke cheaper than we could supply our coke.
1503. Can they do that now? Well, if the Commissioners came down with the freight and met us, we would do it as cheaply as they can, and beat them.
1504. Coke is made out of the small coal, is it not? It all depends. To make the best coke you have to wash the coal.
1505. The small coal is got comparatively cheaply compared with the large coal—you pay the men so much a ton for the large coal, while the small coal falls through and is not reckoned? Yes; but we cannot get as good a price for the small coal as we get for the large coal. We sell it at 2s. 6d. a ton.

1506.

- W. Briggs, Esq.
26 Aug., 1896.
1506. But the small coal is the coal mostly used in making coke—you have not to crush much large coal? You could not get enough small coal to do anything with it.
1507. How many tons of coke do you make in the year? We do not make any now. We have left off making coke for many years.
1508. The £1 a ton duty which was placed upon coke was not sufficient to enable you to make it profitably? No. You must remember that at that time the demand for coke was very small. It is very expensive to make coke, and the manufacture will not pay unless there is a large demand.
1509. The duty of £1 a ton which was placed upon coke did not help your firm to make it? No; the only colliery at Lithgow making coke is the Vale. Mr. Chapman is making coke.
1510. He has a colliery up north? Yes; at Seaham. He represents the New Zealand Assets Company.
1511. That Company have the Lithgow Colliery and the Seaham Colliery? Yes.
1512. Is it not a fact that the coke manufactured at Lithgow was inferior both to the Newcastle coke and the imported coke? I am not aware. Our colliery has not made coke for some years, and therefore I cannot speak positively about the matter.
1513. Would you be surprised to hear it said? I would not be very surprised. The making of coke was a new industry when we took it up, and I do not think we had fair play. We never had a large demand.
1514. How much a ton are you getting for your coal at the present time? Different prices. It all depends upon where it goes. The price for coal going out west is different from the price of coal going south. We "put in" coal going south very cheaply, because there is so much competition.
1515. You will be surprised to hear that English or German coke can be supplied at Broken Hill for £2 a ton? Yes.
1516. You would not be able to supply coke for that price? We could supply it at about 32s. a ton, if we could get it over to Broken Hill for 16s. 8d. a ton.
1517. Do you know Mr. Wilton, colliery proprietor at Lithgow? Yes, very well.
1518. In giving evidence in regard to the Cobar to Cockburn line, he said, with reference to the Lithgow coke, "I understand it does not bear comparison with either the English coke, or the coke made at Newcastle. It requires a special treatment." Do you hold with that? No; and I do not know how he arrived at his conclusion. Neither he nor I have ever tested the matter practically. He has a pottery which uses up all his small coal.
1519. You could not afford to pay a penny a ton for the conveyance of coal to Broken Hill? No.
1520. What is the capacity of the smelting works which are being erected at Lithgow. They have not been erected yet, but I believe that they are going to be very extensive.
1521. Dr. Reade has a coal-mine at Singleton? Yes. He was anxious to come to Lithgow, I believe, because of the quality of the coal there. We made him some overtures, but they did not suit him, and he has now established himself at Eskbank.
1522. Is the coal you get at Lithgow as good as the coal in the Illawarra and Newcastle districts? It is altogether a different kind of coal. There is no gas in it, and it is harder. Mr. Eddy speaks very highly of it for steaming purposes, though I think the Metropolitan surpasses it a little. Still he is perfectly satisfied with it.
1523. Is it not on account of the price that he is satisfied with it? Long before he had it at that price he was satisfied with it.
1524. Was there no other reason for his satisfaction? He tested it to see if he could use it for a quick service.
1525. Is not Lithgow coal preferred because there is not the same probability of a strike occurring up there that there is in other places? No.
1526. You would be surprised if you heard that that has been said? You must bear in mind that I am acquainted with the contracts which have been made with the Government for years past, long before there was any trouble, or before the Metropolitan mine was working, and since. I imagine that you are referring to the contract which we have taken for the Eveleigh coal.
1527. Yes; your price was very much lower than that at which any other colliery could supply it? Well, the price pays us.
1528. Supposing the Government were unable to carry coke to Broken Hill for $\frac{1}{2}$ d. per ton per mile? Well, we could sell the coke at 18s. a ton at the pit's mouth, so you can easily find out whether we could supply coke to Broken Hill if $\frac{1}{2}$ d. a mile freight was charged by the Commissioners. It would all depend upon what the foreign coke was delivered for.
1529. Coke is much cheaper now than it was five years ago? Yes; though I have been informed that £3 a ton has been paid for it recently.
1530. *Mr. Roberts.*] Do you appear here as an advocate for the construction of the proposed line? No; I have nothing to do with it. I am not interested in it in any way.
1531. I think you came here with the idea that if the line were constructed you might be able to see your way as a commercial man to get a good return for any capital you might invest in sending the productions of your mines to Broken Hill? I think that I shall be under the ground before any return can be reaped from that traffic.
1532. Do you think that the proposed line would be of any service to your company? Well, the benefit is very remote.
1533. Have you given any consideration to the matter from that point of view? Yes; of course it is quite to be understood that if business places were established along the line, or at Broken Hill, so that trade came from there to us, we should benefit by the construction of the line.
1534. But you have no particular feeling in the matter? No; I do not suppose that it will concern me.
1535. *Mr. Trickett.*] I understand that some time ago they did not manufacture good coke in the Colony? I am not prepared to say that the indifferent quality of the coke caused us to discontinue; it was rather the smallness of the demand, combined with the high freight.
1536. Now that the demand is greater, coke is a payable commodity? There is a little more demand for coke, but the Vale of Clwydd mine has not gone in for it again.
1537. Does the company which is erecting smelting works at Lithgow intend to buy up ores and smelt them there? I am not prepared to say what they intend to do, because I have no connection with the company.

company. I only know that they came to us to get land, and that, our terms not suiting them, they arranged with Mr. Sandford, at Eskbank, who has told me that everything is completed, and that they are about to begin. I suppose that all they will do at present will be to treat the Cobar and Sunny Corner ore. 1533. They do not contemplate getting ore from so distant a part of the Colony as Broken Hill? I should think not.

W. Briggs,
Esq.
26 Aug., 1896.

William McIntyre, Esq., Chief Electoral Officer, Chief Secretary's Department, sworn, and examined:—
1539. *Chairman.*] Have you prepared a plan showing the location of population between Condobolin and Broken Hill, along the route of the proposed line? I have a plan showing the several electoral districts through which the proposed line would pass. I have also a short statement, which is as follows:—

W. McIntyre,
Esq.
26 Aug., 1896.

Electorate.	Electors.	Population.
The Lachlan	1,758	5,421
Wentworth	1,719	4,108
Sturt	1,785	5,232
Broken Hill	1,880	8,600
Alma	2,068	8,537
	9,210	31,798

Of the total population, over 22,000 are located to the west of the Darling River, leaving under 10,000 along the route from Condobolin to the Darling River. The principal centres of population are Euabalong, Cudgellico, Hillston, Mossgiel, and Menindie. The population in that part of the Colony is about three times the number of people upon the electoral rolls. There are, at least, two males to every female out there.

1540. *Mr. Regan.*] No part of the electorate of Wilcannia comes within the influence of the line? I have only taken the country within 50 miles on each side of the proposed route. The southern boundary of the Wilcannia electorate would be very close to the limit. The only populous centre along the route is Hillston. None of the other towns have a population of 500.

1541. Is Silverton included? Yes. I have gone right through to the South Australian border.

1542. *Chairman.*] The blue lines on the map show the subdivisions of the various electorates, and the figures show the number of electors within those boundaries? Yes.

1543. To find the actual population you have multiplied the number of names upon the rolls by three? No. The information as to the actual population in electoral divisions was obtained from the police.

1544. After leaving the Lachlan, until you get close to Broken Hill, there does not appear to be a population of more than 3,000 people contiguous to the line? I should not think that there would be more than 10,000 people altogether in the electorates I have named, between Condobolin and the Darling.

1545. Your figures embrace pretty well the whole of the population from the Lachlan to the Darling, coming down at the Darling to within approximately 40 miles of the Murray? Yes.

William Henry John Slee, Esq., F.G.S., Chief Inspector of Mines and Superintendent of Diamond Drills, Department of Mines, sworn, and further examined:—

1546. *Mr. Roberts.*] You know the country along the route of the proposed deviation to Hillston? Yes.
1547. Is that good agricultural country? None of it can be considered good agricultural country until you get near to Hillston.

W. H. J.
Slee, Esq.,
F.G.S.

1548. Which do you think would be the better route, *via* Euabalong or *via* Hillston? I should think it would be best to take the line *via* Mount Hope. An agricultural population settled at Hillston could supply the Mount Hope district.

26 Aug., 1896.

1549. Do you think that if the line were taken by way of Euabalong it would assist in the development of the Mount Hope mines? Yes.

1550. Do you look upon that field as a permanent one? I think that in the future it may be worked with more profit than at the present time. I have no doubt that a mining population will be settled there for many years to come.

1551. Is there a settled population there now? There has been a settled population of a few hundreds for some years past. The population of the whole district, including Gilgunnia and Mount Allen, is about 1,000.

1552. Have the mines been worked to any great depth? No; not below 300 feet.

1553. Are there any mineral deposits between Mount Hope and Menindie? No; 30 miles after leaving Mount Hope there are no mineral deposits.

1554. Do you not think that if the line, instead of being taken from Condobolin to Menindie, were taken to Wilcannia and thence to Broken Hill that would tend to the further development of the mineral resources of the district? My knowledge of the country along both routes leads me to prefer the Cobar line. Such a line would be more likely to pay than a line from Condobolin through Menindie.

1555. *Chairman.*] Do you mean for mineral purposes? For mineral purposes.

1556. *Mr. Roberts.*] What minerals would be likely to be discovered between Cobar and Wilcannia? Copper and gold.

1557. Any silver? Not much.

1558. How far from Broken Hill in any direction may further mineral developments be expected? Going out in the direction of Wilcannia the mineral country ceases within 25 miles of Broken Hill, because the cretaceous formation comes in there. The mineral country does not extend any great distance out towards Wilcannia or towards Cobar; but, out towards Milparinka, I think that sooner or later mines will be put down right through the district. The whole of that country is a cretaceous sea, and here and there are islands of Silurian rocks in which we get the precious minerals.

1559. What minerals are obtained at Milparinka and Mount Browne? Gold and a little opal have been found out there; but not in payable quantities. It is all alluvial gold on quartz reef.

- W. H. J. Slee, Esq., F.G.S.
26 Aug., 1896.
1560. Are the opals of any value? The White Cliff opals are, I believe, the best known, and those fields will be found to extend on towards Wilcannia.
1561. How far from Cobar towards Wilcannia is the district likely to undergo much mineral development? For not more than 50 or 60 miles. After that the alluvial country comes in.
1562. You think that Broken Hill should be reached by way of Wilcannia in preference to any other route? Yes; because I believe that a large population would come into Wilcannia from out Mount Browne way. Our opal-fields would feed to a certain extent from Wilcannia.
1563. There is more likely to be a further discovery of minerals close to Cobar than close to Mount Hope? To a large extent, yes.
1564. You look upon the Cobar country as being superior to the Mount Hope country? Yes; it is far superior, so far as minerals are concerned.
1565. You do not think that Mount Hope is of sufficient importance to warrant the construction of a railway there in preference to an extension from Cobar? I would not say that. I think that our mining industry should be encouraged everywhere. Of the two lines, I would prefer an extension from Cobar as the most likely to pay.
1566. Is any iron ore to be obtained out in this district? Iron ore is to be obtained near Mount Hope.
1567. Any coal? No.
1568. *Mr. Clarke.*] You said yesterday that you could not recommend the construction of the line on commercial grounds, but that you considered that on national grounds it might be advisable to construct it;—what do you mean by national grounds? To encourage the people living in these back countries who have to undergo a great deal of hardship and privation, and to enable them to get to civilisation at less cost.
1569. The population between Hillston and Menindie is very sparse? Yes, at the present time.
1570. I suppose that there are only a few sheep stations there? That is all. The construction of a railway would encourage the settlement of small communities, which would grow into larger communities.
1571. We have it in evidence that the construction of the railway would mean an annual loss of £40,000;—is not that a great deal? Yes. I would say, do not construct the line as a paying concern. But if the Government wish to open up the interior by the construction of light railways, being content to wait for a return, then I say, construct the line. I feel confident that, if the railway is constructed, there will be a great loss upon it for many years to come. On national grounds, however, I say that Sydney should be connected directly with South Australia. It is only on those grounds that I recommend the line.
1572. *Chairman.*] Cobar is infinitely superior to Mount Hope as a mining centre? Yes.
1573. Cobar is likely to become a permanent field;—you are doubtful about Mount Hope? Yes.
1574. Extending west from Cobar, you do not expect much development except in connection with opals? Yes.
1575. But north from Broken Hill to Wilcannia, you believe that there will be large mining developments, and that it would be wise to have a railway as close to those fields as possible? Yes.
1576. In your opinion there will be no great mining development in the country between Condobolin and Broken Hill? I do not think so.
1577. That is pretty well the case from a mining standpoint? Yes. I have been all through that country several times.

Alexander Bruce, Esq., Chief Inspector of Stock, Department of Mines, sworn, and examined:—

- A. Bruce, Esq.
26 Aug., 1896.
1578. *Mr. Hassall.*] Can you give us any information about the country between Condobolin and Broken Hill? I know the country partially; I am not thoroughly well acquainted with it.
1579. What is the principal form of land occupation there? The occupation between Condobolin and Broken Hill is pastoral occupation.
1580. What does the country carry—cattle or sheep? Sheep principally.
1581. Have you any idea what its carrying capacity is? A great deal of it is not very good, and some of it is only middling; perhaps you might class it as country which will carry a sheep to every 3 acres.
1582. Is much of the country covered with scrub? I am not able to say from my personal knowledge, but, speaking from hearsay, I know that there is a good deal of scrub in that district. I cannot say whether the scrub is exactly on the route of the proposed line.
1583. Is the district rabbit-infested? Yes.
1584. Thickly infested? In some parts. The lessees are getting pretty large reductions because of the rabbits.
1585. Until some steps are taken to do away with the rabbits, the number of cattle and sheep in the district is not likely to increase? No; but I understand that fencing has been erected, and that other means are being taken to get rid of the pest. We hope for something from the new legislation we expect.
1586. Does much stock come to Sydney from that district? Some of the stock comes to Sydney, but a good deal goes to Victoria, and some to South Australia. I have a map, the pink tinting upon which shows the area from which stock traffic would be drawn to the proposed line. The approximate number of stock within this area is:—

District	Horses.	Cattle.	Sheep
Wentworth	1,892	3,223	575,832
Balranald	1,179	1,922	294,841
Hillston	3,141	4,602	750,553
Condobolin	1,702	3,282	448,786
Ivanhoe	1,910	2,272	740,703
Menindie	3,903	6,466	928,836
Wilcannia	2,327	3,902	614,337
Total	16,054	25,660	4,353,888

Converting cattle into sheep, by counting ten sheep for each head of cattle, I estimate that the number of sheep to be removed from the district each year would be 768,429. About 150,000 of these would go to Broken Hill; 50,000 to Adelaide; 200,000 to Melbourne; and the balance, a little over 360,000, would come

come to Sydney. I have prepared a paper bearing upon the question of reduced railway rates on store and breeding stock, while being carried in the level outlying dry portions of the Colony, which, I think, might interest the Committee. It is as follows:—

A. Bruce,
Esq.
26 Aug., 1896.

Reduced railway rates on Store and Breeding Stock while being carried in the level outlying dry portions of the Colony.

It would be an inestimable boon to our stock owners in the western, north-western, and northern portions of the Colony, who have so frequently to struggle with dry seasons, and at times severe droughts, if the Railway Commissioners could see their way to lower the charge for the carriage of store and breeding stock, in the level portions of the Colony (say from Dubbo to Bourke, and Junee to Hay and Jerilderie), proportionately to the cost of haulage on those portions of the line mentioned, but not, of course, below a rate which would pay to carry on these portions. The portions referred to lie to the north and west of the blue line shown on the map which I have submitted.

I make this suggestion because I understand that on the level country, an engine can take at least twice the load that it can from Dubbo or Junee to Sydney, and because I believe that such a course would tend, before long, to greatly increase the railway traffic by leading owners in those portions of the Colony to send their store and breeding stock by rail, where they were able to reach the train, as it would be greatly to their advantage to adopt that course.

In order, the better to show what my suggestion is, I will suppose that 5,000 store sheep, purchased in the country to the west or north of Hay, have to be taken to the Young District to be fattened, and that they are trucked from Hay to Junee, from which, unless they are to go by rail at ordinary rates, the sheep would proceed to their destination on foot. In that case, if the rates charged by the Railway Commissioners were such as would induce the owners of the sheep to truck instead of travel, the following advantages would accrue to him:—

- (1.) There would be a great saving of time in getting the sheep to their destination; for while the journey on foot, extending to 167 miles, would, travelling at the regulation rate of 6 miles a day, take twenty-eight days, that by train, including time, trucking, and unloading, would not occupy more than one and a half day; and this is a very important advantage.
- (2.) The risk of actual loss of sheep on the journey would be much less by train than by the road. This would especially be the case in times of drought, for with low rates owners would not put off sending their sheep to the mountains, as they now frequently do, till they are actually starving, when they can get them carried at starving rates, but when they in many cases die by the way.
- (3.) But the principal benefit, so far as the owner is concerned, in trucking instead of travelling the sheep on foot, would arise from the saving of condition, and preventing deterioration of the fleece.

Now that the travelling stock reserves are almost all under lease (i.e., out of a total of some 8,000,000 acres contained in these reserves there are only about 500,000 acres reserved from lease, and 7,500,000 acres under lease), the waste and deterioration going on when stock are travelled is exceedingly heavy. Indeed, so serious is it that I believe it would in many cases, even in ordinary seasons, pay owners better (if they could only see it) to truck their stock where they can do so without going far out of their way, than to travel by road; for sheep travelled for twenty-eight or thirty days by a road on which there is little or no feed, would, if they were in no more than fair store condition when they started, be "dog" poor when they reached their destination, and would take perhaps three months after they did so to get into as good condition as they were in when they started, thereby losing all that time, and perhaps missing the best time of the year for fattening. It is one thing to get the sheep home in poor condition, and quite another for them to arrive in good condition; and when in addition to this the deterioration of the fleece through starvation and dust, and by burrs and other noxious weeds picked up by the way, is taken into account, it will be seen that it would, as I have said frequently, pay the owner better to truck even at the ordinary rates than to travel his sheep by road.

While this is the case, as there was at one time sufficient pasture by the way, travelling stock did not suffer as they now do; and as their owners have been accustomed to take their store and breeding stock by road, they would not at first be inclined to send them by rail and pay cash, for which they do not see an immediate return. They would, therefore, look upon the freight as an extra expense, and it is, I think, necessary that some inducement such as I have suggested should be held out to lead them to truck, instead of travelling, their sheep on foot to their destination. (See statement contrasting traffic by road and rail, appended to this paper.)

I need scarcely point out that if this suggestion, or any modification of it, were considered practicable, and acted on it would bring a very large addition to the railway traffic. How much that would be is hard to say, but, to give some criterion of the increase which the trucking of store and breeding stock would make to this branch of the traffic, I submit the following statement of the stock traffic in 1895, as reported by the Inspectors of Stock, and make an attempt at an estimate (which, no doubt, is a very uncertain one) of the additional stock which would, under such a system, be likely to be trucked instead of travelled,

Tentative Estimate of increase of Railway Sheep Traffic if suggestion were acted on.	
Stock Traffic for the whole Colony, as reported by the Inspectors of Stock for 1895	24,000,000
<i>Less</i>	
Say, one-half for same lot of sheep having been reported by more than one inspector	12,000,000
Sheep which cannot reach the train	3,000,000
Sheep which leave Colony on foot	1,000,000
Sheep which are now carried by rail	4,000,000
	20,000,000
Possible increase of trucking	4,000,000

According, therefore, to this tentative estimate, there are 4,000,000 sheep in the Colony not now put on the train to be moved from one place to another, which might, if their owners chose, be conveyed in that way to their destination; and if this estimate is at all near the mark, the portion of that number which would be in the country to which it is suggested the reduction of freight should apply, might, it is thought, be put at one-half (say) 2,000,000, plus the Queensland traffic, 1,000,000.

The Inspectors' reports show that during 1895 the largest stock (cattle) traffic amounted to (say) 1,300,000, and, estimating one head of large stock as equal to ten sheep, that would make the large stock equal to (say) 13,000,000 sheep, and that, again, taken in the same proportion as estimated above, would make 1,275,000 sheep to be added to the 3,000,000 there shown, and making a total traffic equal to 4,275,000 sheep in the dry part of the Colony.

STOCK TRAFFIC BY ROAD AND RAIL CONTRASTED.

<i>By Road.</i>			
Droving 5,000 sheep from Hay to Junee—167 miles, at 6 miles per day = 28 days, at £3	£	s.	d.
per 1,000 per week	60	0	0
Waste of condition of the sheep, at rate of $\frac{1}{2}$ lb. per day = 3 $\frac{1}{2}$ lb. each = 17,500 lb. at $\frac{3}{4}$ d.	54	13	9
Deterioration of the fleece by dust, starvation, and noxious weeds—taking the fleeces at 6 months, and 2 $\frac{3}{4}$ lb. each, and the difference in the value of the wool at $\frac{3}{4}$ d. per lb. = 2 $\frac{1}{2}$ d. per sheep, and on 5,000	42	19	4
Risk of loss and deaths of sheep by the way through accident, carelessness of drover, want of feed or water, &c. (say) $\frac{1}{2}$ per cent. = 25, at 5s.	6	5	0
Loss of time as compared with rail (say) 26 $\frac{1}{2}$ days.			£163 18 1
<i>By Rail.</i>			
Yarding and trucking 5,000 sheep at Hay	5	0	0
Railway freight at ordinary rate on 5,000 sheep from Hay to Junee, 167 miles, 50 trucks, at £4 7s. 9d. per truck	219	7	6
Unloading at Junee	2	10	0
			226 17 6
<i>Deduct—</i>			
Reduction as suggested (say), one-third on railway freight	73	2	6
			£153 15 0
			£10 3 1

A. Bruce,
Esq.
26 Aug., 1896.

I prepared that paper because I could see that the prospects of the line would depend largely upon the stock traffic, which is a very important and a constant traffic. If anything of the kind I suggest could be done, I think it would help the extension of our railways, not only into this district, but in other directions.

1587. In the event of the line being extended to Broken Hill, what great stock routes would it tap? A good deal of the Queensland traffic and stock from the northern part of South Australia comes in by way of Wompah, and Tibooburra. Then it should catch the Hungerford traffic. The traffic from the central part of Queensland making for the Darling comes in at Barringun. It is a long distance from the proposed line to Melbourne, and a good way to South Australia, so that the railway would have a chance of drawing the traffic to Sydney.

1588. You think that it would be more profitable to send the stock by rail to Sydney than to drive it on to Melbourne or to Adelaide? Yes, at times.

1589. The Victorian stock tax would tend to divert stock to Sydney? Yes; so long as the Victorian stock tax is continued there will be little prospect of stock for export going to Victoria.

1590. Do you think that it is likely that large consignments of fat stock coming in from Queensland would pass the points you have mentioned? Yes; a good deal of stock comes over at Hungerford and also at Tibooburra.

1591. Whatever stock crossed there, would be in addition to what would be attracted from the area tinted pink on your map? Yes.*

1592. *Chairman.*] Will you send the Committee any information you may have in regard to the existence of a stock tax in South Australia? Yes.

1593. *Mr. Lee.*] The existing stock routes are largely used by sheep and cattle coming in to our western railway system? Yes; most of the cattle coming from Queensland cross at Barringun.

1594. Large numbers of cattle come in from Queensland every year? Yes.

1595. The Sydney market is very largely supplied with Queensland cattle? Yes; both store and fat cattle are introduced.

1596. Is the traffic likely to be affected in the future by the spread of the tick? A very large portion of Queensland is still open country. All the country south of the central railway from Rockhampton to Longreach is open.

1597. But if the tick spreads south is it not likely that this Colony will prevent the Queensland cattle from crossing? Yes; the crossing of cattle may be prohibited, but I think that it is not unlikely that cattle will be allowed to come in after they have been dipped.

1598. Will not the dipping be almost impossible upon a large scale? No; they can dip 800 in a day. The cattle will have a 40-ft. swim.

1599. The shutting out of the Queensland cattle would take a large amount of traffic from our railways, and would mean the loss of a large revenue? The loss of a considerable revenue.

1600. You know the Darling country pretty well? I have been at Wilcannia.

1601. How many sheep do you think there would be within 100 miles on each side of the proposed line? There are 4,000,000 sheep in the area tinted pink upon the map which I have produced.

1602. The stock from this district now finds its way either to the Sydney market, or to intermediate chilling and preserving works? Yes; there is a place of the kind you mention at Carrathool, and another on the river. The only other place very far west is that at Bourke.

1603. Would the extension of the railway to Broken Hill have the effect of establishing more of these works? I think that preserving works would be established at Menindie.

1604. Why at Menindie? It is good country there, and, having regard to the present drift of the traffic, it is a good centre.

1605. You have inquired very closely into the frozen and general meat export trade? Yes.

1606. Is it going to develop? Certainly.

1607. That means that more works will be established close to the pastures? Yes.

1608. The district where the proposed railway would traverse is one where sheep can always be obtained? Yes; though the seasons are rather irregular.

1609. But, on the whole, that district would furnish a fair supply of fat stock? Yes; and works of the kind you refer to would meet the irregularities of the seasons. Whenever the pastoralists have a great number of fat stock the stock could be sent to these works.

1610. At the present time, when they have a good season, there is no market for the stock? They have a long way to go for a market.

1611. The stock are kept on hand until a great many of them die, because of a bad season? The paddocks get over-stocked and perish in dry seasons.

THURSDAY,

* NOTE (on revision):—The duty on stock from this Colony entering South Australia is as follows: Cattle, £1 per head; horses, £2 per head; sheep, 1s. per head; and pigs, 6s. per head.

THURSDAY, 27 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Henry Chamberlaine Russell, Esq., C.M.G., B.A., Government Astronomer, sworn, and examined:—

1612. *Chairman.*] Have you brought a map showing the rainfall on the country between Condobolin and Broken Hill? I have here a map showing the average rainfall during a series of years upon the country lying within 50 or 60 miles on each side of the route of the proposed line, and another map showing the average monthly distribution of rain in the same district.*

H. C. Russell,
Esq., C.M.G.,
B.A.

27 Aug., 1896.

1613. How does the rainfall vary between Condobolin and Broken Hill? At Condobolin the rainfall is from 20 to 21 inches, while the rainfall at Broken Hill is about 9½ inches. The decrease is remarkable for its regularity, and this is accounted for by the fact that there is no high land between the two places; the presence of high land is one of the chief causes of variation in rainfall. In the part of the country to which we are referring the rainfall is distributed pretty equally throughout the year. In the district north of Bourke the rainfall in the first half of the year is better than the rainfall in the second half of the year; while in the southern districts, about Narrandera, the reverse conditions prevail, making the latter country very favourable to the growth of wheat, which the former is not.

1614. So far as the rainfall is concerned, the Condobolin district is more suitable for wheat-growing than the north-western district? Yes.

1615. If you gave us information with regard to the distribution of rain at Hillston, could we take that as a fair example of the character of the distribution throughout the district? You would get about the mean at Hillston.

1616. The totals being greater to the east and less to the west? Yes; the average monthly distribution is a degree above, and a degree above Hillston is, in January, 1.55 inches; in February, 1.27 inches; in March, 1.59 inches; in April, 1.77 inches; in May, 1.85 inches; in June, 1.33 inches; in July, 0.92 inches; in August, 1.42 inches; in September, 1.23 inches; in October, 1.45 inches; in November, 1.30 inches; and in December, 1.34 inches. The records extend over a period of about sixteen years.

1617. Were there any very dry seasons during that period? Yes; there have been several, but I have no particulars with me about them. The rainfall in a very dry season is about 50 per cent. less than the average rainfall.†

1618. What is the total rainfall at Hillston? 16½ inches.

1619. That rainfall is sufficient for wheat-growing, other conditions being favourable? Well, 16½ inches is about as small a quantity of rain as would permit of wheat-growing.

1620. Any place west of Hillston would be too dry for wheat? Yes; of course, in particular years wheat might be grown out there, and plants might be cultivated which would thrive with a small rainfall; but ordinary cereals, such as wheat and corn, could not be profitably grown west of Hillston.

1621. If there is no artesian water between Hillston and Menindie, it is not probable that there will ever be any close settlement between those places unless we have a population there engaged in mining? The natural distribution of rain there makes it unlikely that a dense population would be able to find the means of living in that district.

1622. How much is the rainfall lessened when you get to Mossgiel? Nearly 2 inches.

1623. At Mossgiel the rainfall is less than is necessary for the successful cultivation of wheat? If the rain fell in the latter part of the year it might be possible to grow wheat there; but, as a matter of fact, it is pretty evenly distributed throughout the year.

1624. What you have said about Hillston will apply to Mount Hope? Yes; the difference in rainfall between the two places would not be appreciable.

1625. Are you aware if the mining operations at Mount Hope are affected by the smallness of the rainfall there? Personally, I do not know whether they have any difficulty in obtaining water; but intervals of several months often occur between useful rains, during which a very large amount of evaporation would take place, and, unless great care were exercised in storing the water, the tanks would dry up.

1626. How does the Wilcannia rainfall compare with the Menindie rainfall? The average rainfall for the year at Wilcannia is 11½ inches, and at Menindie 10½ inches. The difference is due to the difference in longitude, Menindie being further west than Wilcannia.

1627.

* NOTE (on revision):—The average monthly rainfall for one degree north and south of Hillston and Condobolin would be—Hillston: January, 1.55; February, 1.27; March, 1.59; April, 1.77; May, 1.85; June, 1.33; July, 0.92; August, 1.42; September, 1.23; October, 1.45; November, 1.30; December, 1.34. Condobolin: January, 2.03; February, 2.00; March, 1.81; April, 1.63; May, 2.01; June, 1.63; July, 1.12; August, 1.73; September, 1.61; October, 1.80; November, 1.64; December, 2.00.

† NOTE (on revision):—Rainfall observations made at Booberoi, Euabalong, and Lake Cudgellico, New South Wales, during the year 1888, the driest year ever recorded:—Booberoi, near Lake Cudgellico—January, 0.18; February, 1.11; March, 0.05; April, 0.14; May, 1.42; June, 0.30; July, 0.71; August, 0.06; September, 1.49; October, 0.11; November, 0.17; December, 1.69; total for year 1888, 7.43 inches; average for all years, 19.10 inches. Euabalong, near Lake Cudgellico—January, 0.34; February, 1.31; March, 0.13; April, nil; May, 1.84; June, 0.05; July, 0.62; August, nil; September, 1.69; October, 0.10; November, 0.29; December, 2.04; total for year 1888, 8.41 inches; average for all years, 19.60 inches. Lake Cudgellico, during the worst drought recorded—January, 0.18; February, 2.83; March, nil; April, 0.12; May, 2.09; June, 0.34; July, 0.34; August, 0.44; September, 0.63; October, 0.09; November, 0.34; December, 1.66; total for year 1888, 9.06 inches; average for all years, 18.92 inches. I cannot obtain full particulars about Lake Cudgellico. The area I find is about 2½ square miles, but I have no measure of the depth of the water. Mr. J. R. Holding, postmaster, Wilcannia, a very old resident of that part of the Darling, informs me that Lake Menindie does not get brackish as it dries out, but remains fresh to the last. The reason for this is that it only fills in the very highest floods when the river water is quite fresh.

- H. C. Russell, Esq., C.M.G., B.A.
27 Aug., 1896.
1627. Would the rainfall in the country traversed by a line from Cobar *via* Wilcannia to Broken Hill differ very much from the rainfall on the country between Condobolin and Broken Hill? No; the rainfall at Cobar is about an inch more than the rainfall at Hillston.
1628. The remarks you made with regard to the proposed line would apply pretty well to a line *via* Cobar, except that Cobar itself has a little better rainfall than Hillston? Yes. I do not know whether the Committee have before them the facts connected with an attempt to conserve water in Menindie Lake some years ago. In 1890, during the big flood in the Darling, water was allowed to flow into Menindie Lake, and it was stated that 100 square miles of water, 13 or 14 feet deep over a great part of the surface, were thus stored. As to Lake Cowal, I do not know if the Committee are aware that a good deal of irrigation has been carried on there by means of water taken from the lake. Lake Cowal is about 40 miles south-east of Condobolin.
1629. Is the lake filled by the overflowing of the Lachlan? I think not, unless on very rare occasions. Its great supply seems to come from the Yeo Yeo and Manna Creeks, which drain the country about Grenfell and Young.
1630. Do you know anything about the state of Lake Cudgellico and Lake Cowal in dry weather? Lake Cudgellico is much smaller than Lake Cowal, which, I believe, is about 18 miles long and 5 or 6 miles wide.
1631. Have you any record as to the quantity of water stored there? No; I have no measures of the lake. I have measures of a lake of a similar size—Lake George—but the climate there is different.
1632. You express no opinion as to the permanency of Lake Cowal and Lake Cudgellico? No.
1633. Did you ever hear that Lake Menindie or any of these lakes became brackish? No; but I know that the water generally becomes brackish whenever a lake is drying up. In Lake George the water becomes so brackish that it is poisonous for human beings to drink.

Henry Taylor, Esq., Officer-in-Charge, Rabbit Branch, Department of Lands, sworn, and examined:—

- H. Taylor, Esq.
27 Aug., 1896.
1634. *Chairman.*] Have you a personal knowledge of this country? Yes; but I have not a very vivid recollection of it. It is some years since I was there.
1635. Can you give us any information as to the operations of the Department for the extermination of rabbits in that part of the country? The operations of the Government in that direction have been suspended for the last six or seven years.
1636. *Mr. Roberts.*] Have you ever been over the route of the proposed line? I have been to Broken Hill, and I have been along the Darling as far as Menindie, and from Menindie across to Hillston and Ivanhoe, and back to Hay. I have never been down the Lachlan as far as Condobolin.
1637. But coming from Menindie, you have been as far as Hillston? Yes.
1638. What is the character of the country about Hillston? So far as I recollect, it is mostly covered with the coarser kind of salt-bush and blue-bush.
1639. Would it be suitable for growing wheat? I do not think so. My impression of it is that it is land which, under existing conditions, is suitable only for grazing purposes.
1640. What is the character of the country between Menindie and Mossgiel? I can only describe it as rather level country, and covered with the ordinary edible scrubs—blue-bush, cotton-bush, and salt-bush. Its carrying capacity is very limited.
1641. Is it fairly good pastoral country? So much depends upon seasons. Sometimes it is very bad. I suppose that the average carrying capacity may be put down at one sheep to 6 or 7 acres.
1642. Can you give the Committee any information as to the trouble to which the squatters have been put by reason of the rabbits? Almost the whole of the country from Hillston to Broken Hill has been the scene of very extensive operations, both on the part of the pastoral lessees and the Government having in view the destruction of the rabbits.
1643. For how many years past? Since 1884.
1644. Can you tell the Committee how much has been expended by the Government in endeavouring to exterminate the rabbits in that part of the country? I could tell you, in round figures, the expenditure which has been incurred in the whole of the country lying west of Albury on the south and of Barrington on the north: but it would take some time to ascertain how much has been spent upon the properties through which the proposed line would pass.
1645. What has been the result of these efforts to suppress the rabbits? In that district some hundreds of miles of wire-netting fences have been erected at considerable expense, and most of the known methods of rabbit destruction have been resorted to—poisoning the water, poisoning sticks, poisoning pollard, and suffocating by means of bi-sulphide of carbon; but I think that Providence is chiefly answerable for the destruction of the rabbits there. The severe droughts, and consequent want of water, have done more to destroy them than anything else. In times of drought I have seen the rabbits in such a poverty-stricken condition that they could not get out of the way.
1646. What is the state of the country now? Last summer was a very disastrous one, both for the rabbits and for the sheep: but the cool season of the year, and the existence of more favourable conditions, are allowing the rabbit to breed up again.
1647. Has the stock-carrying capacity of the runs been improved during the last few years? I think it has depreciated.
1648. Because of the rabbits? Yes, and because of the severity of the seasons.
1649. Are there signs of improvement in the country between Menindie and Mossgiel? I suppose that the country is being improved by the erection of fences and the construction of tanks and wells.
1650. Is any grass to be seen there? I think very little. My recollection is that it is not a grass-producing country.
1651. Would the construction of the proposed railway lead to the improvement of the runs? I suppose that the railway would improve any holding in the immediate vicinity, but whether the construction of the proposed line would prove beneficial to the community at large is very doubtful.
1652. Do you think that if the railway were constructed the rabbits, instead of being destroyed, might form a valuable article for export? I do not think so. I do not think that the class of food which the rabbit gets out there would make the carcase a marketable commodity.
1653. Have they to live upon the salt-bush and the cotton-bush? In the dry time the bark of the sandal-wood is a great food for them.

1654. Is it not a fact that shipments of rabbits to England have proved successful? I do not know that they have proved successful; but I know that shipments have been made from places in the vicinity of Narrandera and Hay. The country is better down there. The food of the rabbit in the district to which I am alluding deteriorates the quality of the flesh, and depreciates the value of the skin. The animal is less furred and the skin is lighter.

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1655. Having been over the country, do you feel inclined to give an opinion as to the advisability of constructing the line? I do not think that my opinion would be of much value. I have been across to Broken Hill by way of Adelaide, and I have been along the boundary from Wentworth. I should think that the country would have to be more settled in order to make the construction of the railway profitable. It would all resolve itself into a question of trade between Menindie and Broken Hill and Broken Hill and Adelaide.

1656. Do you think that the construction of the railway would increase the production of wool between Menindie and Mossgiel? I do not think so, unless it conduced to greater settlement.

1657. You think that the land is so inferior that the probability of increased production is rather remote? I should think so. I think a man would want a very large area to be able to make a living by growing wool.

1658. *Chairman.*] Had you any knowledge of this country before the advent of the rabbits? No; my personal inspection of the country dates to seven years back.

1659. Taking the country right through from Hillston to Broken Hill, would you say that its average carrying capacity was a sheep to 8 acres? Yes.

1660. *Mr. Wright.*] Can you tell us what the squattages about the Willandra are assessed at? I do not know.

1661. Your statement as to the area required to feed a sheep is based upon what you have seen of the country? Yes; and from conversations which I have had with pastoralists from time to time.

1662. *Mr. Humphery.*] You know the country round Hillston? I have been to Hillston.

1663. What is the average carrying capability of the country immediately round Hillston? Taking the district all round, I should say that it would not be capable of carrying more than one sheep to every 6 acres.

James George Carroll, Esq., M.P., sworn, and examined:—

1664. *Chairman.*] You represent the Lachlan electorate in the Legislative Assembly, Hillston being pretty well the centre of that electorate? Yes.

J. G. Carroll,
Esq., M.P.

1665. Have you a good knowledge of the Lachlan district, and the country further to the west? I have a knowledge of the country from Condobolin on the south side, and then on along the route of the proposed line for nearly 200 miles.

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1666. Do you know the country from Condobolin to Mount Hope? I know it from the boundary of my electorate.

1667. How far west to Condobolin is the boundary of your electorate? I join the Condobolin electorate at 30 miles south. I know the country then for 100 miles north of the Lachlan, going out towards Nymagee and towards Mossgiel.

1668. Do you know the country on the northern side of the river from about Euabalong, going north? Yes; 12 miles up from Euabalong.

1669. From Euabalong, going in a westerly direction, to a point pretty well half-way between Ivanhoe and Menindie? About 20 miles past Ivanhoe.

1670. From Hillston, going east, you know the Lake Cudgellico country, and on to Condobolin? Yes.

1671. South-easterly, you know the country from Hillston to Wyalong, and on to Temora? Yes.

1672. Due south, you know the country from Hillston to Carrathool? Yes.

1673. And for a considerable distance south-west from Hillston towards Wentworth? Yes.

1674. *Mr. Black.*] What is your opinion of the country within the area you have described;—is it fit for agricultural purposes? Yes; portions of it.

1675. I presume they are not limited in area? No. At Hillston the land on the south side of the river is more suitable for wheat-growing than for any other purpose I know. Between Hillston and Mossgiel the land is splendid country for pastoral purposes.

1676. Open country? Open country.

1677. Some of that country is fairly adapted for agriculture? Yes; some of it is. We find that the land which grows wheat well will only carry a few stock. On the northern side of the river the land is assessed at from 2d. to 3d. an acre, or a little more—that is, between Hillston and Mossgiel—while 1d. an acre is a good price for the country on the south side of the river. The land from Lake Cudgellico to Hillston, with the exception of the hills and the flooded country, is all suitable for wheat-growing.

1678. On the other side of Mossgiel, beyond Ivanhoe, the land begins to deteriorate somewhat? Yes.

1679. It begins to fade away into the scrub country? Yes.

1680. But it is fairly good pastoral country? Yes, in the Lachlan district.

1681. Are there patches which are fit for agriculture? There are patches here and there.

1682. What would you say was the extent of those patches? I could not say. When the land was thrown open in 1885 nearly every portion available was taken up immediately, whereas in other places it is still open.

1683. The eyes of the country have been picked out for agricultural occupation? Well, the great rush was to get country for stock.

1684. They are not using the land for agriculture? Very little. At Mossgiel they get their flour and their chaff from the Lachlan. I do not say that the land would not produce these things, but the people do not go in for growing them.

1685. What encouragement would they require to induce them to go in for agriculture? Well, the people over there go in for stock.

1686. Why—because it pays them better, or because it is less troublesome? There are 10,000 acres in homestead leases, and a great deal of that area is held by people who gave up cultivating, in order to go in for sheep-farming.

1687. When you speak of stock, do you mean sheep solely? Yes.

1688.

- J. G. Carroll, Esq., M.P.
27 Aug., 1896.
1688. Do you think that on such small areas sheep-grazing pays? Well, latterly the prices have been so poor that it has not been paying either on large or on small areas. The people there are too far from a market.
1689. Do they grow wool only, or do they also supply the meat market? They supply the meat market. They drove their sheep to Hay and to Carrathool, and truck them from there.
1690. How is the road from Hay to Hillston? It is rather a good road at times.
1691. It is always a good road in good weather? Yes; but the country being soft, the rain soon spoils it.
1692. That country would be crab-hole in places? Yes, particularly getting on to the Hay side.
1693. You know the country beyond Ivanhoe and towards Menindie only by repute? Yes.
1694. It has the name of being a very inferior class of country? Yes; on Clare Station the homestead leases have been taken up, but at Kilfera none have been taken up, although 100,000 acres have been available since the 1884 Act was passed.
1695. Do you know of any wheat having been grown in that locality? Most of the settlers and squatters about Mossgiel generally go in for a stack for their own use, but not for sale.
1696. Have you any idea how many bushels to the acre that land returns? At Hillston, for about five or six years, the average yield was, I think, over 14 bushels. I have been told by a farmer that some of the scrub land has given as much as 32 bushels to the acre.
1697. Have you any idea of the sheep-carrying capacity of the country between Condobolin and Ivanhoe, taking the average? I could not give you the average; the country varies very much.
1698. Give us the average of the most favourable portions? The best portion is between Hillston and Mossgiel. That is the best sheep country.
1699. How many acres are required to carry a sheep? I think they allow from 3 to 4 acres there.
1700. The best land would carry a sheep to every 3 or 4 acres? Yes.
1701. What is the carrying capacity of the worst land? When you get into the mallee, it is hard to say what the carrying capacity of the country is, particularly since the rabbits came, because they have interfered so much with the edible scrubs.
1702. Would you say that the worst land would only carry a sheep to 10 acres? Well; station-managers and others, who are supposed to know more about stock than I do, are not able to agree as to what the timbered country will carry. On the north side of the river I have known the selectors to run a sheep to the acre on a small piece of ground.
1703. You could not say definitely what the carrying capacity of the worst land is? No.
1704. You think it might be something over one sheep to 10 acres? I cannot tell you how many acres it would take to keep a sheep in certain parts of the country.
1705. You have already said that the land on the south side of the river is superior to that on the north side? For cultivation.
1706. As a rule, the land in that locality, which is best adapted for agriculture, is not so well adapted for pastoral purposes as some of the other land? That is so.
1707. It does not carry so much edible scrub? The land between Mossgiel and Hillston is nearly all plain country, cotton-bush and salt-bush shrubs growing upon it. The scrubby country is upon the south side of the river.
1708. But your evidence was that some of the country that was best adapted for agriculture, was not so well adapted for pastoral purposes, and I understood you to say that that was because it did not carry so much of the edible shrubs, by which, I understood you to mean, blue-bush, salt-bush, cotton-bush, and so on? It is admitted that land which grows timber is always better for cultivation.
1709. Do you mean big timber? Well, of course, if it grows big timber it shows that it is strong land.
1710. Land may carry a good deal of scrub, and yet not be at all suitable for agriculture? I have known them to grow wheat upon the plain country, and also upon the timbered country, and it seems to be always fairly successful.
1711. To the best of your belief, the best agricultural land is found south of the river, and in the neighbourhood of Hillston? Yes.
1712. That land has not yet been put to its best use? No; but there are a good many farmers there who grow wheat and other things.
1713. But they hardly grow it for market—more for their own use? They make their living by it? There is a flour-mill in Hillston, and when they over-produce, they take their grain 50, 60, or 70 miles by team to the railway. Round Mossgiel, they grow only for their own use, but at Hillston they gave up sheep-farming and went in for wheat-growing. They found that, on a small area, especially where the country was timbered, they could not live by sheep-farming.
1714. Do you think that the construction of the proposed railway would give an impetus to the farming industry? I do.
1715. Do you think it would be justifiable to construct a railway through the most fertile parts of this district without carrying it further on towards Broken Hill? Of course, if we did not make it a national line, a light line would do.
1716. A light line would serve the requirements of the district? Yes; and I think the district is entitled to such a line.
1717. You know the country north of Euabalong well? Yes.
1718. The land at the back of Euabalong is not fit for agriculture? I would not say that it is not, but that land lies in the Western Division.
1719. It is fair pastoral country? It requires a lot of ringbarking and scrubbing. The scrub is very bad in places. I have known of good crops being grown there. A gentleman there goes in for cultivation very successfully.
1720. North or south of Euabalong? About 3 miles south of the township. It is on Euabalong Station.
1721. Do you know Mount Hope? Yes.
1722. What is your opinion of the permanency of that field? The miners about there say that there is plenty of copper ore, but I am not a practical miner, so that I cannot speak of my own knowledge. The place being so far inland, and the cost of carriage being great, they have never properly gone in for mining there for many years past.
1723. Do they treat the ore on the ground? They smelt it there.
1724. Are they able to smelt it successfully? It depends upon the price. A few years ago the price of copper

copper was £90 a ton, and then it came down to below £40 a ton. The distance from the market being so great, the mining industry there has almost as good as stopped. J. G. Carroll,
Esq., M.P.

1725. Is the copper pure, or is it found in conjunction with other minerals? They make pure copper. 27 Aug., 1896.

1726. There is not a percentage of gold in it? There was at one time, when they got the iron flux from Mount Allen. Now that Mount Allen has developed into a gold-mine, I do not think that any gold is found in the copper. There are two copper-mines at Mount Hope, the first of which has been working for, I suppose, twelve or fifteen years.

1727. Do you know how many men there are on the field now? There are not many there now. A few years ago Mount Hope carried a population of, I suppose, 2,000, but I think that not more than 500 or 600 people would be settled there now, including children. There are two schools there.

1728. Is the falling off in population due to the fact that the mines are partially worked out, or that there is a want of proper conveniences for working them? I take it that it is because of the want of proper conveniences.

1729. Do you think that if they had better communication with larger centres of civilisation the population would increase? I think so. There are men who have been out there from the very first, and they have great faith in the place. They seem to think that the ore is plentiful enough. It is said that there are other copper finds about there; but copper is of so little value now that they have not bothered with them.

1730. How far is Mount Allen from Mount Hope? Ten or 12 miles.

1731. It is a gold-field? Yes.

1732. How many men are there there? I am not able to tell you how many men are working there now. There is a small township, with two hotels, a school, and some residences.

1733. Were you favourably impressed with the prospects of Mount Allen? I have no interest in the place, so that I am not able to say what its prospects are. I believe that the deposits are very patchy. I was there when the place was opened four years ago, and I saw the stone dollied.

1734. How long have you known the district? I went to the Lachlan in 1876, and in 1879 I went round Cowan Downs. Mount Hope was not opened then.

1735. Has the rainfall during most of the time you have spent in the district been sufficiently heavy for agriculture? We have had several droughts, but after the drought broke up in 1888 until last year the people were able to grow a crop every year, and even last year the crop was not a complete failure. One man had as good a crop last year as he ever had, but he was an exception.

1736. With five or six good seasons in succession the people there would be able to run the risk of a bad season? Some of them think that they do better in a bad season, because they get better prices.

1737. *Mr. Humphery.*] I believe you gave evidence during the inquiry into the proposal to extend a railway from Temora to Wyalong, and that you said that you were familiar with all the holdings within 100 miles of Hillston? Yes, pretty well.

1738. Can you say how many selectors there are engaged in cultivating the land, or in grazing sheep, between Condobolin and Hillston? No.

1739. Has there been an increase or a decrease in their number since the Wyalong inquiry? There has been no rush for land lately. Very few selections have been taken up.

1740. Has there been any increase in cultivation during the last five or six years? The cultivation around Hillston is increasing every year.

1741. How many acres are there under cultivation at the present time? I am not able to say.

1742. Any large area? Lower down than Hillston, perhaps 30 miles further down, towards Gunbar, there is a man who has over 1,000 acres under cultivation.

1743. Where does he send his produce? Principally to Carrathool.

1744. What distance is that? I should say that he would have to go 50 miles.

1745. Do you think that he would send his produce to Hillston if the railway went there? Yes; there is a belt of country round there where all the farmers are cultivating.

1746. When that man sends his produce to Carrathool, where does it go to afterwards? To Sydney.

1747. Are there not some very large stations close to Hillston, or between Hillston and Mossiel? Yes.

1748. What distance from Hillston is Trida Station? Sixty miles, or a little more, north-west.

1749. And Willandra? That run begins within a few miles of Hillston.

1750. How many sheep are shorn there? They have shorn 200,000.

1751. How many have they shorn at Trida? I do not remember.

1752. At Mossiel? They have shorn a great number of sheep there.

1753. Where does the wool go from those stations? Mostly to Melbourne.

1754. Do you think that the wool would come to Sydney if the railway were extended beyond Condobolin? Yes.

1755. Is it probable that any of that wool will come to Sydney if the railway is only taken to Condobolin? They go down to Hay now, and unless great inducements were offered by the Commissioners, the trade would not be diverted. Now they can always put it on the steamers at Hay and send it by river to Echuca.

1756. What is the most distant point westward to which the railway could be extended with a prospect of a profitable return? Unless the railway had a better destination than through my electorate, it would not be advisable to take it very far. The population out there is very small, particularly as you get further west.

1757. You think that the line should not stop between Condobolin and Broken Hill? It appears to me that a line to Broken Hill would be a good national line.

1758. What is the most distant point to which the railway might be carried with the hope of a profitable return? The land for about 75 miles west from Hillston is all good land, especially for pastoral purposes. During reasonable seasons it is not possible to get better sheep than they get there. They are healthy and sound, there being no disease either in the sheep or in the country.

1759. Is it your opinion that the whole of the produce from the district 70 miles west of Hillston would be carried by the proposed railway? Yes, I should say so, if it were constructed.

1760. That produce would come to Sydney instead of going to Victoria? It would all have to come this way. The people there have more inclination to deal with Sydney now than they had formerly.

1761. You say that you do not think any traffic would come to Sydney from beyond Mossiel? I do not

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not think so, because of the competition with the rivers. You could go a little further than Mossgiel—20 miles further, perhaps.

1762. *Mr. Clarke.*] You are not acquainted with the country between Mossgiel and Menindie? No.

1763. What area of land is likely to be put under cultivation between Condobolin and Hillston? I could not say; but if the railway were made there would be a rush to take up land there. Nearly all the land on the south side of the river would grow wheat.

1764. Is the land near Condobolin better adapted for wheat-growing than the land at Hillston? I am not able to speak of the country further up; but I understand that they grow good wheat at Condobolin. There is very little cultivation around Lake Cudgellico, but the land there is suitable for cultivation. The people of Hillston are Victorian farmers, and go in for cultivation. The others are older residents, and go in very little for cultivation.

1765. The country you speak of is held principally under pastoral lease? Yes; but a great deal of it has been abandoned.

1766. Why? Because of the low prices of stock, and because of the rabbits. It would appear to me that the squatters have never done well since the Act of 1884 took part of their runs away. Since then the bank failures and other adverse circumstances have combined to upset things.

1767. Are there many selectors along the route of the proposed line? There are on the south side of the river, between Hillston and Condobolin.

1768. *Mr. Lee.*] After you leave Mossgiel, the land almost at once deteriorates in quality, does it not? About 20 miles further on than Mossgiel.

1769. The country between that point and within a short distance of the river is of a very indifferent character? That is at the other end.

1770. Yes? Yes, but I have never been there.

1771. You are aware that there is no small settlement there? Yes; and the land there, although it has been thrown open to settlement, has not been taken up.

1772. The small settlement, so far as you know it, does not extend further west than Mossgiel? Not a great deal further.

1773. Naturally that country would carry population in the future if the land could be worked at a profit? Yes.

1774. How is the land held at the present time; is it not held by the squatters who pay very low rents? Yes; the Lachlan divides the Central from the Western Division.

1775. The land on the northern side of the river is locked up for twenty-seven years, while the land on the southern side of the river is now available for selection? Yes.

1776. Is there any quantity of land on the southern side of the river suitable for settlement? Yes, suitable for settlement in small holdings.

1777. Holdings up to the maximum area allowed in the Central Division? Yes.

1778. If the railway were constructed, revenue could come to it from the northern districts only under the same occupation as that which now exists? Yes.

1779. For at least twenty-seven years settlement there cannot increase? There is a lot of land in the Western Division which could be taken up for homestead leases.

1780. But have not those leases been a practical failure? A good number of them have. The country is too far from a market.

1781. The people there have to depend almost entirely upon grazing? Yes.

1782. And owing to the low price of stock and wool that has not lately been profitable? No.

1783. Have you considered the advisability of extending the line right through to Broken Hill? I cannot say that it would be advisable to extend the line right through to Broken Hill, especially when the Commissioners point out that there will be a loss upon it.

1784. A very heavy loss? Yes.

1785. If you were informed that in all probability a line to Broken Hill would not get any of the mineral traffic from that district, would you advocate its construction? No.

1786. Do you think that any advantage is to be gained by extending the railway beyond Condobolin? I consider that since the Government own so many million acres out there, which are now lying idle, it is a pity that some communication should not be given to the district.

1787. You think that more reasonable facilities should be afforded for sending produce to market at all times, and at a reasonable rate? Yes.

1788. If such facilities were afforded, do you think it would lead to further production? Yes. That district is a great place for growing wheat. The land is very easily cultivated, and I am sure that the area put under cultivation would be astonishing if the railway were made.

1789. Would not the capabilities of the district be thoroughly tested by an extension of the railway to Hillston? Yes.

1790. I think it follows from what you have said that the bulk of the traffic will come from the valley of the Lachlan? Yes.

1791. Would it not, therefore, be wise simply to extend the railway to Hillston, and let it remain there until that part of the country had developed sufficiently to justify a further extension? Yes; I think that would be reasonable.

1792. Do you approve of the proposed survey? No.

1793. Could you suggest any improvement? I have suggested a deviation by way of Lake Cudgellico and Hillston. I understand that that will only make a difference of about 6 miles in the total length of the line.

1794. Would not such a deviation put the line out of the reach of the Mount Hope people? Mount Hope is 40 or 45 miles from the river, and would be about 50 miles from the deviation. The proposed route would be about 25 miles nearer.

1795. There are some large deposits of low-grade ores at Mount Hope? Yes.

1796. Do you not think that if the line were taken nearer to Mount Hope it would secure a great deal of traffic which would not come to it if it were taken by the route which you suggest? You would get the trade just the same if the railway were taken by the route I suggest. Of course if the railway went to Mount Hope it would develop the place more than a line 50 miles away would develop it.

1797. The country between the river and Mount Hope is sandy? Yes.

1798. It would be a long distance to carry low-grade ores; the question arises, therefore, whether it would be better to deviate towards Lake Cudgellico or to deviate towards Mount Hope;—which route would secure the larger amount of traffic? The southern route. Where there is a great deal of cultivation a great deal of employment must be given to a railway line.

J. G. Carroll,
Esq., M.P.
27 Aug., 1896.

1799. Is the mining at Mount Hope at all active? No. They are just working the mines, that is about all. I am not sure that one of the mines has not suspended work because of a dispute.

1800. Is the want of water a difficulty there? It has always been a trouble at Mount Hope; but at Mount Allen they get a good supply from a well. At Mount Hope they smelt the ore by using timber, and in that way the mines help to clear the country.

1801. Do the people of Condobolin raise any objection to the proposed deviation? I have heard no objection to it.

1802. Do the people of Hillston desire to be connected with the railway? Yes. They have been agitating for a connection for years, and they are still agitating for it.

1803. Which is the most important centre in the electorate? Hillston. It is like a market town. They have the assizes there, the land court, a flour-mill, and saw-mills. The people of Hillston would prefer an extension from Wyalong.

1804. On what grounds? I have not been there lately, but I see from the paper that they think such a railway would have a good deal to carry.

1805. Would that be a shorter route for them? I do not think so. I think that the proposed route would be shorter.

1806. A fair quantity of wheat is grown at Condobolin now in good seasons? I understand so.

1807. Where do they find a market for it? They have a flour-mill there. I do not know if they over-produce, but at Hillston they have over-produced for some years past.

1808. If they required a market, where would they go—to intermediate places, or to the metropolis? They would have to send their grain to Sydney. Intermediate places have their local growers and their local mills.

1809. Going to Sydney they would have to pass through Parkes, Forbes, Molong—all wheat-producing districts, where there would be no market for their productions? Yes.

1810. *Mr. Fegan.*] Do you represent the request of the people of your electorate for a railway? I am pledged, not to this railway in particular, but to use my influence to get a railway to Hillston.

1811. And you think that this is the best opportunity for advocating the connection? Yes. I think it is my duty as their member to voice their opinions when I can honestly do so.

1812. Therefore you appear here in your representative capacity? Yes.

1813. What is the chief product of Hillston? Wool and wheat.

1814. How many townships along the route of the proposed line do you represent? There is Euabalong, Cudgellico, —

1815. What is the chief product of Euabalong? It is situated in a pastoral district. Mount Hope is 40 miles from Euabalong; then there are Hillston and Mossgiel.

1816. What are the productions of Mossgiel? That is in a pastoral district.

1817. The only mining centre in the electorate is Mount Hope? There is also Gilgunnia and Nymagee.

1818. But I mean on the line of railway? Yes.

1819. South of the river you have Lake Cudgellico;—what is the chief production of that district? The people there are engaged in pastoral pursuits. Lake Cudgellico is about 8 miles from the river.

1820. Is any fishing carried on in the river? There is fish in the Lachlan—Murray cod, bream, perch, and catfish.

1821. Is there any extensive business carried on in fish? No.

1822. For want of development? There is no trade in fish there.

1823. You have never been to Broken Hill? No.

1824. I understood you to say that 20 miles beyond Mossgiel the land deteriorates very considerably? I cannot speak of it of my own knowledge; but from the fact that it has not been taken up, I suppose it is not so good.

1825. You have no other reasons for saying that it is poor country? I know nothing of it from personal observation.

1826. South of the Lachlan there is plenty of land open for selection? Yes.

1827. But on the north side the land is shut up for twenty-seven years? Yes.

1828. Which country is the better watered—that on the south or that on the north side of the Lachlan? That on the north side of the Lachlan. There they have Willandra Creek and other small creeks.

1829. Do those creeks run throughout the year? No.

1830. For how many months in the year are they dry? It is hard to say; but the Government are at present constructing a weir in the Lachlan about 18 miles up from Hillston which will cause the water to flow down Mirowi Creek and through Middle Creek. Of course if the water in the river is low the creeks cannot be kept running.

1831. How many months in the year are the creeks dry? I have seen them dry for months and months, and then I have seen a flood. They are very uncertain.

1832. Have you ever seen them dry for nine months in the year? During a drought they might be dry for that time. Of course, though the creeks may not be running there is water here and there.

1833. There is no sure water supply either north or south of the proposed line? There is a sure water supply at Lake Cudgellico, because of a little weir which has been placed there to keep the water from running back to the river. The lake was dry in 1882; but it has not been dry since.

1834. *Mr. Humphery.*] That was before the erection of the weir? Yes. The weir has only been there for about seven or eight years. The old residents say that the lake was dry in 1852.

1835. *Mr. Fegan.*] Does the Lachlan ever become dry? I have seen it a chain of waterholes on several occasions.

1836. From Condobolin to Mossgiel there would be no sure water supply? In the good part of that country you can obtain water by sinking wells.

1837. Artesian water is not obtainable there? No. The wells about Mossgiel are about 120 feet deep, while those at Hillston are about 100 feet deep.

1838. What kind of water do they get out of those wells? Very good water. If you are not used to it the taste is a little mineral. I have drunk it for years.

- J. G. Carroll, Esq., M.P.
27 Aug., 1896.
1839. Has it to be boiled? No; it is beautiful water. There are some very good wells around Hillston; but in places the water is brackish, and only fit for stock.
1840. How far do you think it would be proper to extend the line west of Condobolin? As a local line, I do not think it would be wise to extend it beyond Hillston. The country beyond being pastoral country, people could drive their stock to Hillston.
1841. Would a line to Hillston pay? I think a light line would pay.
1842. A line costing about £2,000 a mile? I think a suitable line could be constructed for that.
1843. What is the distance from Condobolin to Hillston? 120 miles.
1844. That would be £240,000;—do you think such a line would pay? I cannot say.
1845. Would you advocate the construction of such a line if it meant a loss to the State? There might be indirect benefits which would justify its construction. I think that the Government is justified in spending a little money in developing the resources of the country, and giving the people who are settled upon the land an opportunity of making a living out of it.
1846. There would not be much passenger traffic between Hillston and Condobolin? I cannot say what the traffic would be.
1847. Wheat and stock would be the chief products of the district? Yes. Of course railway communication would encourage people to travel. They think seriously over the matter before travelling by coach.
1848. Do they grow much fruit in the district? Yes; oranges, lemons, grapes, apples, but not to any great extent, and cherries, but they are not a certainty.
1849. I should think it would be a good district for grapes? Very good.
1850. And railway communication would develop the fruit industry? Yes.

FRIDAY, 28 AUGUST, 1896.

Present:—

THOMAS THOMSON EWING, Esq., (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FRGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

(The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Hugh Giffen M'Kinney, Esq., Principal Assistant Engineer, Water Conservation and Irrigation Branch, Department of Public Works, sworn, and examined:—

- H. G. M'Kinney, Esq.
23 Aug., 1896.
1851. *Mr. Black.*] Will you give the Committee some information with regard to the operations which have been carried out at Lake Cudgellico and the Willandra Billabong? At Cudgellico we have a small self-acting flood-gate at Lake Creek. The lake depends upon the overflow from the Lachlan for a supply, and if there were no flood-gate the water would fall very low as the supply in the river subsided. To prevent that we have erected a self-acting flood-gate which keeps up the supply, and has, in fact, made it permanent. Then we have a weir at the head of the Willandra Billabong which throws the water 14 miles up the Lachlan, and diverts the supply down to some distance below Mossgiel. At Lake Menindie we have no works. A dam was constructed and a number of works were carried out, but nothing has been done recently.
1852. Is there not another lake in the neighbourhood of Cudgellico? Yes, east of Cudgellico, but no works have been constructed there. We have got levels with a view to the possibility of supplying Lake Cowal from the Lachlan. We have done nothing in the way of works.
1853. What are the prospects in that part of the country with regard to artesian boring? The prospects are not good as far as I have heard; in fact we have found no artesian water in that district, and there does not seem to be any prospect of it.
1854. Do you know anything about water being found in wells near Mount Hope? I have heard that there is a good supply of water near Mount Hope. It is obtained in the wells.
1855. Might not that be soakage from the mountain? Yes.
1856. Therefore, it would not have the alkaline flavour of most of the water about there? Yes; that is the case. There should be a fair chance of getting good soakage water there. Some years ago the question did crop up with regard to getting water in that district, and I saw Father Curran on the subject. He was of opinion that we were likely to get fair supplies of soakage water in some of the valleys in the district, but he did not think we would get any artesian water. However, I had not an opportunity of pursuing the subject.
1857. Is it likely that the railway people would be able to obtain supplies of water along the proposed line, except by the construction of dams? There are several places where there is pretty good storage for water. The Willandra Billabong carries the water down to the heart of the dry country. There is a supply of water in lakes which comes down from the Darling. A good deal has been done by the pastoralists in the construction of dams. There is a good supply of water in some of the lakes.
1858. Do you know the country out there? I have not been right through it, but I have been at both ends. I have got levels right through it.
1859. Have you a very high opinion of the soil? There is very good soil in the neighbourhood of the Lachlan and as far round the Willandra Billabong as I have gone, but I understand that the land gets much poorer as you go towards the Darling. I may mention that we have got another weir in progress to further divert the water supply at a place called the Middle Billabong, between Hillston and the Willandra Billabong, about 5 or 6 miles in a direct line below the head of the Willandra Billabong.
1860. *Mr. Trickett.*] Looking at Menindie and the tract of country eastward to Mossgiel, is not that a waterless part of the country? It is very dry country naturally.
1861. What means would the railway authorities have for getting water there for engine purposes? I do not know of any good supplies that they would have until they got to the lakes I have pointed out.

1862.

1862. I am speaking of the country between Menindie and Mossgiel? The railway goes close to some lakes, but I do not know of any really good supply in that district.

1863. Does not the water become brackish when the lakes are low? Yes; the water is bad when it gets low.

1864. Does not that apply to most of the conserved water in the western district? Yes. With regard to these lakes, I had information compiled some time ago as to their depth and the quantity of water they hold, but I cannot speak from memory. I know that in some of the lakes between Mossgiel and Menindie there is a good depth of water, and they are capable of further improvement by improving the channel that leads to them.

H. G.
McKinney,
Esq.

28 Aug., 1896.

Edward Fisher Pittman, Esq., A.R.S.M., Government Geologist, sworn, and further examined:—

1865. *Chairman.*] There is one point on which we omitted to question you previously, that is, as to the extent of the Lithgow coal deposits and their suitability for smelting purposes? I am afraid I cannot say much about their extent, as I have not come prepared with the information. We have never mapped them in detail. There is a large amount of coal there, enough to last for a very considerable time. The quality of the coke is not equal to some of the coke prepared on the eastern coast. The ash is rather large.

E. F. Pittman,
Esq.,
A.R.S.M.

28 Aug., 1896.

1866. Are we justified in believing that there is an unlimited supply of coal at Lithgow? I do not think there is a probability of the coal being worked out for a great many years. Of course, it all dips this way from Lithgow. Lithgow is almost the extreme limit. There is enough coal working eastwards to give what you might call an unlimited supply. I may say that the coke is very much higher in ash than the quality of the coke which the secretary of the Broken Hill mine said was necessary for his mine. But I found, on going into that question, that the quantity of ash in the coke imported and used at Broken Hill is also very much higher than the secretary for the Broken Hill mine said he would use under any circumstances.

1867. Have you a statement dealing with the subject? Yes; it is as follows:—

Lithgow is situated in what is known as the western coal-field, and is on the western margin of the main coal basin of New South Wales. The coal seams at Lithgow belong to what are termed the *Upper* coal measures or *Newcastle Series*. These seams outcrop at Lithgow and dip eastward under Sydney, where they have been proved to occur at a depth of about 2,900 feet. It therefore follows that eastward of Lithgow there is what may practically be called an unlimited supply of coal. This coal is of the quality known as semi-bituminous or steam coal. I have taken the mean of seventy-four different analyses of coal from various parts of the western coal-field (as published in the Annual Reports of the Department of Mines), and find the composition to be as follows:—

Water.	Volatile hydro-carbons.	Fixed carbon.	Ash.	Sulphur
2.82	30.04	54.91	12.23	.823

Coke is manufactured from Lithgow coal at the Vale Colliery. In the year 1892, I reported on the quality of the coke made in the northern, southern, and western coal-fields, as compared with the imported coke used at the Broken Hill mines, and I then found that the Lithgow coke, made from washed coal, contained 15.47 per cent. of ash, and .59 per cent. of sulphur. (*Vide* Ann. Rept. Dept. of Mines, 1892, pp. 35-37). I believe the coal-washing plant has been improved since my visit, and it is possible therefore that the percentage of ash in the coke now made may be less than that quoted. The western coal, however, contains a rather large percentage of dirt so intimately mixed with it that it is a matter of difficulty to reduce the amount of ash in the coke to any great extent.

A statement of the annual output of coal from the western coal-field for the eleven years, 1885-1895, is as under:—

Output and Value of Coal raised from the Western Coal-field taken from the Annual Reports of the Department of Mines.

Year.	Quantity.			Value.			Year.	Quantity.			Value.		
	tons.	cwt.	qr.	£	s.	d.		tons.	cwt.	qr.	£	s.	d.
1885	311,762	16	0	76,836	13	3	1891	346,804	13	0	74,104	17	10
1886	281,229	0	0	68,616	15	0	1892	236,363	1	0	57,414	13	8
1887	302,137	0	0	79,036	0	2	1893	190,377	19	1	43,241	14	5
1888	339,594	9	0	95,136	3	0	1894	199,869	12	0	45,463	0	7
1889	329,713	3	0	81,459	1	1	1895	190,864	14	1	40,260	15	3
1890	343,232	3	1	65,995	3	0							

The Hon. Charles Augustus Goodchap, M.L.C., sworn, and examined:—

1868. *Chairman.*] You have had an opportunity of considering the question of the connection of Broken Hill with the railway system of this Colony;—would you be so good as to give the Committee a statement of your views? I have perused some portion of the evidence given on the subject, and it is with direct reference to that evidence that I wish to offer some observations. I should like to say, first, with reference to some observations which have been made by the Chairman to the Committee about the apparently delicate position which I occupy in this matter, that, were they my own views and opinions, I would not come before this Committee to give any expression of opinion on the subject; but what I shall have to say will not be my own views and opinions—it will be based upon the evidence given by some of the witnesses; and it did seem to me, on perusing that evidence, that there was a certain amount of vagueness in the statements made, and in some cases it was totally free from any definiteness or pertinence. Before this matter came before you as a Committee, I wrote a letter to the paper suggesting that there should be remitted to you the question whether the line from Condobolin to Wilcannia on to Broken Hill would not be the preferable line, rather than a line from Condobolin *via* Menindie to Broken Hill. The reasons I advanced in support of that view were—first; that there was, as I thought at the time, a difference of only 5 miles in favour of the Menindie route; and second, that the crossing place of the river at Menindie was far more difficult than the crossing place at Wilcannia. I have perused Mr. Deane's evidence on that subject, and he shows that the difference is not 5 miles, as I thought, but 22 miles. Further, contrary to all accepted opinions prior to the inquiry (namely, that Wilcannia was the easier place to cross), that Menindie is far more easy as a crossing place, and that the crossing at Wilcannia would necessitate an outlay of some £26,000 more. These are two very important considerations, and I may say at once that they tended to convert my view on the subject, and, accepting Mr. Deane's statement

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as accurate, I would certainly say that the line *via* Menindie would, under the circumstances, be the preferable route. I have jotted down some observations with reference to the evidence given on various points, which control in a large measure, as I think, this question. I may say generally that it seems to me that, unless the administrators of the railway can secure the ore traffic from Broken Hill, it is very problematical whether the construction of the line would be justified. It seems conclusive from the evidence that smelting works will not be erected at Lithgow. Therefore, all calculations must be based on the carriage of ore from Broken Hill to Illawarra; and further, that the Commissioners, to secure the traffic, must be prepared to do it for £1 per ton. I see that Mr. Howell in his evidence says that 800,000 tons per annum could be secured at that rate. Mr. Deane says that the heaviest engines could be used on the new line if more sleepers were put in, at an additional cost of £33,000, interest upon which would represent less than £1,200 a year. Turning to page 6 of the Railway Commissioners Supplementary Report for 1895, it will be found that on a grade of 1 in 100, the New Australian consolidation engines will haul 700 tons at a speed of 15 miles an hour. Those engines have been designed and manufactured to carry a very large tonnage. I understand the aim of the Commissioners for Railways has been to increase the haulage power of the engines, to increase the carrying capacity as compared with the tare of the trucks, and to remove, by alteration of the gradients, these obstructions to the carrying of a large load, which, of course, with heavy grades necessarily occur. With these three objects in view, it seems to me that the resultant effect has not, according to the evidence, been produced. There ought to be a very large train load for a moderate grade of 1 in 100. The evidence shows that the ruling grade on the line from Condobolin to Broken Hill will not exceed 1 in 100. The Commissioners in their report give a diagram and the particulars of the engines. They say there that the Australian consolidation goods engine will haul the following loads:—1 in 40, 350 tons; 1 in 75, 615 tons; 1 in 100, 700 tons; 1 in 150, 750 tons. The rate of speed is also given at 10 miles, 12 miles, 15 miles, and 18 miles an hour. I consider that 15 miles an hour is ample speed for goods traffic of this character. With regard to the trucks, there is a diagram given of their tubular waggons with a tare of 10 tons, having a carrying capacity of 22 tons. From these data it will be seen that one of the new engines will haul 450 tons net, that is deducting from 700 tons, the weight of the trucks. It will haul 450 tons, which, at £1 per ton, will realise a gross revenue of £450.

1869. Is that at Dapto? Yes; at Dapto, 750 miles from Broken Hill. Of course, the next inquiry is if you get a revenue of £450 a train, what will it cost you to earn it. I should like first of all to call attention to this fact that this galena ore is easily packed between the wheels, and the truck can necessarily be made very much smaller than if you had to carry a large tonnage of wool, or any other such bulky produce. I think that a truck measuring not more than 14 or 15 feet would be ample to carry 20 tons, and it would not have a tare of more than 8 to 9 tons. Therefore, the load is as 2 to 1 to the tare. The expenses of such a train would be 4s. a mile for 500 miles. For 250 miles of the journey the grades would be very much more severe than 1 in 100. I meet that by providing a cost of 6s. per train mile for that distance. That would admit, if requisite, of an assisting engine being used to overcome these stiff grades. I allow 4s. a mile for 500 miles, and 6s. a mile for the heavy grades. The whole distance would be 750 miles, and the total cost of that train would be, on that calculation, £175. Then the empty running on the back journey would be 750 miles at 4s. a mile. Going back with empties a very much larger number of trucks would be taken even over the heavy grade than would be taken if the trucks were full. Thus the journey from Broken Hill to Illawarra and the journey back would represent a sum of £325. In this calculation no estimate has been made of any return traffic by the train, but, of course, there would be some. It will be seen that at £1 per ton there would be £125 profit upon each train, that is without taking into consideration any carriage back.

1870. *Mr. Wright.* I take it that is the profit on the bare working expenses of the train itself? Yes; £125 would go towards the interest on capital. I include in the 4s. the maintenance of permanent-way locomotive and traffic, and general expenses. That is all included in the 4s. per train mile. I may say that, according to the last report of the Railway Commissioners, the whole of the train mileage for 1896 was run for 4s. a mile. That includes all the traffic on busy and unbusy lines, and that is the general figure which is arrived at in ascertaining what is the expense per train mile of the whole service. The Committee will perceive that an ore traffic, which is loaded by the owners and unloaded by them, requires little care in its transit, no risk or liability, so that in taking an average cost of 4s. per mile for easy grades, and 6s. per mile for stiff grades, a very liberal estimate has been given; there are, in effect, no terminal charges. A total freight of 800,000 tons per annum, and that is the estimate given by Mr. Howell, if the Commissioners can carry it for £1 per ton, would require 1,770 trains at 450 tons per train, which would give a net profit of £221,250 per annum, after paying working expenses. The total amount required to pay interest on capital and working expenses would not exceed, at the outside, £60,000; but I eliminate the working expenses from this, because they are already calculated in the statement which I have given, so that there is only the interest on capital to look to. That would be under £40,000 per annum, even if they constructed the line in the way proposed by putting in additional sleepers, which Mr. Deane says will be sufficient to enable the heaviest engines in the Department to run over them. The line shows a profit of £221,250 per annum. I admit that this statement of the case presents the question in the most optimistic light. There will probably be many factors to disturb this aspect. First, the weight of the haul may be found to be a net 375 tons instead of 450 tons. The evidence of the Commissioners is that the engine will haul 450 tons; but I take it that that may be a little over-estimated, and it will be feasible and reasonable to say that that haulage power will be reduced from 450 tons to 375 tons. Secondly, the quantity of ore may be reduced to 300,000 tons instead of 800,000 tons. It seems to me that 800,000 tons is such a large quantity that one would like to receive such a statement with a little qualification. Moreover, I want to show the worst aspect of the case. Thirdly, a charge of £1 per ton may be found to be too high to attract the traffic. Mr. Howell says that £1 a ton would attract the traffic, but that would materially depend upon what a competition rate might be able to do. I have taken, I think, the lowest rates at which competitive traffic could be conducted from Broken Hill to Cockburn, and from Cockburn to Port Pirie. The Tramway Company could not well reduce their charge below 2s. 6d. per ton for the carriage of stuff from Broken Hill to Cockburn. To carry it from Cockburn to Port Pirie—219 miles—the South Australian Government could not well charge less than 8s. They are charging considerably more than that now; but I am assuming that they would reduce their charges; but they could not well reduce them below 8s. per ton, which is less than $\frac{1}{2}$ d. per ton per mile. The sea freight would have

have to be 5s. per ton. It is now sometimes 4s. 6d., and sometimes 6s. a ton. When they do it for 4s. 6d. a ton it is because they are carrying coal to Port Pirie. I see by the evidence that the oxide ores have given out, and very little coal will be needed in future for smelting purposes at Broken Hill, or even at Port Pirie. Then there are port, insurance, and shipping charges, which may reasonably be put down at 2s. 6d. These figures added together show that the traffic from Broken Hill, by Port Pirie, to Illawarra or Newcastle cannot be conducted under 18s. per ton. I am quite sure that it could not be done for less than that. Say that the Commissioners carried the ore at 18s. per ton for 375 tons, that would give a revenue of £337 per train, and, say, £50 per train for back loading of coal. I am quite certain that either from the coal mine at Illawarra, or from the coal mine at Lithgow there would be no difficulty in obtaining at a moderate rate a return traffic to the amount of £50 per train. That would be carrying the coal back at any price the Commissioners liked, because they might as well put some coal on the trains running empty. If they only charged 10s. per ton or less for the return traffic, that would be so much profit. Now the working expenses, as before, would not be more than £325, leaving a profit of £62 per train. Calculating 300,000 tons instead of 800,000 tons, the number of trains would be 800, which, at £62, would be equal to £49,600. In this last calculation it shows a profit in excess of the Commissioners' estimated loss. Everything has been put down at the lowest. The traction power of the engines has been reduced nearly 17 per cent.; the trainage charge, 10 per cent.; and the quantity of ore to be hauled, over 60 per cent. That statement is derived from the figures furnished by the Commissioners themselves. I have not attempted to make any calculation outside of their calculations, and I do not wish to do so; but I say that the evidence given before this Committee and the evidence furnished in the Railway Commissioners' Annual Report show clearly that the ore traffic, if it can be done at 18s. per ton from Broken Hill, will result in the profitable working of that line, not only paying working expenses, but interest upon the capital. As to the other traffic, I have not gone into it. I am prepared to accept the Commissioners' statements as to what that traffic will be. Besides the 18s. per ton for shipping the ore at Port Pirie and bringing it here there will be a lot of handling. Of course, there will be a great advantage in carrying it right through on the New South Wales railway from bin to bin.

1871. *Chairman.*] It is perfectly clear that the railway will have to face reduced rates and fares;—do you say that 18s. per ton is the minimum? Yes; that is to deliver the ore at Illawarra. I do not think the Commissioners could do it under 18s. a ton and pay full interest on capital.

1872. Then, your evidence is, that if competition by water and the South Australian railway system brought down the rate below 18s., you believe the profit of £40,000 will disappear? There would still be some profit.

1873. Can the Railway Commissioners carry the traffic under 18s. per ton? No; they could not pay full interest on capital from that traffic alone.

1874. Eighteen shillings per ton is the lowest rate at which the transaction would be commercially possible? Yes.

1875. Supposing, that instead of the traffic going to Illawarra and Newcastle, it stopped at Lithgow? Then it could be done for 15s. per ton, or even less.

1876. And you do not believe that the competitive system could land the ore at Illawarra or Newcastle at less than 18s. per ton? No; I believe that on the evidence given. I do not offer any independent evidence. These are the figures.

1877. But the fact that you quote those figures implies that you do not differ from them? I do not differ from them.

1878. *Mr. Humphrey.*] In estimating the minimum at 375 tons net for an engine, are you simply quoting from the report of the Commissioners, or are you expressing your own opinion as to the haulage power of the engine referred to? I am not expressing any opinion myself upon the haulage power of the engine. The Commissioners say that it will carry 450 tons. I say let us make a little rebate and reduce it by 17 per cent.

1879. Now, I want your opinion? I have no opinion to offer on the subject.

1880. Are you of opinion that an engine of the type mentioned by the Commissioners will haul in one load 450 tons from Broken Hill to Illawarra? Not without an assistant engine, which I have provided for.

1881. But with an assistant engine for 250 miles, are you of opinion that the type of engine described by the Commissioners will haul from Broken Hill a load of 450 tons net, which would be equivalent to nearly 700 tons? I cannot believe otherwise. They state it, and they have tried it. I saw a report in the paper that the engine took up to Bathurst a load in excess of the Commissioners' anticipations.

1882. Have you any objection to state your own opinion? I must decline to offer an opinion on that subject. I do not wish to give any opinion which seems to be antagonistic to that of the Commissioners. I accept in all good faith their statement that the engine will do that.

1883. Do not misunderstand me. So far as your evidence has gone it has been a commentary upon evidence already given. You are quite qualified to offer an opinion to which considerable weight must be attached, and I should like you to give your opinion. Do you think 4s. would be ample provision for 500 miles with a net load of 450 tons? Yes, I am of that opinion. There is no doubt that the engine would burn more fuel than an ordinary engine, but that is compensated for in various ways, and I think that 4s. per train-load over that grade is a liberal estimate, and would be found ample in practice.

1884. In order to convey 800,000 tons per year from Broken Hill to Illawarra, would not that necessitate five or six trains per day each way? Yes.

1885. Would a single line be sufficient for that amount of haulage? I do not think the difference of six trains a day on what I may call main lines would affect the carrying capacity of a single line. Of course, in the far interior, towards Broken Hill, there would be nothing in the way. Six trains would follow at a respectful distance all day long.

1886. Then, in your opinion, a double line would be unnecessary? Yes. I believe it has been calculated in England by experts that if your trains do not exceed seventeen in a day you do not require to double your lines.

1887. Have you calculated what the expense of haulage per mile would be according to the lowest estimate you have given? It amounts to 0.29d. including interest upon capital.

1888. Is it your opinion, not being guided by the evidence of the witnesses who have been examined, but from your own experience, that the distance from Broken Hill to Illawarra, 750 miles, could be negotiated

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at a cost of a little over $\frac{1}{2}$ d. per ton per mile? * Yes, for a long and constant haul of that kind. It is very different from a train-load which you cannot depend upon, and which would be varying. I say that 0·29d. for a train-load of that kind is an ample charge. It would pay working expenses and interest on capital. 1889. If we have been told that the very lowest charge, that would cover the cost of running between Illawarra and Broken Hill is $\frac{1}{2}$ d. per ton per mile, do you think that is excessive? I say it is contradicted by their own evidence. Whoever gave that evidence is contradicted by the Railway Commissioners, and contradicted by evidence taken before this Committee. My own opinion is that it can be done for 0·29d.

1890. That is a little more than half of the estimate given to us? Yes; that is to say, if the engine will do what it is represented to do.

1891. Am I right in believing that you have expressed the opinion that the engine will do what it has been estimated to do? Yes; I think it ought to do it. I know it is a combination of what is known as the American consolidation type, with all the good qualities of the English engine added thereto, and in America engines of that character haul quite as great a load as this engine will be asked to do.

1892. Can you mention any railways at the present time that are hauling at a rate of a little over $2\frac{1}{2}$ d. per ton per mile? Yes; in America the rate is less than $\frac{1}{2}$ d. per ton per mile in some cases.

1893. Can you specify the lines? It is done across the prairies; I do not know the names of the lines in America, but I know that in the conduct of the great wheat traffic it is carried at less than $\frac{1}{2}$ d. per ton per mile.

1894. In estimating the cost of haulage at 18s. per ton, have you taken into consideration all conceivable expenses, including contingencies? Yes.

1895. You have no doubt that the railway would cover expenses at that rate? Yes; provided that they can get the ore.

1896. That is assuming a minimum carriage of how many tons? 300,000 tons.

1897. That is without taking into consideration the estimate of the Railway Commissioners for goods and passenger traffic? Yes; without going into that question in any way, except that I should like to say that the cost that they estimate for the conveyance of general merchandise must be lessened by the fact that some of it would be taken by the return trains which bring down the ore.

1898. Why have you estimated that the South Australian railways and the Silvertown tramway could not carry ore from Broken Hill to Port Pirie at the same rate that you think the ore might be carried from Broken Hill to Illawarra? Their engine power is very different, and the gauge of their line is not so wide.

1899. What do you estimate is the very lowest freight at which the South Australian railways could convey ore from Broken Hill to Port Pirie? I do not know what rate they might charge for strategic reasons, but commercially they could not do it under 8s. per ton from Cockburn to Port Pirie.

1900. How much would that be per mile? A half-penny per ton per mile; they could not do it for less.

1901. In your opinion, although the New South Wales Railway Commissioners might carry it for a little over $\frac{1}{2}$ d. per ton per mile, it would not be possible to convey the ore from Broken Hill across the South Australian railways for less than $\frac{1}{2}$ d. per ton per mile? Yes.

1902. Why could not the South Australian lines be equipped in the same manner as the New South Wales lines, so as to carry the ore at the same rate? If they made the railway precisely similar to ours, or even stronger, and equipped it with the same engine power, I think they could carry it at nearly the same rate, except that their 3-ft. 6-in. gauge, instead of 4-ft. 8½-in. gauge, would militate against the tare of the trucks being so light as ours in comparison with carrying capacity.

1903. What difference would the different gauge make in the hauling power of an engine? Arbitrarily, I would put it down at about 100 tons.

1904. That would be 100 tons in favour of the New South Wales broader gauge to start with? Yes.

1905. That would be equivalent to more than 25 per cent.? Yes. I should not like to speak as if I were giving an authoritative opinion on an abstract subject of that kind.

1906. Have you taken into consideration the cost of fuel? Yes.

1907. That would also go to increase the cost of haulage on South Australian lines? Yes; undoubtedly.

1908. That is another factor in the competition that would probably arise between the two lines? Yes.

1909. So you think you have not underestimated when you fixed 10s. 6d. as the probable minimum cost from Broken Hill to Port Pirie? No.

1910. We are assuming that 18s. must be regarded as the minimum at which the New South Wales railways could convey ore from Broken Hill to Illawarra, or 15s. per ton to Bowenfels? Yes; anything below that would not pay interest upon capital. Eighteen shillings per ton will not only pay working expenses but also interest on capital.

1911. Anything below 18s. would leave a loss, including interest? Yes; the amount of loss being dependent upon the sum of the reduction.

1912. You have had under consideration all the various routes proposed for this railway—would you like to express an opinion as to which would be the best route? The shortest route would be the best, in view of the possibility of getting the ore traffic.

1913. Is that the only reason for extending the line to Broken Hill? Not the only reason, but the only adequate reason, commercially speaking, because I cannot conceive that that line will pay working expenses and interest on capital, unless it has the ore to carry.

1914. Do you mean that there are other reasons which might influence the construction of the line? In reading through this evidence, I have noticed that there are other reasons—national reasons.

1915. That would not weigh with you? As a railway manager, I do not think I would allow that to weigh with me.

1916. *Mr. Trickett.*] Is not $\frac{1}{2}$ d. per ton per mile the lowest rate at present charged by the Railway Commissioners for any commodity? I see by the evidence that that is the lowest charge.

1917. In estimating that this ore should be carried on the railways for $\frac{1}{2}$ d. per ton per mile, have you taken into consideration the question of fuel? Yes.

1918. Would not the coal necessary for the return journey have to be conveyed by the train right away to Broken Hill and be brought back again? The return trucks going back empty, or for the most part empty, would carry the coal required for locomotive purposes, and it could be staged, *en route*, where required.

1919.

* NOTE (on revision).—The difference between $\frac{1}{2}$ d. per ton per mile and 0·29d., though apparently unimportant, really means, on a large traffic like this, no less a sum than £100,000.

1919. You have taken that thoroughly into consideration? Yes.

1920. Have you taken into consideration the difficulty of watering between Mossgiel and Menindie? I see by Mr. Deane's evidence that there would be ample provision made for that. That, of course, is a capital charge, and is not included in working expenses, unless it might be necessary to pump the water.

1921. Have you brought all your long experience to bear in trying to see everything in the view which you have put before the Committee? Yes.

1922. You think the whole success of the line would depend upon the quantity of ore to be carried? No doubt.

1923. The lowest quantity you have put it down at is 300,000 tons? Yes.

1924. That is the quantity they say they can smelt per annum at the new works at Newcastle. Supposing it is a fact that all the mining companies at Broken Hill have entered into a contract with the Silverton Tramway Company for a period of seven years from the 1st January, 1897, to send ores and produce over the tramway and the South Australian railway, would that alter your view of the payable traffic to come by the proposed line? Yes; of course if they have entered into a contract like that, they must observe the contract, or pay the penalty.*

1925. If the ore only amounted to 100,000 tons per annum, it would not be worth while constructing the line? No.†

1926. *Mr. Wright.*] You have read the evidence of Mr. Deane as to the construction of this railway, and the manner in which he intends to strengthen it;—do you think that the road could be strengthened sufficiently to bear this enormous traffic? Mr. Deane seems to have had some recent evidence as to the power of these roads to stand traffic of that kind. He says that by putting the sleepers closer together he can construct a road which will bear the largest engines we have.

1927. *Chairman.*] Have you not allowed for that in your calculation? Yes.

1928. *Mr. Wright.*] Do you think, from your own experience, that a road laid as Mr. Deane proposes, even with additional sleepers, would carry the enormous weight of these engines drawing 450 tons net weight, the rails being 60 lb. to the yard, without ballast, and with two additional sleepers? I should say, from my past experience, that it would be rather a weak road to depend upon, but there is this factor to be considered—that the rate of travel is not to be more than 15 miles an hour.

1929. Do you not think that this road would batter up very soon with the enormous weight of the engine and loads? I know our estimate used to be that an engine with a tender carrying coal and water weighing over 100 tons could not be carried on a 60-lb. rail, but may be done if they strengthen the rail by putting the sleepers closer together, which is the practice in America. If by the addition of two sleepers in an 18-feet rail it can be so strengthened as to carry this weight, I think a discovery has been made which was not made in my time. But railway science is progressive, and they may have discovered it since.

1930. If you were Railway Commissioner, knowing nothing more than you know at present, would you sanction the construction of such a line to carry these weights over it? No; I would want a very much heavier rail to start with.

1931. According to your lights, to carry this traffic a heavier rail than 60 lb. will be required? Yes; unless the weakness of the rail can be provided for by placing the sleepers closer. That is an engineering question on which I would not like to offer an expert opinion.

1932. I ask you your opinion as to the position you would take up? If I were Commissioner for Railways, and that proposition were placed before me, I should receive it *cum grano salis*, and ask for further information.

1933. In your estimate of traffic of 365 tons net weight for a train, do you think one push-up engine would be enough to bring it over the mountains? I understand that although it would be a heavy train it would be a short train, not more than twenty trucks, of 15 feet long. That would be easier to get over. There is no fear with an assisting engine of buckling the train.

1934. In your experience as a Railway Commissioner, what was the heaviest load that the strongest Beyer-Peacock engine which you had would carry over the mountains? I got an engine when I was Commissioner for Railways from America called the 105 class. I said to the locomotive engineer that I wanted that engine to take up a gross train of 200 tons from Penrith up the Zig-zag—1 in 30. The locomotive engineer made a calculation, and he told me I could not do it—that it was utterly impossible. I said, "I will try it nevertheless. There may be a stoppage and there may be a run-back, but I will have an assisting engine there to back up the train in case of that occurring." However, we went away with the load and carried it to the top with the greatest ease.

1935. What was the net weight of your load? I should say about 160 tons.

1936. Against a net weight now said to be able to be carried of 450 tons? I do not say that that engine would not have done more.

1937. Is that the greatest load you knew to be taken over a mountain grade with one engine? I think a greater load than that was taken. A similar engine got out by Mr. Middleton took a greater load.

1938. Is not this Australian consolidation engine said to be able to carry 450 tons net load on a grade of 1 in 100? Yes; it is stated so here.

1939. From your experience, what net load would that engine carry over a grade of 1 in 40? I do not know the character of this engine, but it says here that on a grade of 1 in 40 it will take 350 tons.

1940. What would be the net load on a grade of 1 in 40? You may take the tare at one-third; that will be 234 tons net.

1941. Do you care about expressing an opinion as to the capacity of these engines? I really do not know anything about them. I know the diameter of the wheel and the cylinders, and the length of stroke, and all that sort of thing, and by a formula which engineers have they calculate what an engine will do under these circumstances.

1942. You assume that that report having been published it is correct? Yes; I cannot assume anything else.

1943.

* NOTE (on revision):—Too much importance should not be attached to this alleged contract; it could possibly be upset on the ground that it was made contrary to public policy; or, if sustained, the compensation for loss would not be large. It must be remembered that it is only a contract for 35 miles of traction.

† NOTE (on revision): 100,000 tons would only give a contribution to interest on capital of some £16,000, after paying working expenses. The answer given by me is qualified to that extent.

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1943. Do you think you have made a liberal calculation as to the expenses per train mile? Yes.
1944. What is the general cost per train mile? A mere fraction over 4s. per mile. That is according to the last report of the Commissioners. That includes all expenses.
1945. Without including interest on capital? Yes.
1946. What were the earnings per train mile according to the last report? 7s. 3½d.*
1947. Do you think, from your past experience, that this traffic could be carried from Broken Hill to Illawarra for 18s. a ton and leave a margin of profit? If the engine can do what it is represented to do that can be done easily.
1948. Have you noticed the evidence given by the Secretary for Railways on this question? Yes.
1949. In answer to me, he said that the Railway Commissioners were cognisant of the evidence he was giving, and he stated he did not think it was possible to carry the traffic for less than ½d. per ton per mile. We have also Mr. Harper's evidence, and he seems very emphatic that a profit cannot be made;—what is your opinion of that? You have all had some experience of public officers, and that while they are not aware of it, they are prejudiced in their evidence. They do sometimes, unconsciously, manage to give such evidence as would seem to meet some particular views and opinions and wishes. I should not like to say anything against those officers. I know they are very valuable.
1950. Do you not think that if they gave evidence of that kind they might give evidence to suit the views of the Commissioners? I would not say that; their evidence is given on oath. I noticed that Mr. McLachlan said in answer to one question that the circumstances might change, and that the Commissioners might think it desirable to make a lower charge. I do not know in what way the circumstances could change. The natural features of the country cannot change.
1951. *Mr. Fegan.*] Did you not state, in reply to Mr. Wright, that if you were Railway Commissioner, and such a line as this were recommended for the traffic from Broken Hill, you would not approve of it? I would like to construct a stronger line to carry traffic of that kind.
1952. If you look at the official description, will you not see that provision has been made for the present traffic, and also the prospective traffic? They propose that if the traffic is very large to strengthen the line.
1953. What is your opinion with respect to present conditions? If we take the estimate of the Railway Commissioners, I am sure the line is quite strong enough.
1954. In that case you would take the same course? Yes; they do not anticipate getting any ore.
1955. But if a huge output of ore were carried at £1 per ton, you could not recommend such a light railway? I should like a heavier line of railway.
1956. In your estimate, I understand you do not make any provision for any traffic other than the ore? No.
1957. Taking the Commissioners' estimate with your estimate, £30,000 more should be added to the revenue for the carriage of other goods? Yes.
1958. Taking the very lowest estimate, you think this would be a paying line? Yes; always provided that they can get the ore, and that they can carry it as they state there they can.
1959. What would you consider to be national reasons for the line? That is a very wide question; probably the amelioration of the condition of the people resident in the district might be a national question. I have no doubt it is.
1960. Also connecting the westernmost city with our own metropolis? Yes; and there is a good commercial reason too, because all railways are more calculated to pay if they run from one large centre to another.
1961. Also in view of the competition of the various colonies as far as the railways are concerned, do you not think that we should try to gain this traffic for our railways? I have no doubt of that in my own mind. I look upon it in this way from a national point of view: that the Government of this country own the locality; they are providing for the government of that part of the country; they erect Court-houses, administer justice, they secure every man in his rights, and preserve law and order; but we are getting from that part of the country no benefit, except, it may be, a slight benefit from the sale of land. Commercially we are at present cut off from that part of the country.
1962. Therefore, the construction of this line, in order to bring the people of Broken Hill near to us, ought to be a consideration with this Committee? There is no doubt about that.
1963. If this line were constructed, what would be the difference in the charge for carriage of the ore to Cockle Creek, as compared with Illawarra? It is a very stiff line between Cockle Creek and Sydney, and I should be inclined to make a higher charge if it were taken to Newcastle. I should be inclined to put on 1s. 6d. per ton more.
1964. That would be 21s. 6d. per ton? Yes.
1965. Even that would be less than they are now charging for conveying the ore by way of Port Pirie? I believe the present charge is 25s. per ton.
1966. *Mr. Roberts.*] Assuming that this line were constructed on the understanding that the ore would be carried at the rate of ½d. per ton per mile,† might not that lead to a reduction in the charge for carriage of similar freight all over the Colony, thus rendering what are now paying lines non-paying ones? If I were the administrator of the railways, I would not allow such a consideration to weigh with me for a moment. I would be going for special traffic under special circumstances, and I should make it exceptional, and not allow it to be made general.
1967. Would not a demand be made for a reduction by people who are now paying ½d. per ton for similar traffic? That might be the case, but it would be very unwise to give way. I would give way if the circumstances were identical. Give me the same train-load for the same distance, and I would do it, and make a profit out of it.
1968. *Chairman.*] Have you taken into consideration the difficulties in working the Zig-zag. We have already had representations made to us that the Zig-zag is pretty well choked now with traffic? I have taken all that into consideration. I think it is possible that the Commissioners will soon find another route to overcome that difficulty.
1969. Do you not regard the question of passing the number of trains required over the Zig-zag to meet this traffic in conjunction with the present traffic rather serious? I cannot assent to that.

* NOTE (on revision):—To show the economic advantage of constant and heavy loads, such as this ore traffic will provide, it may be pointed out that notwithstanding the low rate proposed to be charged, the earnings per train mile will be at the lowest computation 9s., while the average earnings for all services are only 7s. 3½d.

† NOTE (on revision):—See note to Question 1888.

WEDNESDAY, 14 OCTOBER, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. JAMES HOSKINS.

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Richard Sleath, Esq., M.P., sworn, and examined:—

1970. *Chairman.*] You are Member for the Electoral District of Wilcannia, in the Legislative Assembly of New South Wales? Yes.

R. Sleath,
Esq., M.P.

1971. Would you like to put your views on this proposal before the Committee in the form of a statement? I will make a short statement. I know the country fairly well on both routes. I know Broken Hill, and have a fair knowledge of its trade, and I am perfectly satisfied that railway communication with Broken Hill is advisable. I am not in a position to say whether the railway would pay immediately on its construction or not. I am inclined to think that it would not; but from my experience I believe that in a short time it would pay working expenses and interest on cost of construction. In my experience in that part of the Colony, I found that periodically we get spells of dry weather, and the only outlet for the greater portion of that western country is by means of water carriage by the Darling River. Last year, for some four or five months, the river was not navigable, and it has been explained to me by business men the great loss it is to them when anything of that kind occurs. When their only means of transit is blocked it is most expensive to adopt any other means. In dealing with the produce for Wilcannia, I know when I was up there eighteen months ago they were getting their stuff through from South Australia to Broken Hill, and thence by teams to Wilcannia. Owing to the drought there was no water on that track, and I suppose almost a score of teams which started from Broken Hill were unable to get through. The bullocks died by the way, and their stuff was simply stranded. If there were railway communication, the whole of the produce would go by rail undoubtedly; for it has been pointed out that, depending as they do now on the river carriage, they have to keep a very large stock in hand, and the saving of interest on the surplus stock, and the insurance, would more than compensate for the extra cost of carriage by rail. To the north of Wilcannia, lately, there has been a good deal of fresh development in regard to mining, and although no one can positively say yet what the future of these gold-fields may be, certainly at the present time it looks much better than ever it did before. There are several hundred more men employed, and there is a great stretch of country now being taken up for reefing purposes, which previously was unthought of. It was not supposed to be auriferous. What the ultimate development may be no one can say. Then, close to Wilcannia, there is opal-mining, where quite a number of men are employed—I suppose 400 or 500. Lately there has been a fresh discovery made about the same distance from Wilcannia, but about 30 or 40 miles from the present place where mining operations are being carried on. The route from Cobar to Wilcannia is much shorter—almost 100 miles—than the route from Condobolin *via* Menindie to Wilcannia, and the cost of construction would, I think, be about the same. The nature of the country is much the same, and the cost of construction would undoubtedly be about the same. The quality of the country is also much the same. It undoubtedly is better country at Condobolin, and around Hillston, and in those districts, than it is at Cobar. But, taking an equal distance from Broken Hill either way, it is much the same character of country. There is very little to be said in favour of one as against the other. The cost of bridging the river would, I think, be much about the same. One advantage which the Cobar route would have over the Condobolin route—and I think it is rather an important one—is that it would almost go through the centre of that western country which is not supplied with railway communication. A railway by the Condobolin route would go within a reasonable distance of the Hay railway line, and would undoubtedly take an amount of traffic which now goes to Hay and thence to Sydney by rail. Although it might be some advantage to those closely adjoining the proposed route, I do not know that it would be of much general advantage to the whole of the western country. If the railway were constructed by the other route, unless some very great reduction was made in the cost of freight, I do not for one moment expect that we would get anything like the whole of the Broken Hill mine traffic. I feel satisfied that it would be almost impossible to construct a railway to bring sulphide ores direct from Broken Hill to Sydney. In my opinion that should be left entirely out of the question, because I am sure it would never be done. But undoubtedly if railway communication was established direct with Sydney from Broken Hill, an amount of traffic other than the mine traffic would undoubtedly go right through. At the present time the position is, perhaps, not quite so bad as it was a few years ago. When the fiscal policy of this Colony was of a protective character, the people of Broken Hill had to get their produce from another Colony. Their butter, bacon, cheese, and that sort of thing had to come from South Australia, and they had to pay customs duty in addition to railway freight. They had something like 200 or 300 miles of railway freight to pay as well as the duty and the trouble of clearing the goods at the Customs House. The people complained very bitterly that they were shut off by circumstances from the other portions of this Colony, and were unable to trade with those portions. Should a railway be constructed by either route to Broken Hill, there is no doubt that there would be a fair demand for, and a considerable traffic in timber and that sort of thing. The timber which has been used at Broken Hill—and great quantities have been used—has been mostly imported from Puget Sound, Tasmania, New Zealand, and Western Australia. It has been found that the cost of getting our inland timbers first to the seaboard, and thence by water carriage to Port Pirie, or Port Adelaide, and thence by rail to Broken Hill, would make it too expensive for them to use at all. For this reason New South Wales timbers have never really had an opportunity of being used—or even being tested to see whether they are suitable for mining purposes or not. Some years ago, those who were interested in railway construction took the trouble to estimate the cost of bringing coal direct from Lithgow to Broken Hill by rail. At that time they were able to show that coal could be landed in Broken Hill cheaper from Lithgow direct by rail than from Newcastle by water to Port Pirie and thence by rail to Broken Hill. But I believe the reductions which the Government of South Australia have since made in their railway carriage would somewhat compensate for the figures which were then, no doubt, perfectly correct.

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1972. If a railway is to be constructed to Broken Hill, you favour the northern route for three reasons—first, because geographically it is the better route; secondly because the traffic it gets will not be a leakage from other lines; and thirdly because the recent discoveries would make it appear that the district north-west of Wilcannia would be a good mining centre? Yes.

1973. You have expressed no opinion with regard to the comparative merits of the country along the two routes from a pastoral standpoint? I do not think I have. Of course, anyone who happens to travel over one portion of either route would hardly be in a position to form a very correct opinion as to the quality of the country, because, as you know the country changes, and you find good patches as well as bad patches. I have travelled over most of that country several times; in fact, I have travelled through it for a number of years, and I am satisfied that taking the same distance from Broken Hill on either route the country is somewhat similar, and the carrying capacity is about the same.

1974. There is no material difference? I do not think so. On the Condobolin route we have a length of nearly 100 miles of better country. It is only 270 miles from Broken Hill to Cobar, and it is about 370 miles from Broken Hill to Condobolin; and, of course, the last 100 miles, as you go towards Condobolin, would certainly be much better country than that which is closer to Broken Hill; the rainfall is much better.

1975. Roughly speaking, your last reason is that approximately there is 100 miles less line to construct at a proportionately less expenditure? Yes.

1976. You dismiss at present freights the question of the railway carrying ore? Yes; at present freights it would be impossible.

1977. You do not see how it is going to compete? It cannot compete at present freights. I am not a railway expert, but I know that some years ago, in America, when the private railway companies were not paying, in fact, were very far from paying, they made tremendous reductions in different parts of the States to carry low grade ores. I have no personal knowledge, but I am informed that the private companies were able to make tremendous reductions in the freights so long as they could carry as much as they wanted to carry at their own time. If they could take 10,000 tons of ore one week, and none next week, or if they could just take the ore as they chose, they made tremendous reductions, of course the reduction in the price of silver would make a difference; but at that time a number of mines which had been unable to work before were able to work afterwards at a profit. I do not know what the Railway Commissioners may do, but at present rates it would be simply impossible for the railway to compete with the other means of carriage. If a railway were constructed to the river from Broken Hill, they would be able to get water carriage. In that way, I think, they would be able to carry sulphide ores, and land them either at Illawarra or at Newcastle more cheaply than they could take them to Port Pirie and bring them round by water to those places, because instead of having 230 miles of railway carriage, they would only have one-half that length. By the route to Menindie they would have only 65 miles, and by the route to Wilcannia, they would have 110 miles rail carriage, and then they would only have the water carriage down the river.

1978. You go down the river I suppose to Goolwa, and, perhaps, to Port Victor? Yes.

1979. Again, it becomes a matter of freight? Quite so. I am not in a position to say how it would work out, but it might be done in that way. In the treatment of refractory ores what is required is either fire or water. In Broken Hill they have not a sufficient supply of water to treat the ores at anything like a reasonable cost. They have erected on one of the properties there a new system of concentration known as the Hancock Jig. I had some experience of the concentrating plant on the Proprietary mine. I was in charge of the plant for some time, and the great difficulty we had to contend with, among other things, was the inferior quality of the water. We had to use very highly mineralised water, which did not give a satisfactory result; sometimes it was in that state that it really was not fit for concentrating purposes. If you had railway communication to the river, it is probable that a concentrating plant might be erected on the river to reduce the amount. Some of the refractory ores in Broken Hill, and there are great quantities of them, before they could be properly dealt with, would have to be reduced at least 1 ton in 5. The carriage either by rail or water of the concentrates containing the silver and lead in the 5 tons of ore, would not be so great then. Up to the present time there has been no opportunity to do anything like that. Some time ago it was proposed to erect concentrating works on a larger scale at Port Pirie; but that, I think, was abandoned, because the concentrators then in use did not give satisfactory results. After some years of experimenting they have adopted this Hancock Jig.

1980. *Mr. Fegan.*] Which is a thorough success? I can quite understand that it is, because those who have been experimenting have had a very long experience in the treatment of ores, as well as an experience of all sorts of concentrating plants. If you could get any amount of water within, say 60 or 100 miles of Broken Hill, it is just possible that with a concentrating plant—not necessarily in connection with the Proprietary mine, because around Broken Hill there are miles of country containing any amount of low-grade ore which would pay for working if there was anything like a reasonable means of extracting the mineral—it is more than likely that if the railway was constructed in the near future a concentrating plant would be erected on the river where they would have a continuous supply of water.

1981. *Chairman.*] You are aware that there is likely to be a great alteration in the location of the treatment of Broken Hill ores? Yes.

1982. That means a tendency to take the ore to the coal? Yes.

1983. Is it not likely to alter the whole aspect? It will, to a very great extent. Up to the present time, the ores which have been treated at Broken Hill have not been what you may term refractory ores, but free ores. They have never attempted to treat refractory ores to any extent; but even amongst the free ores—the ordinary carbonate of lead ore—there is any amount of ore of a low grade character, in and around Broken Hill, giving 10 or 15, or perhaps in some cases, up to 20 ounces of silver, and carrying very little lead probably. It will not pay to smelt that ore in Broken Hill; in fact the smelting is so expensive that it would not pay to smelt that ore anywhere. But by putting it through Hancock's Jiggers, you would reduce 5 tons (purely by water, without any fire at all) to perhaps 1 ton, and save, perhaps, 90 per cent. of the mineral that was in the 5 tons. In the case of sulphide ores, undoubtedly the tendency is to take the ore to the coal; but outside the sulphide ores there is any quantity of low grade free ores in and around Broken Hill which will never be worked at a profit until they get a cheap supply of water in Broken Hill, or are able to take the ores cheaply to where there is water. Still a great quantity of ore being raised now at Broken Hill is sulphide.

1984. You are speaking of the possibilities rather than the present outlet? As a matter of fact, even in some of the mines right on the line of lode—if you take the British mine, it has in sight, I suppose, thousands of tons of low-grade free ore, oxidised ore; and so it is in a number of other mines. But it will not pay them to raise it now, because they have no means of treating it.

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1985. In your opinion, is the river a cheaper means of transit for most of the produce of the Wilcannia district than a railway, when the river is navigable? Yes, undoubtedly, for wool and all that sort of thing.

1986. With an intermittent river, you think it might be wiser, sometimes, to pay a higher freight by railway than to have the delay in the river carriage? Yes. Within the last two months, owing to the river being low, and not in too good a condition, about seven or eight barges have been sunk, and in a great many cases nearly the whole of the wool has got wet. That, as you know, reduces the value of the wool by a long way.

1987. Do you know what the freight from Wilcannia to Broken Hill is by road? It is about £5 a ton, under ordinary conditions. During the severe drought last year it was more than £5 a ton, because when a teamster took a load out from Broken Hill the chances were against his getting through with his load. Perhaps he would lose all his bullocks, and would not be able to get the freight over.

1988. You mean that in a really serious drought the traffic would be suspended? It would. Generally speaking, the carriage out there under ordinary circumstances is 1s per ton per mile. In favourable weather, when there is plenty of grass and that sort of thing, you may get loading taken at a somewhat cheaper rate, but when it is scarce it is more costly. As regards the teamsters' union which was formed at Bourke, Hay, Wilcannia, and Broken Hill that was their minimum rate.

1989. *Mr. Trickett.*] Do I gather from your evidence that you think a line from Broken Hill to Menindie would largely suit the requirements of Broken Hill? I think it would. Of course it will become a question of railway policy as to whether it would be advisable to do that, but a line from Broken Hill to Menindie would, in a great measure, meet the requirements of Broken Hill.

1990. Looking at the whole question from an economical point of view, as well as a national point of view, if the whole scheme could not be carried out justifiably, you think that a line from Menindie to Broken Hill would very much suit the requirements of Broken Hill? Yes, and I believe that it would pretty well pay.

1991. You think it would pay? I am satisfied that it would in many ways. Some members of the Committee have visited Broken Hill and seen what sort of a place it is, and know that the people have very little opportunity to get away from the heat and dust. If excursion trains could be run on Saturdays, the passenger traffic would be pretty heavy. The returns from passenger traffic alone, if special trains were run, would be pretty heavy.

1992. It would also open up a very large timber trade for fuel purposes? Yes, for fuel purposes, because an order has been issued by the Department of Mines that people are not to cut timber within 10 or 20 miles of Broken Hill. There is very little timber to cut within that area, because the little timber which was within the area has been used during the last ten or twelve years. They used it very largely in the mines before they got railway communication from Terowie.

1993. Having been a resident of Broken Hill, and being in pretty frequent touch with the place, are you able to say whether the feeling of the people is very much in favour of a railway to Menindie? Yes, I am positive that the people are anxious to get railway communication with the river. They are not particular if it is to come from Sydney. I am certain that they are indifferent whether they get it from Cobarr *via* Wilcannia or Condobolin *via* Menindie, but I believe they would be perfectly satisfied with a railway from Broken Hill to Menindie.

1994. You have referred to the quality of colonial timber for mining purposes. As the difficulties of moulding and handling colonial timber are so great, do you think that the mining companies are likely to prefer imported timber for mining struts and so on? The advantage in using the imported timber, speaking more particularly of Oregon, which is generally used, is that it stands the different gases underground very well. It does not fret underground. It is very light and easily handled, and comparatively speaking, it is pretty strong; but for some classes of work it is absolutely useless. For instance, in regard to shaft work and that sort of thing it is absolutely necessary to have some sort of hard timber.

1995. Do they use hardwood timber now? Yes. I do not know where they may be getting their timber from, but when I was more closely connected with mining there we used to get a good deal of West Australian jarrah, and Tasmanian stringybark. We also used a quantity of New Zealand pine, but it was not very good mining timber.

1996. Do you think that with easy access to the mines our hardwood timber would be largely used? I do not mean for a moment to say that it would entirely take the place of imported timber, but I am perfectly satisfied that a great quantity of colonial hardwood would be used. In 1890, owing to the weather, I believe, two timber vessels did not arrive. A vessel was supposed to arrive every month, but at that time two months had elapsed without a vessel arriving. We were entirely out of timber, and the mining companies had to send to Sydney, Melbourne, and Adelaide to buy up all the old timber, which had been used for other purposes, and at very great expense they got some inferior stuff. Undoubtedly, if there was a means of getting New South Wales timber to the mines, the directors would use a fair quantity of it, not only because it would be suitable and cheaper than they could get it elsewhere, but because it would be a supply upon which they could fall back in the case of a failure, such as I have mentioned.

1997. I understand that you prefer the Wilcannia route to the Menindie route? Yes.

1998. Can you state how the two routes compare as stock centres which would be likely to feed the railway? I do not know if I could go into details. As far as stock centres are concerned, judging roughly, the whole of the stock for the whole of the north-western portion of New South Wales comes to Wilcannia. They travel very often on to Bourke, and there they are shipped by rail, or travelled further. Then again they travel through by Hay on to the Victorian border. Not only the stock produced in New South Wales comes through Wilcannia, but great quantities of both cattle and sheep from the borders of Queensland.

1999. Those are mostly travelling to the southern market? They travel both ways. They come up to Wilcannia, and they travel also to Adelaide. As far as the carrying capacity of the country is concerned, the average of sheep to the acre would be much about the same. By the railway by the Condobolin-Menindie route they would get easier access to the Hay railway.

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2000. You recognise the fact that the pastoralists would still use the river for wool carriage? Undoubtedly. I feel confident that no matter which way the line may go the only freight which would really come from the river would be the ordinary produce. The necessary goods for consumption would, undoubtedly, come by rail from Sydney if it was constructed, whether the river was up or down. It would pay the merchants there to get them sent by rail.

2001. Speedy transit and the non-necessity of over-stocking, and the risk of catching a market would influence their decision in favour of using the railway? Just so. Then there is the saving in insurance to be considered. Some storekeepers in Wilcannia keep from £8,000 to £12,000 worth of stock in hand. 2002. With a continuous means of transit, that could all be dispensed with? Yes; it could be brought down to a small amount.

2003. Your chief reason for urging the adoption of the Cobar-Wilcannia route is that it would serve a country which is not well supplied with railway communication, and that the lower line is within fair touch of a line of railway? Yes, the pastoral country being about equal, and the mineral country being so much better.

2004. That is up towards Mount Browne and those places? Yes. The Rev. Father Curran has been reporting on that country lately, and Mr. Slec has also been over that country. I have not got a copy of their reports just now, but I know that Mr. Slec's report is highly favourable; and I am satisfied that Father Curran's report will be a favourable one, and that there are vast possibilities in that country lying to the north of Wilcannia in regard to mineral development.

2005. *Mr. Wright.* Do you know the country well between Cobar and Wilcannia? Very well.

2006. Is there much traffic likely to be picked up along that country by a railway—suppose a railway was built from Cobar to Wilcannia, would there be much intervening traffic? There would certainly be a considerable amount of traffic. Around Nyngan quite an amount of chaff and that sort of thing is produced. The people beyond Cobar complain bitterly of the great cost of road carriage between Cobar and Wilcannia. There is no agricultural land between Cobar and Wilcannia, and the only freight you would pick up there would be station freights, such as wool and stock.

2007. Do you know the district known as the Paddington Blocks, including Mr. McPherson's station? Yes.

2008. Is it not all good country through there? Yes; it is certainly some of the best country west of Cobar.

2009. It is all wheat land, is it not? It is only lately they have started to grow wheat. I could not say what the result of their experiment has been.

2010. All that country has good red soil? It is certainly splendid soil, but it is only a few years since they started growing wheat there. During the last two years they have had so little rain that they have not had a proper trial.

2011. Do you think that the whole of that country from Cobar to Wilcannia, with the amount of rainfall, would produce large wheat-crops? I am perfectly satisfied that there is no land in this country, or in any other country, which would produce better wheat-crops if it had anything like a fair rainfall.

2012. You are aware that it does not require a very heavy rainfall to produce wheat? No. Within 2 or 3 miles of Wilcannia they have produced some excellent wheat.

2013. If a railway is constructed from Cobar, *via* Wilcannia, there is a possibility that a great deal of that country might be used for growing cereals? Yes; and eventually I am satisfied that it will.

2014. How is the country along the projected line from Willandra Creek to Menindie suited for the growth of cereals? I am inclined to think that the soil is not so good.

2015. It is inferior soil to the other? That is my opinion.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

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2015. *Chairman.* You desire to make a statement to the Committee? I do. Through the favour of the Committee I have been enabled to read Mr. Goodchap's evidence and compare it with the answers given by me to questions 354 to 367, inclusive. I find on reading my evidence over it is not as clear as it might be, and although the conclusions drawn by myself are right, the statements evidently misled Mr. Goodchap. I now wish to put the matter in a clearer form, and request that the Committee will allow these observations to be added to my evidence. It was never proposed that, on the cheap lines in the interior, engines of the P., J., or T., class, with axle loads of from 15 to 16 tons, should be used on them—nor is there any necessity to do so. Even on the line under consideration, with its possibility of "heaviest mineral traffic" there is no need. Trains of 300 tons are quite possible on grades of 1 in 100 if locomotives with axle loads of 12 tons are used, and the heavy or rather long trains of 700 tons, mentioned by Mr. Goodchap, can be drawn over the line on more favourable grades without having recourse to the new 'I' class of locomotives. For this kind of traffic, however, I recommend additional sleepers. The Condobolin-Broken Hill line, as authorised, was to be of the cheapest possible construction, with 60-lb. rails, and for the most part without ballast. I have satisfied myself of the practicability of conducting traffic, and even large traffic, under these conditions, and I have always stated that where heavy locomotives are to be used, it is advisable to put down a heavier rail. I have also pointed out that the earth road without ballast is a temporary expedient, to be improved as time goes on by ballasting. This is in accordance with American practice, where roads are first laid without ballast and afterwards improved. With regard to the short trucks weighing 28 or 29 tons gross, the use of which is proposed by Mr. Goodchap, I consider that they would be most detrimental to the road. The load per axle would be so heavy that with the short wheel base the oscillation induced during rapid runs would give the permanent way a terrible knocking about. There is, however, apparently no necessity for such a class of rolling-stock. Bogie trucks, 30 to 35 feet long, will carry the same load, and can be made as light as the proposed short ones, and the running would be easier. The only difference would be that the trains would be longer. The grades on the Condobolin-Broken Hill line would be quite suitable for long trains without using the heaviest class of locomotives. With the exception of the two ends of the line where grades of 1 in 100 may prove unavoidable, nothing worse than 1 in 150 need be anticipated. At the ends of the line an auxiliary engine can help to pull up the loads if necessary. Probably the greatest difficulty that would arise in providing for the working of the heavy traffic between Broken Hill and the mountains, would be found in the limit of allowable axle-load on the Molong-Parkes line, which has 60-lb. rails and 1 in 60 grades. As heavier rails cannot now be substituted, except at very great expense, some other expedient must probably be looked to. The carrying capacity of the line would of course be largely increased by placing

placing additional sleepers under the rails, but I doubt whether the requisite hauling power for the long trains coming in from the west could be obtained without doubling the locomotives.

2017. The question of ballast in any country depends on the kind of country over which you are going to construct the line, and the work which the line is called upon to perform when constructed? Yes, to a great extent. If ballast was easily obtainable it would be foolish not to put it in.

2018. Is the country such as the Condobolin-Broken Hill-McIndie line will pass over suitable for the carrying of heavy traffic on a cheaply-constructed line? Yes.

2019. Is that route still in your opinion suitable for the construction of a light line without ballast? Yes. 2020. We were informed in South Australia by the Engineer-in-Chief, as well as by his predecessor, that although South Australia had an idea in the first instance of constructing lines without ballast, and with a minimum of ballast, as the construction of the lines proceeded it demonstrated the unwisdom of that to them, and in no instance, I think, have they less than 7 inches of ballast, and the sleepers boxed over, because of the hot weather;—what would you say in regard to that statement? I adhere to my previous opinion that it is quite practicable to lay down lines in the way I have proposed, and afterwards, of course, to improve them as I recommend. I think there is no doubt, even on very poor soil—soft soil—you can adopt that practice. I do not know the method which was adopted in South Australia, but I have satisfied myself that it can be done. It is a proper thing to be done for the light lines in the interior. It is necessary to take care that the formation is well drained. That is a matter which has not been sufficiently attended to. I believe that in Australia previously attempts have been made to make earth lines, and that matter has not been sufficiently attended to. When a proposal was first made to lay down cheap lines like this line, I objected because it was proposed to lay the lines practically on the surface of the ground. I am not laying a line on the surface of the ground. I am in every case forming an embankment, or else there is a cutting with a sufficient rounding of the formation to give the drainage that you want. We also want to be particular that the ends of the sleepers are not covered. If the ends of the sleepers are closed in by the earth they form sloppy pits in wet weather; but if they are left clear, which is one of the great principles of this class of railway construction, then the water cannot lodge under the sleepers.

2021. You would not box up the sleepers then? No; the ends must be left free in earth ballasting.

2022. Where you require to ballast, what depth of ballast will you put in? I should put in about 5 inches where it was necessary.

2023. At what portion of the line will you use ballast? At very few places, forming an insignificant proportion of the length.

2024. You think that eventually, in order to have a satisfactory line, it will be ballasted? It will be better ballasted.

2025. Eventually it will be done? Yes.

2026. Suppose your line will carry the ore which is likely to be raised in Broken Hill to Condobolin, you still adhere to the opinion that a line without ballast would carry 800,000 tons in a year? Yes, it could be carried.

2027. But that, gradually, ballasting operations would have to be begun, and eventually the line would be ballasted? I am sure the Railway Commissioners would gradually ballast the line, but it might be a long process, because it is a line of great length.

2028. If the whole of the line is to be ballasted in fifteen years, it is only a question of saving that much interest in the first instance—it is not saved for all time? I do not say that it must be ballasted, but I say that the Commissioners would, no doubt, ballast it. There are thousands of miles of line in America which have never been ballasted, and perhaps never may be ballasted. In the southern parts of the United States and on the Southern Pacific Railway there are long lengths of line which were constructed without ballast, and which have no ballast now.

2029. In country no more satisfactory from the construction standpoint? No.

2030. And called upon to meet heavy traffic demands as a line carrying the ores from Broken Hill to Condobolin would? There is a very heavy traffic over some of the lines. Most lines on the Southern Pacific Railway carry very heavy traffic.

2031. The more powerful the engine you can use, the more cheaply the load will be hauled? You can take longer trains.

2032. A long train carries a big load? Because of the flat grades, you can use a lighter engine.

2033. You propose on this line, hauling this enormous traffic, not to use the best engines in the Colony, or the most powerful engines? It was never intended to use those very heavy engines.

2034. What weight would the engines be which you intend to use? I have limited the weight to about 12 tons per axle, with 60-lb. rails.

2035. The consolidated Australian engine weighs 107 tons? Yes, with the tender, which weighs 41 tons.

2036. What is the weight of the engine you propose to use? The engine, without the tender, is 66 tons, of which 59½ tons are on the driving wheels.

2037. Do you think it would be wise for the Colony to use small engines with these large engines in their possession? If the smaller engines will take the load.

2038. You explain that statement by saying that the grade is so easy that a lighter engine will do the work as satisfactorily? Yes; that is on the easy grades which we expect to get.

2039. Your explanation in regard to the ballast is that you believe that those who express this definite opinion as to the absolute need for ballast have lost sight of, or rather do not know, the operations you intend to carry on of keeping the road dry and properly drained? Yes; it is the difference between practicable working and failure.

2040. *Mr. Hoskins.* You stated that in the early days of railway construction in Australia the persons who constructed the lines did not appear to consider the question of drainage so much as you think they ought to have done;—has the importance of providing for drainage been impressed on your mind since you have seen the pioneer railways in America? Perhaps I did not make myself quite clear. I did not refer to the early construction of railways generally, because they have always been well drained, I think. I referred specially to cases where attempts have been made to do without ballast.

2041. Is it not a fact that in a good many instances, in this Colony, sufficient provision was not made for carrying off the surface water by means of culverts and small bridges? Yes.

2042. Was not the Cootanundra accident ascribed to a cause of that kind? That was supposed to have been due to a very exceptional rainfall, and the bursting of the dams on the creek.

2043.

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Esq.
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2043. Is it not a fact that since many of our railways have been opened, you have been compelled to increase the waterways under the lines, in order to give more facilities for drainage? Yes. It is almost impossible, in all cases, to design the culverts to give the proper amount of waterway.
2044. This Condobolin-Broken Hill railway is to be constructed primarily to bring sulphide ores to Lithgow or to the coast—and, taking the estimated quantity of ore to be provided from Broken Hill at 700,000 or 800,000 tons a year, do you not think that, on an average, the quantity of ore taken over that line a day, if the trade was equal to the expectations, would be at least 1,000 tons? It would.
2045. As the trucks would be brought loaded in one direction from Broken Hill, and I presume very little back loading would be taken, empty trucks would have to be run the whole distance in order to provide the means for conveying the ore down? Yes.
2046. Would not that necessitate for that long distance a double line of railway? It would necessitate a number of crossing loops.
2047. Would not that greatly increase the expense of the line? Not very much.
2048. *Mr. Humphery.*] You considered the possible traffic which might have to be carried over the line in estimating that it would cost £2,600 per mile? I could not say that in the first instance I did take into consideration the extent of the traffic. What I provided is a line of a certain class, and I have endeavoured to show that that class of line is quite capable of accommodating a very large traffic.
2049. Is it not your opinion that the line, as proposed, would be equal to a traffic of 3,000 tons of ore per day? Yes.
2050. If it was 3,000 tons per day, that would mean four or five long loaded trains from Broken Hill to the coast? On the figures submitted there is a probability that the maximum quantity would be 800,000 tons a year.
2051. In your opinion would the line, constructed as you propose, be equal to the traffic of that magnitude? It would be a very large traffic. It really means about 1,000,000 tons gross.
2052. *Mr. Hoskins.*] In point of fact, could a single line be worked with such a large traffic going in one direction? It may be done if there are sufficient loops provided. It would mean about seven trains a day in one direction. That is not an impossible number.
2053. *Chairman.*] How many hours would it take a train, hauling that class of traffic, to go from Broken Hill to Sydney, a distance of 700 miles? It would not go more than 20 miles an hour.
2054. Supposing that it takes thirty-six hours for a train to go from Broken Hill to Sydney, and seven trains are run every twenty-four hours, there would be ten and a half trains run in thirty-six hours? Yes.
2055. Therefore, in thirty-six hours there are twenty-one trains running backwards and forwards? I think that is right.
2056. *Mr. Humphery.*] What type of engine is run now from Sydney to Bourke? Not one type merely.
2057. At what distance from Sydney is the lighter type being used? The heavy engines do not run, I think, beyond Wellington or Dubbo.
2058. At what point from Sydney are you using light rails in the direction of Condobolin? From Molong.
2059. Therefore, it would be necessary to reconstruct the line from Molong if it was deemed essential to have a first-class line between Broken Hill and Sydney? Yes, if you want to have a first-class line you must lay down heavier rails from Molong.
2060. Would you not also require a first-class line to have ballast? Between Molong and Parkes there is ballast.
2061. From Parkes right out to Broken Hill, would it not be necessary to use ballast, if you were to construct a first-class line? Certainly. I should not call it a first-class line without ballast.
2062. What is the difference in cost between a first-class line with ballast and full-weight rails, and the class of line now under consideration? That matter requires to be carefully gone into. It would probably amount to £500 or £600 a mile at least.
2063. Do you think you are under-stating or over-stating the probable cost? Under-stating rather than otherwise, I should think. The cost of the ballast would be heavy, and the further you go west the freight would come to more and more.
2064. Is it your opinion that to construct a first-class line the additional cost would be from 20 to 25 per cent? I should think so.
2065. Would it be necessary, in your opinion, to have a first-class line between Parkes and Broken Hill, to move the traffic which it is anticipated may possibly be obtained from Broken Hill? I do not think so. I think the traffic would be maintained. But if there is a large traffic it ought to pay to make a good line.
2066. What do you think is the heaviest load which can safely be moved by the type of engine which you say will have to be used between Broken Hill and Parkes? You would not run the same engine through-out, because it would be divided up into sections. You might run the same length of trains, but you would vary your engine when you got the heavier grades.
2067. Would you not use the same type of engine all the way from Broken Hill to Parkes? You would as far as Condobolin. Perhaps Condobolin would be a changing place.
2068. Would you use a heavier type between Condobolin and Parkes? The first thing I should do if I had to run that heavy traffic, having these light rails and 1 in 100 grades between Parkes and Condobolin, would be to ballast that line and put it on a somewhat similar footing between Molong and Parkes. A ballasted line between Parkes and Condobolin, with 1 in 100 grades, would be on a somewhat similar footing to the unballasted line with flatter grades further west.
2069. Will you kindly give me an answer to my question as to the heaviest loads which could be hauled between Broken Hill and Parkes? I have looked into the matter, and I consider that on the unballasted line with the flat grades trains of 600 tons gross could be taken.
2070. What would that be net? About 400 tons. If there is such a large traffic it would be proper to provide trucks, the dead weight of which would only be half the load they carry.
2071. Are you of opinion that Mr. Goodchap's estimate of 275 tons per train load is not an excessive one? I think that can be done.
2072. You think that that could be carried on the line which you propose to construct? Yes.
2073. Are there not some steep grades between Parkes and Forbes and Molong? Yes; 1 in 60 grades between Molong and Parkes.

2074. Would the engines which would haul the trains you are speaking of, between Condobolin and Broken Hill, be able to take the same trains up these steep gradients to Molong? No. H. Deane,
Esq.
2075. Therefore, if the traffic in sulphide ores be as large, or nearly as large as is estimated, it would necessitate employing, between Parkes and Sydney, nearly twice as many engines as from Condobolin westward? Yes, or larger ones. 14 Oct., 1896.
2076. The larger type of engine would increase the expense, and more fuel would be used? Not proportionately.
2077. And the money expended in the construction of engines would be more? It is not proportionate to the increase of the hauling power. The number of men employed, for instance, is the same.
2078. At all events the traffic could not be worked as cheaply between Parkes and the coast as it would be between Condobolin and Broken Hill? No.
2079. *Mr. Fegan.*] When you were asked to make an estimate of the cost of this line, the Commissioners' figures as regards so many tons to be carried were not before you? I had the Commissioners' report.
2080. This very heavy traffic was not brought under your notice until Mr. Howell gave his evidence before the Committee? No; I did not hear of this very heavy traffic at first.
2081. Therefore, the description of this line is based on the data which the Commissioners supplied to you—that is a light line for light traffic? A light line, I pointed out to Mr. Humphery.
2082. If it had been pointed out to you in the first instance that in all probability there would be 800,000 tons of sulphide ore to come from Broken Hill to Sydney, you would never have proposed to construct a light line without ballast? No. I think there is very little doubt that if such a large traffic had been anticipated, a better class of line would have been required.
2083. Therefore, it was on the Commissioners' figures you based your estimate of the cost per mile? I was asked to prepare a proposal for that class of line.
2084. That is for a pioneer line? Yes.
2085. *Mr. Hassall.*] Admitting the necessity for ballasting the line between Parkes and Condobolin, in view of the heavy traffic to be hauled, do you not think it will be absolutely necessary to ballast the remaining portion of the line, considering that you have undulating plains to travel over? Between Condobolin and Broken Hill, I expect to get grades of 1 in 150, and therefore I can provide for a lighter locomotive than between Condobolin and Parkes; but because one would have to use heavier locomotives between Condobolin and Parkes, I recommend the ballasting of that bit. I want that piece ballasted so as to carry heavier rolling stock, and not because the class of country is worse than it is between Condobolin and Broken Hill. On the contrary, probably it is quite as good. It is on account of the easier grades between Condobolin and Broken Hill, and the possibility of using lighter engines, that you can do without ballast.
2086. Can you do without ballast in the vicinity of Broken Hill—you have to deal with what is called the Darling Range there? The line as laid out has a long grade of 1 in 100 at Broken Hill. There it may be necessary to have an auxiliary engine to help you up if there are any heavy loads moving towards Broken Hill; but as a matter of fact, that grade would all be with the load.
2087. You do not think it will be necessary to ballast the line there? I do not think so.

THURSDAY, 15 OCTOBER, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Thoman Waddell, Esq., M.P., sworn, and examined:—

2088. *Chairman.*] You represent the Electorate of Cobar? Yes. T. Waddell,
Esq., M.P.
2089. You are aware there was previously a proposal to extend the line from Cobar to Wilcannia? Yes. 15 Oct., 1896.
2090. Would you like to make a general statement to the Committee? Yes. I think, as far as my knowledge goes, that the route from Cobar to Broken Hill would be, all things considered, much the better of the two. My reasons are, in the first place, that the lower down the Darling River the railway crosses the harder it will be to get trade to Sydney. For instance, the Railway Commissioners have had a very great deal of difficulty in getting trade from the Bourke district on account of the river competition, and in order to get that trade they have had to reduce the rates considerably. That being so, it appears to me that the lower down the river the railway crosses the more difficult it will be to draw trade to Sydney, and the railway will labour under adverse conditions as regards profits and traffic. Take, for instance, as an illustration, the matter of extending the railway to Walgett. If the railway were extended to Walgett there would not be the same difficulty in getting trade from that point on the river as there is from Bourke. The Railway Commissioners would be able to charge rates that would be more just, considering the long distance that goods would have to be carried. A railway to that point on the Barwon River would pay much better than the railway to Bourke. For the same reason, when you got further down the river from Bourke it would be more difficult to draw the trade to Sydney.
2091. You might give us the length in miles from Brewarrina to Bourke, from Bourke to Wilcannia, and from Wilcannia to Menindie? From Wilcannia to Menindie is about 100 miles, not by the winding of the river, but as the crow would fly. I do not know the other distances, but I will supply them. Although there is only a difference of 100 miles between Wilcannia and Menindie, still that means 100 miles nearer the sea-border—100 miles closer to the capital of South Australia, from which a great deal of the supplies to the Darling River has always come. I feel confident that if the line goes by the route now proposed, in preference to a line from Cobar *via* Wilcannia, it will mean that less trade will be got. The next thing is, if there is any doubt or uncertainty, as I suppose there will be, as to this line paying, it will be much less likely to pay, all other things being equal, if the line now proposed is taken in preference to that by Cobar,

T. Waddell, Esq., M.P.
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Cobar, as I think it will cost £155,000 more. There will be that extra sum of capital invested in making the railway. That would be a future obstacle against the line paying. Then, again, although I have not actually been over the country from Condobolin to Broken Hill, *via* Menindie, at least not all of it, still I have lived in the Darling district a good many years, and I have had the opportunity of meeting so many persons and getting so much information about that country, and have such a good personal knowledge of the Cobar country, that I can fairly compare the two routes. There is no doubt whatever that the land on the Condobolin to Menindie route is much inferior to that on the other route, and I think it is undoubted that the rainfall is less. Consequently, the poorer land and less rainfall the production would be much less. In making railways an indirect object, if not the direct object, is to develop the productive capacity of the land the railway goes through, so there would be a chance of much greater development in the way of produce if the line went from Cobar, as the country is better and the rainfall greater. That would be another source of profit to the line, and people would be more likely to settle along the Cobar route on account of the richer character of the soil and the better rainfall. There would be a greater likelihood of smaller holdings on that route than on the other. Another point worthy of consideration is this: If the line goes from Cobar to Broken Hill, I think there will be a better opportunity for farmers and producers to compete for a certain portion of the market at Broken Hill than if the line went the other way. I think it will be found that between Nyngan and Cobar there is excellent wheat-growing land capable of producing hay and wheat to almost any extent. The farmers there would be much nearer to Broken Hill than farmers on the other route, and much better able to compete against the South Australian people. It would be a longer distance to carry produce from Condobolin than from Cobar. Then the fact that there would be a saving of about 91 miles in the length of the line should cause the railway to be much more quickly constructed. For these reasons, I am much in favour of the Cobar route in preference to the Condobolin one.

2092. The points you have mentioned are these: The river is likely to be more permanently navigable to Menindie than to Wilcannia? Menindie is nearer the seaboard, and the river is more likely to be navigable in dry seasons up to that point.

2093. You emphasise the question of extra length, and the necessary extra cost? Yes.

2094. And the rainfall is better higher up the river? Yes.

2095. You think the additional rainfall would enable farmers to grow wheat between Nyngan and Cobar, while they would not be able to grow it at Mossgiel and beyond? Yes; I have no doubt that wheat may be grown about Cobar, and ultimately past Cobar.

2096. *Mr. Hassall.*] Have you taken into consideration in putting forward your view of the case that the distance from Nyngan to Broken Hill would be something like 350 miles, while the distance from Broken Hill to the territory of South Australia, where they are capable of producing cereals and other produce, is only something like half that distance? I quite realise that, and that there would always be that handicap against the farmers in any portion of our Colony competing with the South Australian farmers; but if there is a chance of getting any of the Broken Hill market for produce, I think the farmers on the Nyngan to Cobar line would have a better opportunity of getting it than those on the other line.

2097. Do you not think the country about Menindie is equally adapted, say, under a system of irrigation, for producing all that might be required at Broken Hill, as the country between Wilcannia and Cobar? I think if production had to be carried out by irrigation it would not be so likely to pay as wheat and hay grown by natural rainfall, which could be done in three years out of four between Nyngan and Cobar.

2098. Do you think the Cobar people, or any settlement that might take place around Cobar, could compete successfully with settlement around Hillston? I think so. They would have a better chance, because they would be much closer in the first place, and distance would be a great factor in the matter of competition.

2099. The distance from Hillston to Broken Hill is considerably shorter than from Cobar to Broken Hill, and the land about Hillston is beyond all shadow of doubt admirably adapted to the cultivation of wheat;—the agricultural land extends about 25 miles west of Hillston, and might be used for that purpose;—do you not think, therefore, that in the event of Broken Hill people looking to the east for their supplies, that the country around Hillston would possess an advantage over the country around Cobar or Nyngan? I am only speaking from memory, but I am inclined to think that the rainfall would be better in the Cobar district than it would at Hillston.

2100. The distance from Sydney to Broken Hill *via* Condobolin is 696 miles; from Sydney to Hillston it is 444 miles;—that leaves 252 miles as against about 350 miles from Nyngan? Hay will grow splendidly most of the way between Cobar and Wilcannia. I have been over a great deal of that country. Some lessees have had small patches of hay, and it has done very well. Hay will grow well to a large extent for at least 40 or 50 miles west of Cobar.

2101. Have you taken into consideration the increased distance that would have to be travelled in running from Broken Hill to Sydney *via* Cobar, compared with the route from Broken Hill *via* Condobolin? Yes; I think the increased distance would be about 40 miles, but there would be less bad country for the railway to go through. I think the difference is fully made up in that way.

2102. What is the description of the country between Cobar and Wilcannia? I have not been over the whole distance down to Wilcannia, but a good way out from Cobar the character of the country is mostly rich red soil, some rather sandy, but thickly timbered. I think it is country of a character that within the next few years will be scrubbed and ringbarked, and made good for grazing, and probably a good deal of it will be put under cultivation.

2103. Do you think it would pay anyone to go so far afield to start agriculture beyond the expectation of supplying the local market? I do not think it would pay to go in solely for agriculture any distance west of Cobar. In the vicinity of Cobar there is a market, but halfway between there and Wilcannia it would not pay to go in for agriculture solely. In conjunction with grazing it might be found to pay to a certain extent.

2104. Do you know anything of the mineral character of the country between Cobar and Wilcannia;—is there any likelihood of great development taking place? There is every probability of payable goldfields being got between Cobar and Wilcannia.

2105. How far from Cobar? At one place 10 miles west of Cobar, at the Amphitheatre, gold has already been got, although not yet in payable quantities; still there is a prospect of ultimately getting payable places. The country a long way west of Cobar being of the same character as that round Cobar, and such

such good mines having been got in the neighbourhood of Cobar, there is good reason for expecting new developments west of Cobar that would make the line pay. The mineral developments there would be a great factor in making the line pay. That is what has made the present Cobar line pay as it is now paying.

2106. Do you know anything of the country between Wilcannia and Broken Hill? No; I have not been over that route. Higher up the river I have been across the country and seen a good deal of it, and I presume it is not very different.

2107. How far would the White Cliffs field be from the railway? I do not know.

2108. Do you think a railway across the Darling, dealing with the pastoral products, the carriage of wool particularly, and goods required at the stations, would ever compete with river carriage? I think if the railway only went to Wilcannia it is very doubtful whether it would pay; but if it went to Broken Hill, I think there would undoubtedly be a lot of traffic in connection with the mines. As regards competition at Wilcannia, although that place is higher up the river than Menindie, I have no doubt there will always be serious competition between the river and the railway.

2109. Do you not think, no matter from what point the railway might be extended towards Broken Hill, that the question of its paying would, to a great extent, depend upon whether you could convey mineral products from Broken Hill for treatment on the seaboard? To a large extent it would rest on that; but local produce would undoubtedly be a considerable item in connection with the railway carriage, and the lower down the river the line crosses the less local produce will come to Sydney.

2110. There is no possibility of the local produce paying working expenses, let alone interest and cost of construction? Not for many years to come.

2111. You know the country pretty well, that it is sparsely settled, and adapted only for pastoral pursuits under present conditions, and you think there is no justification for the construction of the line unless you could secure a great deal of the mineral traffic from Broken Hill which now goes in other directions? Yes.

2112. *Mr. Fegan.*] Do you know the district between Wyalong and Hillston? No.

2113. Do you know Hillston? I have not been at Hillston.

2114. Have you been at Menindie? No.

2115. You know the Cobar route very well? Yes, most of it.

2116. When that line was before the Committee it was pointed out that it would hardly pay—the Cobar-Nyngan line I mean? I am not sure as to what evidence was given.

2117. However, since its construction it has been gradually earning, so that is one line which may be called a paying one? Amongst others who advocated that line in the first instance I was one; and one of the reasons we gave for urging that the line should be made to Cobar was that it would be an additional link in connecting the South Australian system with that of New South Wales. Another reason was that it would help to develop the copper-mines, which could not be worked at a profit unless the railway was made. What was stated has been fully borne out. Since the railway has gone there the Cobar copper-mines have started work, simply because of the railway, and have proved a great success. They could not have been worked otherwise.

2118. Is there a prospect of these mines lasting for a considerable time? For many long years to come.

2119. Taking the line from Cobar, do you advocate that it should go to Menindie instead of Wilcannia? Certainly not.

2120. Then you would call at Wilcannia, and go on from Menindie? The route I would favour would be from Cobar *via* Wilcannia to Broken Hill.

2121. Seeing that on the northern route there is a greater rainfall and better land than on the southern route, you think there would be a prospect of people on this side being able to supply the Broken Hill residents? There would be a better prospect of competing than on the other route.

2122. Do you know the land between Wilcannia and Cobar? I know a good part of it.

2123. Taking the matter all through, judging from your own knowledge, and from what you have heard from other people, you consider the northern route is preferable to the proposed one now before the Committee? I have no doubt of that in my own mind.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and further examined:—

2124. *Mr. Humphery.*] Since you were last examined the evidence of Mr. Goodchap has been taken, and I presume the Railway Commissioners have read and considered that evidence? I do not know whether they have considered it. I do not think they have done so.

2125. Has not your attention been specially directed to it? The Commissioners having submitted their evidence thought that it would be unnecessary to go into the matter further.

2126. The Commissioners have given their evidence based on one set of circumstances, but Mr. Goodchap rests his contention that the line should be a profitable one on a different set of circumstances? That set of circumstances is not practicable. Speaking generally, Mr. Goodchap calculates that this line is going to be equal to the line between Sydney and Orange for instance, and is taking a class of engine of which we have only five in the Colony. As a matter of fact the Commissioners do not intend these engines to run on the proposed line. Between Broken Hill and Sydney with a full train load you would have to use three different classes of engines—a light one from Broken Hill to Condobolin, a heavier one from Condobolin to Molong, and a still heavier class between Molong and Dapto. The Commissioners did not intend a pioneer line to carry the heaviest class of rolling-stock and engines. In their report dated 19th November, 1894, they stated:—

We have for some years past urged that for new extensions in purely pastoral and level country, where the traffic would be exceedingly light, a line capable of carrying a light locomotive, with the ordinary class of rolling-stock, at a speed of about 15 miles per hour, in daylight only, could be constructed, exclusive of bridges, waterways, and station accommodation—which latter should be of the most simple nature—for about £1,750 per mile. * * * Lanes of this character would avoid the great disadvantage of break of gauge; they would cost scarcely anything more in the first instance than a narrow gauge line; and the whole of the ordinary rolling-stock, exclusive of engines, which could be selected from the lightest types existing in the service, could pass over them and thus avoid the great disadvantage and cost of creating a new class of rolling-stock.

The Commissioners expected in proposing these pioneer lines that they would develop the country but not carry loads that could be sent over a line costing, say, £10,000, per mile. The Commissioners would not like to say what would be the heaviest load they could take over such lines, as they have had no practical experience of them yet to justify them in giving a definite opinion as to their fullest capacity.

2127.

T. Waddell,
Esq., M.P.

15 Oct., 1896.

H.
McLachlan,
Esq.

15 Oct., 1896.

H.
McLachlan,
Esq.
15 Oct., 1896.

2127. The question raised is this: What character of line would enable you to carry maximum loads of ore from Broken Hill to Wollongong or Newcastle; and assuming you could carry maximum loads, at what rate per ton could they be carried? The Commissioners would not like to say anything below the present figures. The cost of the line is a matter for an engineer.

2128. I am not putting that question. I want you to divest yourself wholly of any idea as to the cost of the line. I want to know from you, having regard to the length of the line, the probability, according to the evidence, that from 500,000 to a 1,000,000 tons of ore may be carried, at what rate per ton it would be possible for you to carry the ore? That is a matter that has not been considered.

2129. You remember when examined on a former occasion you expressed the opinion that anything less than a $\frac{1}{2}$ d. per ton would mean a loss? I said it would not be wise to calculate on anything less than a $\frac{1}{2}$ d. per ton.

2130. You said the construction of this line would mean a "big loss"? Yes.

2131. In round figures £40,000 a year would not cover it? I think somewhere about £60,000; I think it was considerably more than £40,000.

2132. Had you taken into consideration the possibility of conveying ore along that line, assuming the line to be a first-class one? No. As a matter of fact you would want to consider a big increase in the cost of the line to make it suitable for carrying the heaviest rolling-stock. You would want to create rolling-stock that would probably come to half a million of money to carry these 300,000 or 400,000 tons of ore.

2133. Have you remarked in Mr. Goodchap's evidence that he put down the working expenses at 4s. per mile? Mr. Goodchap is basing his calculation on an average train load of 375 tons, and I do not think that the average goes above 130 tons.

2134. Therefore, you say it would cost more than 4s.? I should think so.

2135. Mr. Goodchap's estimate was that 375 tons would give you, at 18s. a ton, £325, and assuming a back loading of £50 that would make £375, so that, practically, there would be an earning of £60 per journey. It is all theory.

2136. Mr. Goodchap, in his evidence, stated as follows:—

Say that the Commissioners carried the ore at 18s. per ton for 375 tons, that would give a revenue of £337 per train, and, say, £50 per train for back loading of coal. I am quite certain that either from the coal-mine at Illavarra, or from the coal-mine at Lithgow, there would be no difficulty in obtaining at a moderate rate a return traffic to the amount of £50 per train. That would be carrying the coal back at any price the Commissioners liked, because they might as well put some coal on the trains running empty. If they only charged 10s. per ton or less for the return traffic, that would be so much profit. Now the working expenses, as before, would not be more than £325, leaving a profit of £62 per train. Calculating 300,000 tons instead of 800,000 tons, the number of trains would be 800, which, at £62, would be equal to £49,600.

What have you to say to that? Mr. Goodchap has based his calculation on the average cost per train mile throughout the whole railway system, but that average would not be above 120 or 130 tons. If he is proposing to lift the average to 375 tons, I do not think the comparison is a fair one.

2137. The Sectional Committee were informed during their inquiry at Broken Hill, and in South Australia, that the cost of carriage between Broken Hill and Port Pirie for sulphide ores over the South Australian railway was about a $\frac{1}{2}$ d. per ton. Now the South Australian lines are, I suppose, inferior to the New South Wales lines in gauge, and consequently, I suppose, in engine power;—how is it that they can carry at a $\frac{1}{2}$ d. per ton and the Commissioners are unable to carry at the same rate? The Commissioners do quote the same rate.

2138. Not without incurring loss? Well, for any decent loads they quote a $\frac{1}{2}$ d. Our grades are generally much steeper than those in South Australia. Mr. Thow told me that the grade from Cockburn to Port Pirie is a down grade.

2139. Another factor would be, perhaps, the back loading? I do not know the local circumstances myself.

2140. Do you not think that upon a 4-ft. 6-in. gauge, with a type of engine such as you are using, you should be able to carry at a lesser rate than can be done on the South Australian line? If everything else were equal.

2141. You think it is not worth while to compete for the carriage of the Broken Hill ores? I think they must be in a better position in South Australia to do so. I understood from Mr. Thow that their gauge was favourable from the mines to the seaboard. The distance being practically little more than a third of the way we would have to haul the ore—that would be in their favour.

2142. We were told by Mr. Deane that it would be possible, on the line under consideration, to haul 375 tons with the class of engines that could be safely used? Up to a certain point.

2143. Assuming that to be the case, would it not be profitable to convey ores between Broken Hill and Condobolin at less than a $\frac{1}{2}$ d.? I do not think the Commissioners would like to say. Any rate less than a $\frac{1}{2}$ d. they would consider there was not much profit in.

2144. Have you looked into the figures quoted by Mr. Goodchap:—I may tell you they are said to be taken from your own report? They are not taken with the full consideration of all the circumstances.

2145. Making every allowance, if Mr. Goodchap is correct there should be a margin of profit instead of a loss. Mr. Goodchap's assumption is based on the possibility of carrying much less than 800,000 tons? It is all theory as to what you will carry.

2146. But it is upon the assumption that a certain number of tons would be conveyed that a profit is calculated. The evidence is that twice the quantity of ore mentioned by Mr. Goodchap might be carried;—can it be carried at a lesser rate than by water *via* Port Pirie, assuming that you can get the traffic, and assuming that your engines could do the work; in fact, would it not be possible to carry it for less than a $\frac{1}{2}$ d. per ton? I think you must look at the thing from a practical point of view. That is to say, as a competing company, we have three times the distance to haul. They have loading both ways, and they have a contract for carrying the ore for seven years. There are so many different circumstances to take into consideration that it is not wise to theorise too much as to what you can do over a level tract of country.

2147. I do not desire to press you unduly, but I think it is absolutely necessary that you should read Mr. Goodchap's evidence, and consider that portion of it where he bases his calculations upon the report of the Commissioners? But he bases his calculations on a train load of which does not average within a third.

2148. I would draw your attention to Mr. Goodchap's evidence. The latter portion of his answer to Question 1868, and his answer to Question 1869. That is a very clear statement of the results that would follow upon the assumption that a load of 450 tons could be conveyed;—what reply have you to make to

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Mr. Goodchap's assumption that a profit of £125 per train could be made? Mr. Goodchap's calculation is based upon an engine which the Commissioners think it would be impracticable for the line to carry.

2149. For a moment disregard the present estimated load of 125 tons, and assume for the purpose of this calculation that your engines are of the type that could be used upon a suitable line, and would be equal to a haulage of from 375 to 450 tons? I do not think it is wise to go into theory. In the first place, in the opinion of the Commissioners, the line would not carry the load Mr. Goodchap makes out.

2150. Against that, Mr. Deane says that the line, as proposed to be constructed, would be equal to 375 tons, and at a cost of an additional 25 per cent. it might be made a first-class road; then I suppose it would be equal to the use of engines of the highest type? We have had no experience of that. The Commissioners are doubtful whether these big loads could be safely carried, and if they could be carried they would involve a high cost of maintenance.

2151. We are told that if we like to compete for it we may possibly have up to 800,000 tons of ore. It is only a question of what can be hauled. Will a certain class of road enable you to compete for that traffic, and if so at what price? That is the question that comes before this Committee. In your report you have ignored all question of the carriage of ore? The Commissioners do not think that they will get the ore from Broken Hill to carry, and if they took ore into their consideration they would be misleading this Committee. They would not like this Committee to consider they would be able to charge a lower rate than a $\frac{1}{2}$ d. per ton per mile.

2152. I am obliged to press you upon this point. You say the Commissioners think they would not get the ores. We say on the evidence submitted to us that you may get, if you like to compete for it, a certain quantity of ore. Now if you can get that, and upon the assumption that your best type of engines will enable you to haul a certain load, what is the lowest price at which you could convey that ore from Broken Hill to Newcastle or Wollongong? Assuming that we would get it, the Commissioners say they would not like to quote any rate lower than a $\frac{1}{2}$ d. a ton per mile.

2153. And assuming that you could use engines that would haul certainly not less than 375 tons per load? On the flat country, yes.

2154. Even then it could not be done for less than a $\frac{1}{2}$ d.? Even then they would not like to quote a lower rate.

2155. Therefore, upon that estimate, it would be useless to construct a line as proposed in the expectation that it would become profitable? The Commissioners think there would be a loss of money. They are always prepared to say that experience of these lines might show they could be worked more profitably than they expect; but it would not be wise to say to the Committee they could do so and so, and hold out hopes that might result in the country being committed to a large expenditure. They simply speak so far as their experience has given practical results.

2156. Your evidence given to-day simply confirms your evidence given on a former occasion; but it is felt to be necessary in view of what has been stated here by a gentleman of Mr. Goodchap's knowledge and experience, that his figures, based upon the Commissioners' report, should either receive confirmation or be refuted; and you say that, notwithstanding Mr. Goodchap's quotations from the Commissioners' report, and the opinions he has formed based upon that report, it would not be possible to convey ores from Broken Hill to the coast for less than a $\frac{1}{2}$ d. per ton per mile? The Commissioners would not like to hold out any hope of a lower rate than that.

2157. And we must discard from our consideration any question of profit in connection with the conveyance of ores from Broken Hill to the coast? Yes.

2158. *Chairman.*] How many engines are there in the Colony that will draw a load of 450 tons from Molong to Sydney? We have five engines that would take 350 tons, and then they would have to be assisted in certain places.

2159. You have no engines that would take a load such as Mr. Goodchap has estimated from Molong to Sydney? No; you would want a push-up engine for 60 miles out of the journey.

2160. *Mr. Humphery.*] In your estimate of rolling-stock you did not take into consideration the traffic we have just spoken of? No; if there were a traffic of 300,000 tons, it would mean an expenditure of £400,000 in providing the necessary rolling-stock.

2161. *Chairman.*] If the ore were to be carried from Broken Hill to the extent mentioned in Mr. Goodchap's evidence, the question of undue crowding of the line from Bathurst to Sydney would require to be considered, there being already a considerable number of trains on that route? I think Mr. Goodchap said something about seventeen trains on a single line of railway, but we have more than that already. It is a question whether you would not have to duplicate your line if the traffic came on to the Western railway, and this would mean an enormous expenditure.

2162. How would it work to Lithgow? Then you would still have to carry a certain quantity from Lithgow to the sea-board. I suppose you would reduce your quantity about a third, or perhaps less than that, as it would be low-grade ore.

2163. You regard the case as hopeless to Lithgow with the power the South Australian Government have? There would be more prospect of getting the traffic to Lithgow if the works had been established there.

2164. Do you regard it as hopeless to Lithgow? If there were a certainty of getting the works established at Lithgow it would be worth reconsideration, but as the works are established elsewhere, and the companies are committed to other establishments, it does not look as if Lithgow would get a share of the work.

2165. *Mr. Hoskins.*] Is it the opinion of the Commissioners that if the line were constructed, and two or three thousand tons of ore per day carried, the railway from Bathurst to Penrith could be worked unless it was considerably altered by doubling the line or by making a large number of loops? It would be almost necessary to duplicate the line; but I have not consulted the Commissioners on the subject. I think it would be necessary to spend a large sum of money to give the accommodation required for carrying such a traffic. Our officers complain already at times of the crowding on the Western line.

2166. Have the Commissioners been in the habit of carrying ores or cheap dead-weight loading at a farthing per ton per mile on the railway? Not to my knowledge.

2167. You have never heard of it? No.

2168. Have you ever heard of it in any of the other colonies? No; we carry at cheaper rates than any of the other colonies.

2169. Not in England? Not to my knowledge.

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2170. As the competition is great, the presumption is that if the ore were carried at that rate there would be a serious loss? Certainly; I do not think there would be any profit in it.

2171. Have the Commissioners considered this view of the case, that if any approximation of the estimate of the ore to be brought over the line were realised, and as there would be necessarily very little back loading, a large number of trucks would be taken empty over the line? They have considered that.

2172. Therefore, if they carried at a low rate and took back empty trucks, there would be a still greater loss, or has that loss been taken into consideration? They say, looking at the thing practically, they would not like to recommend any rate lower than a $\frac{1}{4}$ d. per ton per mile.

2173. Mr. Goodchap mentioned that the ore could be conveyed in trucks with a tare twice as large as the net weight;—did you ever have trucks on the railway during Mr. Goodchap's management that came up to that? We have trucks in which the paying weight is double the tare.

2174. But they have only been recently introduced? Within the last five or six years. I do not exactly recollect the tare and tret of the old type of trucks. Our standard tubular truck weighs 11 tons 7 cwt., and carries 23 tons.

2175. *Mr. Wright.*] Please refer to the portion of the evidence given by Mr. Deane about the line, which I will now read:—

364. Are you quite satisfied that the proposed line, without ballast, is capable of carrying the heaviest class of engines we have, with a train of 300 tons? The heaviest locomotives are those just recently imported. The engines themselves weigh 65 tons, and their tenders 109 tons.

365. Are you satisfied that, without ballast, the line will carry these weights upon it? I should require to put more sleepers in.

366. That, of course, would entail increased expenditure;—what additional sleepers would you provide? I think two extra sleepers per rail length would be necessary. That is 352 extra sleepers to the mile. I should put them down at an average of 5s. per sleeper, or £90 per mile.

367. Then, to enable the proposed line to carry the heaviest class of mineral traffic, what would be the additional cost per mile? I calculate that it would be necessary to put in additional sleepers, which would cost about £33,000 over the present estimate.

Then I asked Mr. Goodchap the following questions:—

1930. If you were Railway Commissioner, knowing nothing more than you know at present, would you sanction the construction of such a line to carry these weights over it? No; I would want a very much heavier rail to start with.

1931. According to your lights, to carry this traffic a heavier rail than 60 lb. will be required? Yes; unless the weakness of the rail can be provided for by placing the sleepers closer. That is an engineering question on which I would not like to offer an expert opinion.

1932. I ask you your opinion as to the position you would take up? If I were Commissioner for Railways, and that proposition were placed before me, I should receive it *cum grano salis*, and ask for further information.

I want to ask you now, in preparing this estimate, was the rail or the rolling-stock contemplated to be of the heaviest class? No, the lightest class.

2176. The question of mineral traffic was never taken into consideration? No.

2177. From your evidence I take it that the lightly constructed line and the light rolling-stock were not designed by the Commissioners to compete for this mineral traffic, and the thing was never seriously considered by them? No.

2178. Mr. Goodchap spoke of a 15-foot truck that would carry 30 tons;—what would be the effect on an ordinary roadway of four pairs of wheels carrying 30 tons? I am not an engineer; but I think it would be destructive to the road.

2179. What do the heaviest locomotives carry on six or eight pairs of wheels? We have had a suburban engine with 16 tons to the axle, but that is an exceptional thing. About 15·10 tons is the heaviest weight per axle.

2180. What would your heaviest truck carry? Twenty-two to 23 tons; that is, on double bogies—practically eight wheels.

2181. What would that be to the wheel? About 4 tons.

2182. What would 30 tons be on four wheels? About 7½ tons to the wheel, and that would be very destructive to the road.

2183. So this is a class of vehicle you do not know of, and never heard of before? Not with that load.

2184. Have you ever had a personal conversation with Mr. Deane on the subject of this line? Not to my knowledge.

2185. No conversation about Mr. Goodchap's evidence? Only casually; I never discussed the matter with him.

2186. No conversation between yourself and the Commissioners? Not to any extent. The Commissioners would rather not endeavour to contradict the evidence that may have been given.

2187. But I may point this out, that an ex-Railway Commissioner comes before this Committee, and gives evidence that strongly upsets the evidence you yourself gave, and destroys the evidence of Mr. Deane;—do you not think it is a serious matter for yourself and the Commissioners that you should be in a position to support your evidence? I think the Commissioners would leave it to the Committee to determine.

2188. Do I understand that the Commissioners do not care anything about these comments? They have given their opinion, and they think this Committee will attach due weight to it.

2189. And no special communication has taken place between yourself and any officer of the Department in dealing with this evidence? I did speak to Mr. Kirkcaldie and Mr. Thow with regard to some information I gave as to the number of trucks that might be required. I asked them, supposing the traffic would have to be carried that distance, what additional rolling-stock would be wanted.

2190. You would require for this traffic to import all the engines and manufacture exclusively the rolling-stock suitable for the traffic? Yes; it would come to £400,000.

2191. The Commissioners do not think the prospects would justify them in going to this expenditure? They think not.

2192. In Mr. Goodchap's evidence he spoke of 4s. 2d. as the expense per train mile? That was based on what we take as the average load, say, about 120 tons.

2193. If you ran a series of trains carrying 120 tons the cost per train mile of working them would be less than if the weight were doubled? If the weight were trebled I think it would. The cost per train mile covers everything—repairs, renewals, &c.

2194. The calculations of Mr. Goodchap based on the cost per train mile are not correct? I think not.

2195.

2195. *Mr. Trickett.*] When you gave evidence before, were you aware that the Silverton Tramway Company had entered into a new contract with the Broken Hill mines for seven years from the 1st January, 1897, for the conveyance of their ore to Port Pirie? I understood something of that sort had been done.

2196. *Mr. Egan.*] You think it impossible to compete for the trade of Broken Hill considering they have only something like 253 miles to take it to Port Pirie? They must be in a better position to compete than we are.

2197. *Mr. Hassall.*] Would there be any possibility of cutting rates to compete with the present mode of transit from Broken Hill to Port Pirie? Having a shorter distance to haul they would hold the key of the position.

2198. And they would have the back loading to assist them in their efforts to reduce the rates of carriage from Broken Hill to the Port? Yes.*

H.
McLachlan,
Esq.
15 Oct., 1896.

FRIDAY, 16 OCTOBER, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Condobolin to Broken Hill.

Alexander Wilson, Esq., stock and station agent, sworn, and examined:—

2199. *Chairman.*] What are you? A stock and station agent in Sydney.

2200. Have you had an opportunity of seeing the map showing the position of the proposed line? Yes, I know the whole of the country well. The reason of my being here is that I have known the whole of that country more or less for twenty years. I might begin by stating that I have taken an active interest in the development of New South Wales ever since I have lived in it, nearly a quarter of a century. I have taken an active interest in all matters of a federal character, my business and inclinations having led me to be a good deal associated with the adjoining colonies. I have such a definite opinion on the federation question that last year I lectured on the subject, and dealt very fully with railway construction from a federal point of view, and I particularly took up the question of a connection with South Australia without going through Victoria, and I advocated a line from Cobar to Broken Hill *via* Wilcannia, giving what I thought very pertinent reasons for it. For one thing I advocated a trans-continental line from Bourke to Port Darwin chiefly because it would go through good country of a kind all the way, as compared with any other trans-continental line then proposed.

2201. You intended it to go from Bourke? From Bourke through Queensland, picking up the termini of their three main lines and reaching Pine Creek.

2202. Then you propose to go straight to Pine Creek, or pick up the line now partly constructed to South Australia going north? No, I ignore that line. I showed the worthlessness of that line for trans-continental purposes. They run a train only once a fortnight on the northern extension of the South Australian line.

2203. Will you state, as briefly as you can, your route from Bourke? From Bourke going a northerly, and slightly westerly direction, crossing the border in the Northern Territory about 200 miles from the Gulf, crossing all the Western Queensland watersheds about their middle course, avoiding all the flooded ground, the result of tropical rains.

2204. You go west of Cloncurry? It might be 100 miles to the south-west of it.

2205. Just about the Herbert? Crossing the headlands of the Herbert. It is only 300 miles further to Adelaide coming to Nyngan by that line than it is by their own overland line. If South Australia decided to make a branch from Bergott's Springs, that is where their present northern line makes a tremendous bond from the west and north-west; if they made 500 miles to connect it with Long Reach and with Central Queensland, it would only be 100 miles further by that route than by their own trans-continental.

A. Wilson,
Esq.
16 Oct., 1896.

* Note (on revision):—

Office of the Railway Commissioners, Sydney, 19th October, 1896.

Sir.—In compliance with the request of your Chairman, I forward herewith an extract from the report of the Railway Commissioners of Victoria (1893), in regard to the rates for coal, as under:—

"Coal is now being produced in Victoria in quantity and quality sufficient to largely affect outside supplies. We thoroughly realise the importance of the development of this industry, and have, consequently, given facilities for a largely increased consumption. It is too early yet to state the result from a financial point of view, but experiments are being conducted which will enable us to fix a price commensurate with its value. The rates for the carriage of this coal have been reduced from 1d. to ½d. per ton per mile. The rate to the consignee is ¾d., the Government having agreed to recoup the Department to the extent of another ½d. per ton. We are of opinion, however, that the rate of 1d. per ton per mile, which is charged for all other coal, is scarcely remunerative, and we think a further subsidy should be provided by the Government, in order that the Department may not have to carry Victorian coal at a loss.

"(Sd.) R. H. FRANCIS, W. M. KIBBLE, K. L. MURRAY, Railway Commissioners."

I cannot trace that the later annual reports of Victoria have referred to the question, but apparently it has recently been engaging attention, as I find in the *Argus* of the 28th ultimo, regarding a proposed new classification of rates for the carriage of goods by railway it is stated that—

"It is almost certain to be represented to the Government that the present rate of ½d. per ton per mile for the carriage of coal from the Korumburra mines in the present quantities is not a payable one, notwithstanding that the grade on the Great Southern line has been reduced, and the Cabinet will be asked either to urge Parliament, under the terms of the Railways Act passed last session, to vote a sum of money equal to ¾d. per ton per mile on the coal carried or allow the full charge of 1d. per ton per mile to be made, which is the rate on firewood. The Act referred to states that where a question of policy is involved, such as the development of the Gippsland coal mines, the Government can ask Parliament to make good any loss arising from the carriage of goods at an exceptionally low rate. Formerly a sum was annually voted to recoup the Department for the loss on the carriage of coal."

"I have, &c.,

"H. McLACHLAN,

"Secretary.

"The Secretary, Parliamentary Standing Committee on Public Works."

A. Wilson,
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continental line to Adelaide, and the line I suggest would be through productive country or country capable of being made productive. There is no desert whatever.

2206. You go direct to the northern line? They can only run a train once a fortnight on that line. The people who have gone there are sorry that they ever went. My cousins have had property out there for half a life time, and it has been only a sink of money all the time. As regards crossing the Darling with a connection from a line here to Broken Hill, of course Wilcannia has been to some extent the capital of a large area of back country. There is no disputing that fact. It has lost some of its position owing to the uncertain supply of goods by the river; but it was for many years the capital of a large extent of back country right out into Queensland and into South Australia. Menindie commands no country whatever practically. I am speaking from a knowledge of the two places extending over a great many years. I was all through that country years before Broken Hill was dreamt of, and formed an opinion about it then. As to the value of the line from Condobolin to Broken Hill, from a New South Wales point of view—that is from a paying point of view—for increasing the productiveness of the country, I thought I knew that country pretty well, and I must confess that I was exceedingly surprised on reading the account given of it by General Hutton after he had had a trip through that country about a year ago. It has been on my mind ever since that if there were a tract of country such as he led the public to believe there was between Menindie and Mossgiel, I had altogether overlooked it. That was the only large tract in that part of the country that I had not travelled over. I thought I would go through it, so I went from Mossgiel to Menindie and Broken Hill, and I can now say that I am surprised that General Hutton should have formed the opinion to which he gave expression in Sydney on his return. He described the country between those two places as alluvial plains, capable of growing enough wheat for the whole of Australia and a considerable part of the world besides. A great part of my life has been spent in learning what the country is capable of, and having gone from Balranald to Ivanhoe, and from Mossgiel to Wilcannia, and taken other trips, I thought that I would make up the connecting link, and my opinion is that there is no alluvial country there whatever. It is a totally different formation. I think it is an accepted theory that that country came out of the sea and brought its saline properties with it, and that is entirely against the idea of there being any alluvial plains.

2207. *Mr. Trickett.*] You would not like to start a market garden there? It is a good deal of a struggle to keep a green thing alive in that country.

2208. *Mr. Fegan.*] With water? You can do anything with water and heat in a certain amount of soil. What you might think to be the worst part of that country would be the best if you had water—that is the pure sand hills approaching the Darling. The hundred miles of country that are described as alluvial plains have a skin of sandy loam on the surface and a patch of marl immediately below—the very worst kind of soil that you can undertake to irrigate. That is the kind of country between Mossgiel and Menindie. With water on the first bluish it would give wonderful results, but they would not be permanent. It would be the worst country in New South Wales to irrigate. All that salt bush country has certain mineral substances in it, and after the first shoots have gone off and the plants are expected to continue and to flourish, they nearly all die off. Pure sand is infinitely better. Next to alluvial it is the best for irrigation.

2209. *Chairman.*] You are talking of the country in a general way? From Mossgiel to Menindie. The same remark applies with not quite so much force all the way from the Lachlan to Broken Hill. I once had charge of a Bill for the construction of water supply works at Broken Hill and Menindie, and also for a tramway; partly because I was supposed to be well up in all the surroundings of that district, I was asked to take charge of that Bill. I had no faith in the prospects of the company myself. I told the promoters so. I said, "I will give my attention to the Bill in Parliament," but, as a matter of fact, I thought they were a pack of fools. That was eight or ten years ago. The project never came to anything. I have been to Broken Hill several times since, and I am still more amazed that some of my friends had any faith in the possibilities of such a scheme, and that any productiveness was likely to be created in that neighbourhood. As regards the line, I have been in conversation with people about the Willandra and the Lachlan. One gentleman who went up there many years ago sheep-farming is now trying wheat-farming—I refer to Mr. Campbell, of Euabalong. I asked him what he thought of the prospects of the railway, and he said, "Well, I do not think the railway would do us any good."

2210. *Mr. Fegan.*] His evidence to us is different from that? I will tell you the expression that he made use of. He said, "I look at it in this way. When we have a short crop, we have a good market for it; but if the railway is brought into the back country, and especially under the freetrade system, when we have a short crop, Victoria and New Zealand will come in and scorch up any little market that we might have." I am a freetrader, and I believe that if the railway is to be made that is no argument at all.

2211. *Chairman.*] Did he think that the land about Euabalong would grow crops? He thinks they could grow crops if they had their own market assured to them, but not in competition with the outside world.

2212. He thinks crops would do fairly well at Euabalong? Yes; in any good forest country from the Lachlan down to the Willandra.

2213. *Mr. Wright.*] Does not Campbell produce 4,000 or 5,000 bushels of wheat a year? I do not know. He has several hundred acres under crop at the present time. He will get no wheat, but he will be able to get a medium crop of hay. He is of opinion that they could not grow wheat to send to Sydney for the open market. I am not expressing an opinion that I formed in the last week or two, but many years ago. When the late Sir William Morgan was Premier of South Australia, I interested myself in seeing a good deal of country there, and I said to him then, "Your wheat-growing must come to an end in South Australia." He said, "Why?" I said, "It will come to an end when the people of New South Wales begin to realise the fact that there are millions of acres in New South Wales, with better climate and much better soil, which will grow two or three times as much wheat per acre as the land you are trying to force settlement on in South Australia. It so happens that Hillston is about in a line with the centre of the South Australian wheat areas. If you take from Hillston to Bathurst, and Albury to Dubbo, you have a tract of country there with double the rainfall of South Australia, and advantages for producing wheat equal to those of any place in the world." That was almost before wheat-growing was commenced in Riverina. I was then a resident of Riverina. It was in the early days of my Parliamentary experience in this country that I expressed that opinion.

2214. *Chairman.*] Do you know the country from Hillston to Wyalong? Not as a through line. I know the country about Wyalong and towards the Lachlan, but I have not been through the scrub country there.

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2215. What sort of country is it from Wyalong to Grenfell? First-class land, except for a few miles out of Grenfell. It is broken country there, then good country a few miles out of Grenfell. Then you get rich plains till you are within 10 miles of Wyalong. It would all grow wheat, but it is not what I would call first-class wheat country; it is a rich, fattening, boree country. You pass through first-class lands 15 miles out of Grenfell—then you get on the Marsden Plains a heavy black soil like the Liverpool Plains. I go through the country and look critically at the land, and I have inspected nearly every acre of land between Grenfell and Wyalong during the last three or four years.
2216. What is the character of the country from Grenfell to Cowra? It is nearly all good, except the hills. The flat country is nearly all good strong wheat land, almost a little too heavy for the present day. In good seasons the crop grows very strong, the straw being 6 ft. high, and as thick as one's finger.
2217. Supposing you started from between Cowra, on the Blayney and Young line, and went west? There is a patch of country there which is all good producing land from the New South Wales point of view. A railway a little out of Cowra, through Grenfell as far as the Lachlan, would be a justifiable and satisfactory line. I have a strong opinion that the line, if not made from there, should be made from Young to Grenfell and Forbes, and then from Parkes to Narromine. If New South Wales wanted to sink a few hundred thousand pounds in railway construction that is a country which will carry a large population. Every acre will grow wheat. I have had occasion to see a good deal of that country, because for some weeks I was assessing between the Macquarie and out to Parkes, and I visited nearly every holding in that district.
2218. How far is Narromine from Dubbo? It is 22 or 24 miles west of Dubbo. Every acre from Narromine to Parkes is first-class wheat land, and population is settling there in spite of all the difficulties.
2219. *Mr. Wright.*] Do you know the country between Cowra and Marengo? Yes.
2220. Do you consider that good country? No, that is coming towards Burrowa.
2221. Is there much of the country from Cowra to Grenfell suitable for wheat-growing? A great deal of it. There are some hard hills there; but what is good is superior.
2222. If you were running a railway from near Cowra to Wyalong, where would you cross through Grenfell—would you go through the Weddin Mountains? If it were proposed to take a railway, you would not start from Cowra, but somewhere on the Young line. I do not know whether you could go through Grenfell or not with advantage; that is an engineering matter. The tendency ought to be to keep to the south as much as possible.
2223. You are aware that east and west of Grenfell there are mountains and inferior country? Yes.
2224. You would go through Caragabal? Yes; and towards Marsden.
2225. Then up Back Creek? You would about touch Back Creek. You would be between Back Creek and Billabong station.
2226. And through the Mallee Plains run? Yes.
2227. And all that country, with the exception of the area around Grenfell, is very good country? Yes.
2228. Do you know the country beyond Wyalong? Not right through. I have been on several runs about there.
2229. Have you been at Wollongoug? Yes.
2230. You pass Wollongoug on to the Dandoo Hills? Yes.
2231. All that country around Wollongoug is good country? Yes.
2232. Do you consider the myall country good? It is not to be compared with the open white box forest.
2233. As a matter of fact, you hold the opinion that, although the country is magnificent for grazing purposes, it is not the very best class of soil for wheat? Caragabal and Marsden Plains I do not look upon as first-class wheat country.
2234. I suppose you are aware that it is all myall plains down about Cudgellico? I understand that there is a considerable extent of rough country there, and a pretty high ridge to cross.
2235. What is the country that it is proposed to reach from the Lachlan;—have you been through Dent's place, Oma? Yes.
2236. Is there rough country about Bogolong? Yes; it is in some respects like Liverpool Plains—you have worthless hills and rich myall plains. It is not like the Riverina district. In the Riverina district the value is pretty uniform, but in this district you may be on land that is worth £2 an acre, and half a mile off the land may not be worth 5s. an acre.
2237. From your knowledge of land you would not consider any portion of that tract really first-class land except on the banks of the Lachlan? No. About Marsden it is first-class grazing country and second-class wheat land.
2238. *Chairman.*] What do you call first-class wheat country? Any of the white box forest, such as you see between Wagga Wagga and Albury.
2239. Do you regard Molong as a first-class district? Yes; any white box forest is good. That is the best wheat country as things have developed to-day, and it is the sort of country that you meet with almost without a break from Narromine into Parkes and Parkes to Forbes and towards Grenfell.
2240. The whole extent of country from the western line to the Lachlan is first-class country? Yes; once you get on the flat box country there is a stretch of country extending from the Lachlan to the Murray, between Parkes, Condobolin, Wagga Wagga, and so on, away to the Murray. That is the country that I told Sir William Morgan would grow wheat for all Australia. I think I was, to a certain extent, a true prophet, because there is going to be no wheat in South Australia this year.
2241. Have you been through that belt of country separating the high lands west of Lake Cowal? I have not. I think you would get hilly, broken country there.
2242. It consists of ridges? Yes; and patches of mallee. Bearing on the original question, I may say that I went, as a pastoralist, to look at some country in South Australia, where the railway passes through from Adelaide to Broken Hill, and at the time I speak of they were contemplating throwing it open for farms. That is after you leave Petersburg, going to Broken Hill. I said I was afraid it was a great mistake, and Mr. Goyder agreed with me, as it was outside his rainfall line. They resumed the country there and settled farmers on it, and the result has been, in many cases, a disastrous failure.
2243. Not enough rainfall? No; and owing to the saline nature of the soil. In all that salt-bush country, after one or two spurts in good seasons, the moment there is the slightest dryness in the soil things

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A. Wilson,
Esq.
16 Oct., 1896.

things go right back. It is admitted in South Australia that it was a fatal mistake to settle people on that land. The settlers are starving, and the Government are constantly making efforts to relieve them. 2244. Do you know anything about the cultivation of the mallee in Victoria? Yes; my people first settled on the fringe of the mallee in Victoria. The best country out Wyalong way is mallee country. There are patches of mallee there, mostly good but superficial. They have had the same experience in Victoria. What there is of the surface soil is thoroughly good. If I wanted to start a farm in that district I should go for a patch of mallee. In Victoria the mallee means a great stretch of country, but about Wyalong it is only in streaks and patches. The mallee country in its natural condition grows nothing but mallee, but it has the best soil of that class of country. A good many people have the idea that mallee is the generic name for scrub, but it is not so. I was rather amused with one reason given for the construction of a line from Condobolin to Broken Hill, which was that the Broken Hill people would come to Menindie for recreation and recuperation. I have been at Menindie in good seasons—I was never there in summer-time—and my recollection of it is that it is moving sand. The people were shovelling sand out of the corners of the verandahs, and that was winter-time. I think that anyone who wants a holiday would rather spend five times as much to get down to Port Pirie.

2245. *Mr. Wright.*] What effect will the construction of the railway as proposed have upon the wool traffic round about Willandra, and from there to the Darling? I am not very sure. The railway to Menindie would have the effect of taking the wool from Mossgiel to Menindie to go to Melbourne or Adelaide. Whatever people may say about their patriotism, we have had enough experience to know what that is worth. When I was advocating the construction of the line to Hay and a line to Jerilderie, I had some faith in the statement made that the people would certainly use the line. But when it comes to a question of 5s. a ton on the carriage of wool, the wool will go where the 5s. a ton will be saved. The wool from nearly every station in the Mossgiel district goes to Melbourne. Some of it comes to Sydney, and goes by sea to Melbourne. Westward of Mossgiel it has been the practice for the wool to go to Balranald, and from there to Hay.

2246. Instead of a railway bringing wool to Sydney it would mean a leakage? I think so.

2247. As a matter of fact, all that country is served by Victoria and South Australia? Absolutely. I think that the only station below Condobolin in any way attached to Sydney is Mr. Lee's. Once you leave there everybody is for Victoria. It is very much like pumping water up hill to get the business here from Menindie to Broken Hill.

2248. *Mr. Hoskins.*] Too many are ledger-bound in Melbourne? The whole of them, without exception. I doubt whether there is a place between the Lachlan and the South Australian border where there is a man who can say what he will do with his business without reference to somebody else. It is all Melbourne.

C. E. Rennie, Charles Edward Rennie, Esq., Chief Draftsman, Department of Lands, sworn, and further examined:—

16 Oct., 1896. 2249. *Chairman.*] You were asked by the Committee to furnish information with regard to the abandoned resumed areas down the Lachlan and by the Willandra to Broken Hill;—have you got the information? Yes. The total approximate area abandoned within 20 miles of each side of the Lachlan River commencing from Condobolin, thence within 20 miles of each side of the Willandra Billabong, and thence *via* Bulla Bulka to Broken Hill is 759,000 acres—that is, inclusive of reserves.

2250. We were informed when in the district that within the boundaries of two pastoral properties, the Merri Merrigal and the Hunthawong, which lie between Hillston and Cudgellico, there were 1,000,000 acres of abandoned country? I am only giving the area within the limits prescribed.

2251. There is more outside? Yes.

2252. Can you find out the area abandoned taking 40 miles north of the Hay and Junee line? Yes.

2253. Do you think it would be possible to state the number of holdings that have been taken up, and what has become of those that have been surrendered since? That information was, I think, furnished by Mr. Burt, of the Lands Department.*

* NOTE (on revision):—The following is the information asked for by the Committee.—C. E. RENNIE, Chief Draftsman, Department of Lands.

SCHEDULE of abandoned resumed areas within 20 miles on each side of the Lachlan River, commencing from Condobolin; thence within 20 miles on each side of the Willandra Billabong; thence *via* Bulla Bulka to Broken Hill. These areas include reserves from sale.

No.	Holding.	Area in acres.	No.	Holding.	Area in acres.
<i>Western Division.</i>			<i>Central Division—continued.</i>		
100	Wyadra	486	654	Wooyeo	100,000
144	Uranaway	47,870	266	Mowabla	9,200
146	Roto, North-east	30,080	689	Melrose	30,000
146A	Roto, North-east	31,440	33	Kiacatoo	21,800
115	Roto	112,520	499	Palisthan	20,000
116	Murrin	33,840	508	Kookaburragong	2,500
24	Coan Downs	4,610	302	Crown Camp	600
108	Marooba	4,100	115	Milby	2,100
245	Willandra	23,000	597	Bygalorec	4,876
142	Wangarou	16,000	487	Back Wardry	21,000
1	Wangarou	15,160	487A	Back Wardry	18,480
317	"Lot 7"	32,000	539	Naradhan	22,300
			230	Mouhnan	14,230
<i>Central Division.</i>					
355	South Merrowie	300			
405	Hunthawong	72,400			
103	Merri Merrigal	68,000	Total (approximate)		
					759,000

MINUTES OF EVIDENCE—RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

ABANDONED resumed areas between the Lachlan and Murrumbidgee rivers.

C. E. Rennie,
Esq.

16 Oct., 1896.

No.	Name.	Area at date of forfeiture.	Remarks.
634	Wooyeo	117,290	Part offered as improvement leases 74, 102 C.; only 74 sold.
487	Back Wardry	21,400	Classed as inferior lands; part offered as improvement leases 133 and 136 C.; not sold.
280	Moulmain	17,278	Part offered as improvement leases 74, 109 C.D.; only 74 sold; 14,200 acres now available.
508	Kookaburragong	2,418	Available land left open for annual lease applications.
115	Milby	7,518	Classed as inferior lands; part offered as improvement lease 16 C., and sold; 2,100 acres now available.
487A	Back Wardry	19,100	Part offered as improvement leases 133, 136 C.D.; not sold.
103°	Merri Merrigal	110,953	Classed as inferior lands.
339	Naradhan	86,491	Part offered as improvement leases 96 to 101, and 103 C.D.; not sold.
70	North Molonga	19,400	
360	Molonga	22,236	
405*	Hunthawong	110,113	Classed as inferior lands.
420*	Cowl Cowl	159,996	Classed as inferior lands.
196*	Conapaira	134,680	Classed as inferior lands.
355*	South Merrowie	4,877	Available land left open for annual lease application.
82	Merool Creek	12,503	Available land left open for annual lease application.

No.	Name.	Area at date of forfeiture.	
*103	Merri Merrigal	110,953	
405	Hunthawong	110,113	
420	Cowl Cowl	159,996	
196	Conapaira	134,680	
355	South Merrowie	4,877	520,619 acres.
Levs—			
Scrub leases		19,150	
Set apart for various forms of settlement, to be available 3rd December, 1896		73,442	92,592 acres.
At present available			428,027 acres.

ABANDONED resumed areas between the Darling and Lachlan rivers:—

No.	Name.	Area at date of forfeiture.	Remarks.
149	Merri Merriwa	11,021	Classed as inferior lands; part offered as improvement leases 112, 113 W.; not sold.
24	Coan Downs	232,457	Classed as inferior lands.
108	Marooba	31,320	Classed as inferior lands; part offered as improvement leases 113, 114 W.; not sold.
118	Roto	151,690	Classed as inferior lands.
116	Murrin	59,710	Classed as inferior lands.
233	Yathong	123,100	Classed as inferior lands.
245	Willandra	59,033	About 23,000 acres now available; part offered as improvement lease 116 W.; not sold.
149A	Merri Merriwa	13,080	Classed as inferior lands; part offered as improvement lease 112 W.; not sold.
144	Uranaway	50,780	Classed as inferior lands; 47,000 acres now available.
256	Tara	63,130	Classed as inferior lands.
146	Roto North-east	30,700	Classed as inferior lands.
146A	Roto North-east	32,840	Classed as inferior lands.
142	Wangaron	16,100	Classed as inferior lands.
1	Wangaroa	15,160	Classed as inferior lands.
Lot 1	Vacant land (Calytra, Block D)	32,000	Classed as inferior lands.
79	Keewong	120,700	Classed as inferior lands.
145	Yallock	129,700	Classed as inferior lands.
150	Tibora	37,480	Classed as inferior lands.
317	(Parish Willandra)	32,000	Classed as inferior lands; offered as improvement leases 115, 116 W.; not sold.
10	Moolah	96,120	Classed as inferior lands.
79A	Keewong	122,580	Classed as inferior lands.
138	Alma	2,983	The only available land is in travelling stock reserve 1,418; not to be leased.
97	Burtundy	36,520	Bulk of the area now held under homestead lease; 20,500 acres now available.
26	Tarcoola	190,329	Bulk of the area held under inferior lands lease No. 6 and homestead lease; 24,200 acres now available.
91	Mallee Cliffs	121,120	Disposal delayed pending decision re application for irrigation colony by Ormond & Williams.
170	Lake Victoria	676,137	Designed as improvement leases 117 to 149 W., but withdrawn from sale for classification.
33	Kiacatoo	31,851	Classed as inferior lands; part offered as improvement leases 118 to 121 C.; 118 sold, others not; 21,800 now available.
499	Pahsthan	27,579	Offered in two blocks for occupation license at 10s. per section, but not sold.
266	Mowabla	9,275	Offered as improvement leases 159, 160 C.D., but not sold.
689	Melrose	141,393	D.S. reports not worth offering; is barren useless land.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Condobolin to Broken Hill.

APPENDIX.

A.

LETTER FROM THE HON. C. A. GOODCHAP, RESPECTING THE PROPOSED RAILWAY.

Sir, Union Club, 6 August, 1896.
The Engineer-in-Chief, by the report of his evidence in to-day's *Telegraph*, says that the distance from Sydney to Broken Hill *via* Wilcannia is 743 miles, while the distance *via* Menindie is 683, difference 60 miles; and he adds "this was of considerable moment in connection with the question of direct communication with Broken Hill, &c."

It is admitted, of course, that every mile additional increases the advantages of the shorter route, but has not Mr. Deane made a mistake in regard to the mileage; is it not 720½ miles between Sydney and Broken Hill *via* Menindie instead of 683? Mr. Deane in his evidence says that the distance from Broken Hill to Condobolin *via* Menindie is 366½ miles; the Commissioners' time-tables show that the distance from Sydney to Forbes is 289, and the distance from Forbes to Condobolin is 65 miles—720½ miles.

The difference between the two routes—Menindie and Wilcannia—according to this showing is less than 24 miles instead of 60 miles, an error of 36 miles, a very important and significant difference in determining the proper route.

I would very respectfully suggest that Mr. Deane may be afforded an opportunity of revising his evidence on this point. I have, &c.,
CHAS. A. GOODCHAP.

The Chairman, Parliamentary Standing Committee on Public Works.

B.

[To Evidence of J. Burt, Esq.]

PARTICULARS RESPECTING LAND WITHIN A RADIUS OF 20 MILES ON EITHER SIDE OF THE PROPOSED RAILWAY.

Proposed Railway Line from Condobolin to Broken Hill.

Memorandum.

Department of Lands, 19 August, 1896.
ONE of the members of the Public Works Committee having expressed a desire for information respecting the number of homestead leases at present in existence in proximity to the proposed line, a schedule is enclosed giving the names of the lessees and the area so held within 20 miles on each side of the proposed line. Total number of homestead leases is 200 for an area of 1,487,698 acres.

A schedule is also enclosed, giving the names of the present holders of the pastoral holdings through which the line passes. Twelve out of twenty-four holdings stand in the names of banks or other financial institutions.

The Chairman, Public Works Committee.

J. BURT.

SCHEDULE of Homestead Leases within 20 miles of the proposed Railway Line from Condobolin to Broken Hill.

Applica- tion No.	Approved No.	Original owner.	Present owner.	Area.	County.
				Acres.	
96-8	Willyama.....	*S. Langford.....	Langford	5,000	Yancowinna
	592	Richard Andrew Ryan ..	Richard Andrew Ryan ..	10,240	"
	1,097	H. S. Burgess	H. S. Burgess	3,759	"
	1,101	H. S. Burgess	H. S. Burgess	2,560	"
	Additional H.L.				
	965	William Ryan Coffey ..	Elder, Smith, & Co., Ltd. (mortgage) ..	10,240	"
	1,485	Edward Andrews	Edward Andrews	5,740	"
	825	A. P. B. Nevins	A. P. B. Nevins	10,237	"
	* 964	Edward Andrews	Edward Andrews	4,500	"
	1,095	A. W. Miller	A. W. Miller	10,240	"
	945	John Andrews	John Andrews	5,760	"
	956	John Andrews	John Andrews	2,560	"
	1,181	John Andrews	John Andrews	1,920	"
	1,096	C. A. Johnstone	Richard Andrew Ryan (mortgage) ..	5,760	"
	1,098	George Wilson	Richard Andrew Ryan (mortgage) ..	2,560	"
96-3	Willyama.....	*W. Billing	W. Billing	5,000	"
96-10	Willyama.....	*John Williams	John Williams	2,560	"
	1,178	John Williams	John Williams	2,560	"
96-12	Willyama.....	*John Polmeer	John Polmeer	2,560	"
95-13	Willyama.....	*R. Blight	R. Blight	2,560	"
	1,350	John Polmeer	John Polmeer	2,560	"
	874	John Polmeer	John Polmeer	2,560	"
	1,470	Daniel Miller	Daniel Miller	2,638	"
94-14	Willyama.....	*James Peter O'Connor ..	James Peter O'Connor ..	3,000	"
	1,342	James Peter O'Connor ..	James Peter O'Connor ..	2,560	"
	1,348	William John Coffey	William John Coffey	2,560	"
96-11	Willyama.....	*Phoebe M. Andrews	Phoebe M. Andrews	10,240	"
	1,226	John Samuel Thorn	John Samuel Thorn	4,451	"

* Applicant—lease not yet granted.

Appli- cation No.	Approved No.	Original owner.	Present owner.	Area.	County.
				Acres.	
	807	John Samuel Thorn	John Samuel Thorn	5,760	Yancowinna
	1,351	William Isaac Phillips	William Isaac Phillips	5,193	"
	1,399	Henry Bywater	Henry Bywater	5,014	"
	437	William George Phillips	William George Phillips	5,760	"
	1,109	William Isaac Phillips	William Isaac Phillips	5,039	"
	445	R. Benton	R. Benton	5,784	"
	1,472	H. J. Wiseman	H. J. Wiseman	5,840	"
	1,401	J. V. Lord	J. V. Lord	3,975	"
	1,474	J. V. Lord	J. V. Lord	3,510	"
	1,261	J. V. Lord	J. V. Lord	2,560	"
	1,100	T. W. Torrington	T. W. Torrington	3,095	"
	359	T. W. Torrington	T. W. Torrington	7,145	"
	386	G. Strachan	G. Strachan	10,240	"
	1,271	E. Jones	E. Jones	6,881	"
	1,291	E. F. Hawson	E. F. Hawson	10,240	"
	1,290	H. F. Hawson	H. F. Hawson	10,237	"
	1,076	Daniel Ryan	Daniel Ryan	10,240	"
	1,338	T. D. Davies	T. D. Davies	7,495	"
	252	C. N. Kidman	C. N. Kidman	5,760	"
	1,486	T. D. Davies	T. D. Davies	2,565	"
95-9	Willyama	*A. Crossing	A. Crossing	3,850	"
	1,477	J. Liddington	L. Liddington	3,645	"
	873	D. M'Innes	D. M'Innes	2,560	"
	1,347	A. Crossing	A. Crossing	3,000	"
	1,340	J. Spragg	J. Spragg	7,233	"
	824	W. F. Spragg	W. F. Spragg	6,301	"
	1,273	W. F. Spragg	W. F. Spragg	2,633	"
	1,339	D. Skipworth	D. Skipworth	2,560	"
	1,343	R. H. Ruby	R. H. Ruby	4,047	"
96-9	Willyama	*J. B. Davison	J. B. Davison	4,930	"
95-3	Willyama	J. B. Davison	J. B. Davison	2,560	"
	1,488				
95-11	Willyama	*G. R. Cottrell	G. R. Cottrell	3,840	"
	1,458	G. Cameron	G. Cameron	6,338	Tandora
95-26	Wilcannia	*M. Larkins	M. Larkins	5,000	"
	1,150	R. Osbourn	R. Osbourn	2,860	"
	1,451	J. Larkins, jun.	J. Larkins, jun.	3,600	"
	1,297	C. J. Cameron	D. H. Power (mortgage)	10,185	"
	493	R. Dawes	D. H. Power, executor of late John Cameron's Estate	10,240	"
	406	Jane Power	Jane Power	10,240	"
	1,337	Charles Maiden	Charles Maiden	3,000	"
	124	William Maiden	The Menindie Boiling-down, Freezing, and Meat Preserving Company, (Limited.)	10,240	"
95-2	Willyama	John Blight	John Blight	10,240	"
	1,492				
96-13	Willyama	*R. Blight	R. Blight	10,240	"
96-4	Willyama	*J. Pedroja	J. Pedroja	10,240	"
	1,289	J. H. Gordon	J. H. Gordon	10,240	"
	340	R. Pedroja	R. Pedroja	10,240	"
	1,266	L. H. Naylor	L. H. Naylor	9,416	"
	1,317	G. Maiden	G. Maiden	10,212	"
	1,177	G. S. Maiden	G. S. Maiden	9,834	"
96-6	Willyama	*H. Hardy	H. Hardy	10,240	"
96-5	Willyama	*J. W. Hardy	J. W. Hardy	10,240	"
96-7	Willyama	*J. M'Donnell	J. M'Donnell	10,240	"
	1,141	H. Hughes	H. Hughes	5,000	"
	1,452	H. Hughes	H. Hughes	5,240	"
	1,177	G. S. Maiden	G. S. Maiden	9,834	Menindie
	1,176	H. Files	H. Files	9,830	"
95-22	Wilcannia	S. Klemm	S. Klemm	2,990	Livingstone
	1,489				
96-6	Wilcannia	*S. Klemm	S. Klemm	7,560	"
	1,180	J. Gormly	J. Gormly	10,240	"
	1,376	L. Owen	L. Owen	10,240	Livingstone and Perry
	1,455	T. Williams	T. Williams	7,080	Livingstone
	1,461	T. Williams	T. Williams	3,148	Perry
	1,456	A. M'Kay	A. M'Kay	10,230	"
95-35	Wilcannia	*B. M. Litchfield	B. M. Litchfield	10,240	"
95-36	Wilcannia	*W. M'Pherson Litchfield	W. M'Pherson Litchfield	10,240	"
95-37	Wilcannia	*C. W. Litchfield	C. W. Litchfield	10,240	"
96-4	Wilcannia	*W. H. Burrow	W. H. Burrow	10,000	"
	565	John Powell	J. S. Braim and A. G. Stevenson (mortgage)	8,313	Manara
96-5	Balranald	*J. S. Braim and A. G. Stevenson	J. S. Braim and A. G. Stevenson	1,927	"
	377	J. Waugh, jun.	J. Waugh, jun.	10,240	"
	1,426	W. M. Powell	W. M. Powell	7,160	"
	1,218	J. Rivett	J. S. Braim and A. G. Stevenson (mortgage)	10,240	"
	1,079	A. J. B. Waugh	A. J. B. Waugh	10,240	"
	397	W. A. Waugh	W. A. Waugh	10,157	"
	1,358	M. Donoghue, jun.	M. Donoghue, jun.	10,240	"
	934	A. Siveright	A. Siveright	10,240	"
	862	R. Cheriton	R. Cheriton	10,240	"
	987	M. D. M'Grath	John M'Grath	10,240	"
	1,253	H. Garner	H. Garner	10,240	"
	925	A. M'Nie	A. M'Nie	10,240	"
	1,310	J. Powell, junior	J. S. Braim and A. G. Stevenson (mortgage)	10,240	"
	1,449	F. H. Tonzing	F. H. Tonzing	11,060	"

* Applicant—lease not yet granted.

Applica- tion No.	Approved No.	Original owner.	Present owner.	Area.	County.
				Areas.	
96-1	Balranald	*H. A. Linness	H. A. Linness	10,240	Manara
96-2	Balranald	*J. Fitzpatrick	J. Fitzpatrick	10,240	"
	215	J. Holmes, jun.	J. Holmes, sen. (mortgage)	10,240	Waljeers
	559	John Holmes	John Holmes	10,240	"
	612	W. Walker	J. S. Braim and A. G. Stevenson (mortgage)	10,200	"
	223	G. Parkinson	J. E. Gard (mortgage)	10,240	"
	921	R. Fothergill	The Australian Mortgage Land and Finance Co., Limited (mortgage).	10,240	"
	974	A. Wilson	J. S. Braim and A. G. Stevenson (mortgage)	7,630	"
	221	J. M'Grath	Anstralian Joint Stock Bank, Limited (mortgage).	10,240	"
	301	H. A. Laird	Australasian Mortgage and Agency Co., Limited (mortgage).	10,240	"
	607	R. Miller	J. S. Braim and A. G. Stevenson (mortgage)	6,895	"
	551	C. Powell	J. S. Braim and A. G. Stevenson (mortgage)	10,240	"
	811	J. T. Miller	J. S. Braim and A. G. Stevenson (mortgage)	5,860	"
	454	Margaret Powell	Margaret Powell	10,240	"
	267	Catherine Crossley	Catherine Crossley	9,974	"
	810	W. H. Hutchinson	Bank of New South Wales (mortgage)	9,948	"
	453	D. M'Lennan Gray	D. M'Lellan Gray	10,240	"
	147	W. Carter, sen.	Bank of New South Wales (mortgage)	10,240	"
	206	E. Rees	E. Rees	10,240	"
	368	C. H. Houen	W. Waldie	8,894	"
	274	J. Rathie	A. J. Rathie, Hannah W. Rathie, and Isabelle Rathie.	10,240	"
	148	Margaret M. Kinton	Bank of New South Wales (mortgage)	10,000	"
	468	L. Culson, jun.	L. Gulson, jun.	10,240	"
	509	J. D. Sheil	Australian Joint Stock Bank, Ltd. (mortgage)	10,240	"
	487	T. S. Lee	R. M'Cord Gray	10,240	"
	424	A. Gard	A. Gard	10,240	Mossgiel
	395	H. E. P. Thompson	John E. Gard (mortgage)	10,240	"
	396	T. F. James	John E. Gard (mortgage)	10,240	"
	709	A. B. M'Innes	Australian Joint Stock Bank, Ltd. (mortgage)	10,240	"
	209	W. Maynard	W. Maynard	10,240	"
	214	D. J. Cheriton	John E. Gard (mortgage)	10,240	"
	250	R. H. Cheriton	R. H. Cheriton	10,240	"
	1,114	A. A. Cheriton	A. A. Cheriton	4,064	"
	780	E. Johns, sen.	Australian Joint Stock Bank, Ltd. (mortgage)	9,515	"
	356	T. E. Haylock	J. S. Braim and A. G. Stevenson (mortgage)	10,240	"
	403	J. Purcell	Isabella Moore	9,556	"
	208	C. Miller	A. G. Stevenson	10,240	"
	1,249	W. A. Burcher	W. A. Burcher	6,872	"
	469	A. G. Finch	A. G. Finch	10,235	"
	226	A. L. Cameron	Australian Joint Stock Bank, Ltd. (mortgage)	10,240	"
	357	F. Clayton	Bank of New South Wales (mortgage)	9,084	"
	202	E. R. Brewer	James Gray	10,240	"
	413	P. Carroll	A. Bourke	10,060	"
	297	T. H. Williamson	T. H. Williamson	10,240	"
	298	F. Carr	Australian Joint Stock Bank, Ltd. (mortgage)	10,210	"
	326	James Day	E. C. Varcoe	10,210	"
	819	John R. Varcoe	John R. Varcoe	2,882	"
96-2	Hillston North	*John R. Varcoe	John R. Varcoe	640	"
	240	T. Holmes	T. Holmes	10,240	"
	354	Eliza Beven	Eliza Beven	8,896	"
	403	W. A. Varcoe	W. A. Varcoe	9,864	"
	392	C. E. Varcoe	Australian Joint Stock Bank, Ltd. (mortgage)	9,845	"
	239	N. J. Rain	Australian Joint Stock Bank, Ltd. (mortgage)	10,240	"
	393	F. Johns, jun.	Australian Joint Stock Bank, Ltd. (mortgage)	10,240	"
	394	J. Johns	J. Lugsdin	8,710	"
	507	M. Purcell	M. Purcell	6,000	"
	1,446	P. J. Keegan	P. J. Keegan	2,560	"
	201	A. Cumming	A. Cumming	10,240	Blaxland
	222	M. Mahon	Bank of Australasia (mortgage)	8,600	"
	757	F. Milthorpe	Bank of Australasia (mortgage)	8,820	"
	818	G. P. Brewer	Goldsbrough, Mort, & Co. (mortgage)	10,240	"
	225	J. Corbett	J. Corbett	5,972	Franklin
	1,307	J. Corbett	J. Corbett	3,200	"
	420	A. Haylock	Union Bank of Australia, Ltd. (mortgage)	8,963	"
	977	Mary Ryan	L. T. Lloyd, Official Assignee	2,560	"
	804	J. Cronin	Australian Joint Stock Bank, Ltd. (mortgage)	9,502	"
	204	E. Crossley	Australian Joint Stock Bank, Ltd. (mortgage)	10,200	"
	212	H. J. Carr	Australian Joint Stock Bank, Ltd. (mortgage)	10,240	"
	391	A. Alehin	Australian Joint Stock Bank, Ltd. (mortgage)	10,240	"
	203	D. M. Mackay	Australian Mortgage and Agency Co., Limited (mortgage)	10,208	"
	383	A. Mackay	Australian Mortgage and Agency Co., Limited (mortgage)	6,493	"
	815	R. J. Walker	John Gibson	2,060	"
	322	J. H. Vagg	Bank of New South Wales (mortgage)	10,240	"
	132	S. A. Hutchinson	Union Bank of Australia, Ltd. (mortgage)	10,233	"
	402	John Walker	John Walker	7,138	"
	1,057	J. G. Vagg	Bank of New South Wales (mortgage)	2,586	"
	286	T. Quinlan	Bank of New South Wales (mortgage)	10,240	"
	277	J. Hibberson	Bank of New South Wales (mortgage)	10,240	"
	369	J. E. Norris	J. H. Lee	6,150	"
	198	D. Clancy	Australian Joint Stock Bank, Ltd. (mortgage)	10,240	"
	817	John Carroll	John Carroll	1,732	"
	238	John Carroll	John Carroll	7,950	"
	307	John Butler	New Zealand Loan and Mercantile Agency Co., Ltd. (mortgage).	10,240	"

* Applicant—lease not yet granted.

Applica- tion No.	Approved No.	Original owner.	Present owner.	Area.	County.
				Acres.	
	1,242	R. Fardy	J. Bourke, jun.	1,188	Franklin
	978	S. J. Rain	N. J. Rain (mortgage)	4,000	"
	980	J. M'Donnell	H. Hertell	1,000	"
	228	J. M'Donnell	H. Hertell	6,167	"
	981	S. J. Rain	N. J. Rain (mortgage)	4,904	"
	907	P. Purcell	J. M'Beth Fullarton	2,871	"
	979	H. J. C. Terry	Australian Joint Stock Bank, Ltd. (mortgage)...	2,910	"
	1,308	H. J. C. Terry	Australian Joint Stock Bank, Ltd. (mortgage) ..	1,226	"

In County Yancowinna	59
" Tandora	22
" Menindie	2
" Livingstone	5
" Perry	6
" Manara	17
" Waljeers	23
" Mossgiel	32
" Blaxland	4
" Franklin	30

Total 200 homestead leases, in area 1,487,698 acres.

SCHEDULE of Pastoral Holdings intersected by proposed Railway Line from Condobolin to Broken Hill.

No.	Name.	Leasehold or Resumed.	Lessee or Licensee.
20	Mount Gipps	Resumed	William Smith and Robert Sellar.
244	Kinchega	Resumed	H. W. Hughes and H. W. Hughes, executors of late H. B. Hughes.
244	Kinchega	Leasehold	H. W. Hughes and H. W. Hughes, executors of late H. B. Hughes.
58	Tolaro	Resumed	Union Bank of Australia (Limited).
58	Tolaro	Leasehold	Union Bank of Australia (Limited).
252	Albemarle and Victoria Lake.	Leasehold	R. L. Phelps and J. J. Phelps, executors, trustees of will of J. J. Phelps.
195	Moorara	Leasehold	The Bank of Adelaide.
237	Manfred	Leasehold	William Taylor.
237	Manfred	Resumed	William Taylor.
25	Kilfera	Leasehold	The Trust and Agency Company of Australasia (Limited).
51	Clare	Resumed	W. E. Stanbridge, G. Mears, and J. Waugh.
246	Mossgiel	Resumed	Australian Mortgage, Land, and Finance Company (Limited).
246	Mossgiel	Leasehold	Australian Mortgage, Land, and Finance Company (Limited).
112	Boondarra	Leasehold	Francis Samuel Brush.
112	Boondarra	Resumed	Francis Samuel Brush.
219	Moulbong	Leasehold	C. C. Murray and W. Sanderson.
115	Roto	Resumed	Forfeited.
115	Roto	Leasehold	New Zealand Loan and Mercantile Agency Company (Limited).
144	Uranaway	Leasehold	The Bank of Australasia.
144	Uranaway	Resumed	Forfeited.
59	Gunniguldrie	Leasehold	Donald Macphail.
59	Gunniguldrie	Resumed	New Zealand Loan and Mercantile Agency Company (Limited).
116	Murrin	Leasehold	C. C. Murray and W. Sanderson.
116	Murrin	Resumed	Forfeited.
307	Mount Boorithumble	Leasehold	William Bailey.
311	Euabalong	Leasehold	Samuel M'Caughy.
179	Booberoi	Leasehold	Alexander Thomas Haley.
179	Booberoi	Resumed	Alexander Thomas Haley.
245	Willandra	Leasehold	The London Bank of Australia (Limited).
224	North Merrowie	Resumed	New Zealand Loan and Mercantile Agency Company (Limited).
99	Wallandra	Resumed	Australian Mortgage, Land, and Finance Company (Limited).
33	Kiacatoo	Leasehold	The Australian and New Zealand Mortgage Company (Limited).
33	Kiacatoo	Resumed	Forfeited.
586	Gulgo	Leasehold	Robert Lomax Scott.
586	Gulgo	Resumed	Robert Lomax Scott.
648	Condobolin	Resumed	John Halfey, Chairman of Australian Alliance Insurance Company.

Twelve holdings out of twenty-four stand in the names of banks or financial institutions.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

SATURDAY, 5 SEPTEMBER, 1896.

[The Sectional Committee met at the Council Chambers, Lithgow, at 7.30 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

The Sectional Committee proceeded to consider the proposed Railway from Condobolin to Broken Hill.

Mr. Horace Edward Seymour Bracey, Mayor of Lithgow, sworn, and examined:—

1. *Chairman.* What is the catchment area from which the water supply for the town of Lithgow is obtained? Nineteen square miles.
2. What is the rainfall here? The average rainfall is about 40 inches.
3. What is the discharge of Farmer's Creek? Our delivery is 700,000 gallons every 24 hours. The storage capacity is 120,000,000 gallons. The delivery was calculated at a dry time of the year. After heavy rain it would be much greater.
4. What did your water supply cost you? About £13,000 altogether. The estimate was £15,000.
5. Did that sum embrace the cost of the pipes and distributing mains? It included everything.
6. If operations were commenced in the town which would create a much larger consumption of water, you would have to go to further expense to increase your supply? We have a very large supply now, but if we required more water we could about double the storage capacity of the reservoir by building a dam about 2 miles further back.
7. The supply could be made practicably inexhaustible at a slight additional expense? Yes.
8. At what per 1,000 gallons can you afford to supply water? At the present time I think the rate is too high. We fixed a rate which we thought was necessary to cover the cost. We charge manufacturers requiring water 1s. per 1,000 up to 250,000 gallons per annum, 9d. per 1,000 up to 500,000 gallons, and 6d. per 1,000 for any quantity over 500,000 gallons. Next year we hope to be able to reduce these charges by one-third, bringing the prices down to 8d. 6d. and 4d. The Council are quite willing to assist any industry which may be established here, and I have no doubt that these prices might be still further reduced.
9. Do you believe that your Council can supply water more cheaply than it could be obtained by any pumping scheme? Much more cheaply. There is nothing to prevent us from supplying it at almost a nominal rate.
10. And with a little extra expenditure your supply would be practically unlimited? Practically inexhaustible. Our pressure at the present time averages from 60 to 100lbs.; but by sinking the inlet-pipe we could get an additional pressure of 45 lbs.
11. Is there a direct fall from the reservoir? Yes. At the present time our inlet pipe is only 3 or 4 ft. from the surface, but by sinking it we could obtain additional pressure. Of course, in the event of fire pressure becomes very important. Our present consumption is 24,000 gallons a day. We estimate that a fall of 1 inch over the catchment area would fill the dam, and by making proper impounding arrangements we could furnish an unlimited supply, no matter what industries might spring up. The catchment area is rocky ground and there is no possibility of any settlement springing up near it whereby the water might be defiled.

Mr. H. E. S.
Bracey.

5 Sept., 1896.

Mr. James Ryan, editor of the *Lithgow Mercury*, sworn, and examined:—

12. *Mr. Trickett.* How long have you been in this district? About twelve years.
13. Can you give us a description of the smelting-works which are now being erected at Eskbank? The matter was first taken up last year by the local progress association, of which I am Secretary, and all the correspondence went through my hands. We found that the Cobar Tributary Company were not treating their matte here because the railway freights favoured the Newcastle district to the extent of £37 for every 100 tons treated. We therefore applied to the Railway Commissioners for such a reduction as would place us upon an equal footing with Newcastle. A reduction was made, with the result that instead of being at a disadvantage we were at an advantage to the extent of £11 13s. 4d. per 100 tons. The rate granted for the trainage of matte from Cobar to Lithgow is 14s 8d. per ton. The distance between this place and Cobar is 364 miles. That makes the rate 48 pence, or a shade under a halfpenny per ton per mile. I

Mr. J. Ryan.

5 Sept., 1896.

Mr. J. Ryan. believe that it was these low rates that induced the Cobar Company to establish their works here. I have here a statement in regard to the work proposed to be done, which I received from Mr. Longworth, and which I would like to read.

5 Sept., 1896.

14. You believe the statement to be a correct one? Yes. Mr. Longworth informed me that he intended to put up eight furnaces. These would treat 125 tons of matte weekly, with an expenditure of about 25 tons of coal for each furnace, or 200 tons of coal altogether. He expects to treat about 6,500 tons of matte per annum. The matte is concentrated in Cobar to about one-tenth of the original bulk of the raw ore, and Mr. Longworth anticipates that it will be found to contain from 40 to 50 per cent. of copper. On the 1st or 2nd of July last, I interviewed Mr. Longworth, for the paper which I edit, and this is an account of the interview:—

Then at the end of three or four months, everything will be ready for the treatment of mattes? Yes; and we will then employ some 60 men about the furnaces, irrespective of the coal, which will be used to the extent of 25 to 30 tons daily.

What kind of furnace do you propose? The ordinary reverberatory. I expect they will be capable of treating about 125 tons of matte weekly.

This, I believe, you regard as only a beginning? That is so, but I can't say what it may grow to; it may grow a lot bigger. When we get going properly we will, I expect, be able to treat most of the western copper found near the railway line. There is room, on the basis of our intended operations, for unlimited development if such is needed.

No, we won't use the electric light at present. But on this matter *my opinion is that there is no place in the world better than Lithgow to start an electrolytic plant* for the treatment of copper and all suitable ores. Why, with your (small) coal at 2s. a ton it is as good as Niagara.

Last night I saw Mr. Longworth regarding the Broken Hill ore, and the fluxes necessary for treating them. He told me that those ores required ironstone fluxes, and he knew of the existence of big bodies of suitable fluxing material in the Cobar district, carrying from 4 to 5 dwts. of gold. Assuming that this material cost £1 a ton to bring to the works, the gold would pay for the carriage. You would thus have the flux virtually delivered free. It costs £1 per ton for flux at Broken Hill. Of course the character of the ironstone flux required varies with the character of the ore to be treated. In a letter written to the *Cobar Herald*, Mr. Longworth said—writing in regard to the removal of the smelting works to Lithgow—“The saving from firewood alone will mean to the Company about £30 per week.” I have also been in communication with Mr. John Howell, in the hope that he might establish a branch of his works at Lithgow for the treatment of ores coming from the western district, and I have had four letters from him in which he promises to visit Lithgow as soon as he is able to find the time. I have also a letter from Mr. Cook, giving the result of an interview with Mr. Howell, and stating that Mr. Howell promised to visit Lithgow. Mr. Cook adds that Mr. Howell “seemed very favourably impressed with what I had told him of Lithgow.” I have made inquiries as to the price at which limestone could be supplied at Lithgow, with the result that I find that it could be delivered here in ordinary quantities for about 5s. 8d. per ton, including freight, and that for large quantities the price would probably be very much smaller. In addition to limestone, we have at Piper's Flat large ironstone deposits. I cannot give you exact information as to their extent; but their existence is a matter of official knowledge, and has been reported upon frequently. I have received a report from a local correspondent at Portland, to the effect that a contract had been concluded for the supply of limestone from this neighbourhood to the works at Illawarra. I have not been able to personally verify this statement, but it was supplied to me as editor of the paper. My correspondent writes:—

A piece of good news for this place is that Mr. W. Haigh, the manager of the Portland lime works, has received an order from the Illawarra smelting works for as much lime and limestone as he can supply them with. The smelting works require about 100 tons of stone per day.

Portland is within 14 miles of Lithgow. I mention this matter because in giving evidence before the Committee Mr. Howell said that fluxing material was difficult to procure near Lithgow.

15. You contend that the Lithgow and Eskbank district is suitable for the establishment of fluxing works, by reason of its good water supply, its almost illimitable coal supply, and the presence of abundant fluxing material? Yes. Speaking generally, I believe that we have the cheapest coal in the world, and that the supply is, for all practical purposes, illimitable.

16. The ore which would be brought here from Cobar for treatment will, you say, be reduced at Cobar to about one-tenth of its original bulk; that, of course, reduces the amount of freight claimed by the railway? Yes; but I assume that it would not pay to send large bodies of crude ore for long distances. The ore is concentrated for the sake of economy in transit.

17. Would the same thing be done with silver ore? I cannot speak from personal knowledge; but I think that silver ore would be more profitable.

18. You think that silver ore would be sent in the original bulk—that it would not be treated at Broken Hill? It would be sent here in greater bulk. Of course, if a railway were made to Broken Hill, and concentrating work were done there, the line would be used for the transport of coal from here, and that would give the Railway Commissioners what they want—a return traffic.

19. I understand that it is proposed to treat about 60,000 tons a year at the smelting works which are being erected here? No about 6,500 tons; but there is a probability of further extension. If Mr. Longworth can secure the trade, he will be quite open to deal with other companies for the treatment of their ore.

20. There would be no difficulty in enlarging the works? I am not aware of any.

21. Do you know what the proposed works are likely to cost? I should estimate the minimum cost at £5,000.

22. Is it proposed by the proprietors of these smelting works to buy ores from other people? Primarily they have their own ores at Cobar, which will supply them with 6,500 tons of matte, but I understand that the company will be open to treat with other companies, or, perhaps, to buy other mines, and thus increase their ore supply.

23. What rate per ton per mile does Mr. Longworth allow for the carriage of ore from Cobar? The rate which our Association helped to secure to him is 14s. 8d. per ton, for the whole distance.

24. The distance from Lithgow to Broken Hill is 600 miles, and the Railway Commissioners say that they cannot afford to carry ore for less than ½d. per ton per mile, or 25s. per ton for the whole distance;—are you prepared to say whether a smelting company could afford to pay a rate like that? No, I am not; but if the Commissioners can bring 6,500 tons of matte from Cobar for a little less than ½d. per ton per mile, I should think that they could bring ore from Broken Hill at a still lower charge.

25. If smelting works were established at Eskbank for the treatment of ores brought here from Broken Hill, the coal traffic to Broken Hill would be considerably diminished? Coal would, I assume, be required there for

for ordinary household purposes, to create engine power, and for manufacturing purposes generally. Mr. J. Ryan. It would also be required for such concentration as it might be deemed necessary to do on the spot.

26. According to Mr. Howell, they do not propose to concentrate at Broken Hill; they propose to send the ores away crude? Then the whole thing resolves itself into a question of the cost of carriage from Broken Hill. 5 Sept., 1896.

27. But you are of opinion that if satisfactory arrangements could be made in regard to the cost of freight, this district would prove peculiarly suitable for the establishment of smelting works? I think so. I cannot see how the contrary could be proved.

28. And Lithgow being 150 miles nearer Broken Hill than Lake Illawarra is, ore would probably be treated here more cheaply than at Lake Illawarra? Yes. I understand that in smelting about 3 tons of coal are required for every ton of ore. Inasmuch as the average price of coal here is 1s. a ton less than it costs elsewhere, there would be a saving of 3s. for every ton of ore treated. There would also be the saving in freight which you mention.

29. At what price per ton will coal be supplied to the smelting company? Mr. Sandford could give you that information. The minimum average prices of coal, I estimate at from 3s. 9d. to 4s. per ton in the Lithgow district, from 4s. 9d. to 5s. 3d. in the Illawarra district, and from 5s. 9d. to 6s. 6d. in the Newcastle district.

30. Does the coal here compare favourably, so far as its quality for manufacturing purposes is concerned, with the coal in the other districts you have named? I believe it to be good coal; but I cannot make a definite comparison.

Mr. William Sandford, proprietor of the Eskbank Colliery and Ironworks, and of the Eskbank Estate, sworn, and examined:—

31. Mr. Hassall.] Will you tell us the extent of the coal area in your estate? 1,700 acres is the unworked area. Mr. W. Sandford.

32. Can you give me any information in regard to the coal areas held by other people here? No. 5 Sept., 1896.

33. What is the average thickness of your seam? They are working from 5 feet 9 inches to 6 feet at the present time.

34. Is it expensive to get the coal out? No, the coal is easily worked.

35. Do the facilities for obtaining the coal compare favourably with those in other mines in the Colony? Very much so, I think. In this district we can get coal more cheaply than it can be got in any other district.

36. Can you give us an analysis of your coal? No; but it is of good quality, and suitable for iron-working.

37. Is it good coal for smelting purposes? I should think so. I would compare it with the English coal used for similar purposes.

38. What is the cheapest price at which it could be supplied at the pit's mouth? It can be put on the trucks at 4s. a ton. A great deal would depend upon the quantity to be supplied. I could undertake to supply 100,000 tons a year for 100 years.

39. Mr. Howell informed the Committee that they have practically proved the deposits of silver ore at Broken Hill at about 16,000,000 tons. If they dealt with that ore at Broken Hill a large amount of coal would have to be sent there. Could you deliver the coal on the trucks here at 4s. per ton? Yes, or for less—3s. 9d. a ton.

40. The cost of carriage by train would determine whether you could compete successfully with the coal conveyed to Port Pirie by water and thence by rail to Broken Hill? Yes.

41. In the event of large smelting works being established at Lithgow, would there be any reason to fear that operations might be suspended at any time? None whatever.

42. There would be no fear of a block because of the occurrence of a strike or anything of that kind? We have had no strikes of any importance in this district.

43. What quantity of ironwork do you turn out in the twelve months? About 5,000 tons of finished iron in the year. That is what we did last year.

44. How many hands do you employ? Nearly 200 in the ironworks, and about 50 in the colliery.

45. What is about your average pay-sheet per month? To-day we paid £2,316, and last month £2,400—about £2,000 a month.

46. Have you any intention of enlarging your works? That depends a great deal upon circumstances—upon the facilities offered for the expansion of the business.

47. What is your opinion of this particular portion of the Colony as a site for smelting works? It is unequalled. We have the cheapest coal in the world, and abundance of good fresh water. There is not sufficient water for smelting purposes in the western district. Then, too, we have good fire-clay which can be converted into fire-bricks, we have good sand for the bottoms of the furnaces, and we have good moulding sand. Then, not far from here, we have iron ore of undoubted quality. We have also limestone.

48. Have you any idea of the extent of the ironstone deposits or of the limestone deposits? I have no official knowledge; but I believe that both exist in large quantities.

49. Could this fluxing material be supplied at Lithgow at a pretty cheap rate? Yes, at very low prices.

50. Can you obtain definite information upon the subject? I do not know any other place where you could get limestone as cheaply as you can get it in this district. I buy a great quantity of it for my foundry at times.

51. Is there any other information which you would like to give the Committee? We are offering very good terms, together with railway sidings, and coal delivered upon the ground, to anyone wanting land to put down works upon. Water could also be supplied very cheaply. There are other colliery proprietors in the district who also would, no doubt, be willing to give every facility to anyone wishing to invest capital in the erection of smelting works here. In other places they have to pay a large amount for water, fire-clay, and so on. With regard to coal going westward, the Lithgow Coal Association would, no doubt, supply it at very low prices.

52. Then, any person desiring to erect smelting works would practically have the whole of his capital available for that purpose, the cost of land, &c., being merely nominal? Yes. We could deliver the small

Mr.
W. Sandford.
5 Sept., 1896.

small coal, which is used for smelting purposes, for 2s. a ton. I have travelled through America, in England, and on the continent of Europe, and I do not know a better place than this for the establishment of a manufactory. I would not have undertaken the liabilities which I have here, were I of a different opinion. We have a good climate, and one can work here the whole year round. This place has been called the Birmingham of Australia.

53. Are your mines dry? We have to pump a little, but not very much. Our mine can be dried with a good pump in a few hours per day. We estimate that we have 6,000 or 7,000 tons of coal to the acre, so that altogether there are about 10,000,000 tons of coal available. I could deliver from the two collieries 100,000 tons a year, or any quantity that would be wanted. That is apart from what the other collieries supply.

54. How many other colliery proprietors are there? Six besides myself. I should think that a considerable quantity of coal would be used at Broken Hill. There must also be a large consumption of galvanised iron and of bar-iron. That we could supply, and the freight would be a source of revenue to the railways.

55. At what price per ton could you deliver galvanised iron? We are now charging £16 10s. a ton for it. The freight for galvanised iron is very low. The freight to Broken Hill, if the proposed line were made would be £2 0s. 3d.

56. What is the price of bar-iron? We could deliver it for about £8 a ton.

57. Would the freight be the same? Yes. The freight depends upon the quantity sent. With regard to coke I would be prepared to put down the necessary plant and to manufacture largely if there were a demand for it.

Mr. Louis Buckland Blackwell, Assoc.M.Inst.C.E., mining manager, Vale Colliery, Lithgow, sworn, and examined:—

Mr. L. B.
Blackwell,
A.M.I.C.E.
5 Sept., 1896.

58. *Mr. Fegan.*] How long have you been at the Vale colliery? Two years.

59. Have you had experience elsewhere? Yes.

60. How long have you been in this district? I have been seven or eight years in the Western district.

61. Were you managing any other colliery? Yes, the Cullen Bullen colliery.

62. How many acres of coal land are there at the Vale colliery? I would not like to speak definitely; but approximately we have 600 or 700 acres.

63. What is the thickness of the seam? From 5 ft. 6 in. to 5 ft. 9 in.

64. Is it a good seam? Excellent.

65. How many men have you employed? About forty, above and below ground.

66. What is your hewing rate? One shilling and eight pence a ton.

67. What do you sell your coal for? It is sold to the Lithgow Coal Association at various prices according to the contracts entered into, and according to whether it goes east or west.

68. At what price could you send coal to Broken Hill? For about 4s. a ton and freight.

69. How long have you been making coke at the Vale colliery? The first experiments were started in 1890.

70. Were they successful? Not quite so successful as they have been during the last 18 months.

71. Can your coke be compared with the Wallsend coke as regards quality and amount of ash? The amount of ash is slightly greater.

72. Do you agree with the statement that the Lithgow coke is unfit for smelting purposes? At the present time we are supplying coke to the Great Cobar Copper Mining Company and to the Sunny Corner Company and we have had no complaints. During the last 18 months or 2 years we have very largely improved the density of our coke.

73. Is the patent your own? I have no patent. The arrangements are my own.

74. Your arrangements have improved the quality of the coke? No tests have been made by the Government since I took charge.

75. Has any test been made by yourself? Yes, several.

76. What are the tests? We can reduce the ash by a very large percentage, but our present consumers do not ask for this reduction. Mr. Longworth, of the Great Cobar Copper Company, suggested the other day that I should not remove the ash at all, and I assumed from his remarks that it acted as a flux.

77. Have you compared the analysis of your coke with those of other cokes? Yes, we can reduce our ash to about 10 per cent.

78. Have you an analysis of the Newcastle coke? The amount of ash in Hood's coke (English) varies from 4.75 to 9.70. In the Newcastle district the amount of ash is brought down to 7.82 per cent. At Singleton it varies from 9 to 10 per cent. At the Co-operative Mine it varies from 10 to 12.65 per cent.; at Unanderra it is about 11.5 per cent., at Mount Pleasant and Bulli, from 13 to 14 per cent.; and at the Vale colliery, in 1892, 15 per cent., and about 12 per cent. at the present time. We can reduce the amount of ash in our coke still further. It is only a matter of cost; but not being pressed by our large consumers to do so, it is not worth our while to make any change.

79. You use small coal chiefly in the manufacture of the coke? Yes.

80. The coal goes through certain washing processes? Yes, the western coals are interstratified with foreign matter which has to be removed.

81. What would your plant cost? A plant like that could be built for from £70 to £80 per oven.

82. What is your present output? About 60 tons a week.

83. How much per oven? From 2 tons 10 cwt. to 2 tons 15 cwt. per charge.

84. How many charges can you have in a week? With improved ovens we ought to have a charge out every 4 days. At present it takes nearly 7 days. If we had more to do we should have to erect a larger plant. Another very important matter to consider is this: Assuming that the total output of coal from the whole district amounts to 30,000 tons per annum per mine, and 10 per cent. of that is small coal, that amount of small coal is only capable of producing a certain quantity of coke. In 1892 Broken Hill was consuming 1,000 tons of coke per week. Assuming that the consumption now is as large as it was then, this district, in order to supply the demand, would have to use not only the whole of the small coal raised but some of the large coal. We would have to pay £8,000 a year for producing and crushing the large coal, and that would increase the cost of manufacturing the coke by 1s. 8d. or 2s. a ton.

85. How much per ton can you supply the coke for now? For about 15s. a ton delivered in the trucks for large contracts.

86. That would be about £2 a ton at Broken Hill? Yes.

87. Do you not think it strange that a person who knows this district very well should state that your coke cannot bear comparison with the Newcastle coke? I do not think that it has been recently analysed, or that a test has been made within the last 2 years.

88. If there were large smelting establishments here to supply, your coke works would have to undergo a complete change? Yes.

89. The most modern machinery would have to be erected to cope with the demand for coke? Yes. It has already been proved that with proper appliances we could produce coke yielding only about 10 per cent. of ash.

90. That would compare very favourably with the English coke? Yes.

91. Could you produce that coke at 15s. a ton? Yes.

92. Will the coke that you are now producing carry well without breaking? If there were no carriage there would be no breakage. That would be one advantage in having the smelting works established here.

93. But supposing there was a demand for coke in Broken Hill, could you make coke of a quality to stand the carriage? I fancy that our coke is more friable than the English coke. It would give a better result in Lithgow than in Broken Hill.

94. Is that because of the quality of the coal? All coke breaks more or less in transit; ours will stand the crushing weight in the furnace. The density of the coke is an element in its success. It should be able to stand the weight of the metal in a furnace without crushing.

95. Can you tell us why English coke can stand carriage better than your coke? If we had more approved appliances we could make a coke which would bear a fair comparison with the English coke. At the present time there is no particular reason why we should spend much money in producing a better coke.

96. If you had the appliances you could produce coke which would compare in all respects with the English coke? Yes.

97. How many tons of coal go to a ton of coke? After deducting the dirt which has to be removed, about $2\frac{1}{2}$ tons.

98. Do you know what English coke is sold at now? No.

99. How many acres of good coal land are there in Lithgow;—the coal-seam goes eastward, does it not? I suppose there must be over 10,650 acres of coal-land held by private individuals, and there is a large area of land not yet taken up. The minimum quantity of coal would be 53,000,000 tons.

100. That would be about 5,000 tons to the acre? More than that.

101. Do you think it will pay to carry on coal-mining operations in this district more extensively than they are carried on at the present time? I think so.

102. Do you think that you can compete successfully with other parts of the district? Yes.

103. If the coke industry developed, more collieries would be required to supply the necessary quantity of small coal? Small coal is only made by the screens and in hewing; an increased production of large coal would mean an increased production of small coal.

104. You use a large quantity of water in the manufacture of coke? A fair quantity.

105. Do you use the same water more than once? It is used over and over again in the process of washing.

106. There is no fear of the water supply proving inadequate, even should your operations be considerably extended? No. If we went short of water we could get it from the town supply.

107. Do you know anything about the iron deposits in this district? I have seen them on more than one occasion; but I could not give you information as to the thickness of the seams.

108. I suppose you use a large quantity of timber here? Yes.

109. Have you plenty of timber to supply your wants? Yes, within a very few miles.

110. Where do you get your timber? From Blackheath, and from other stations upon the Mountains. There is an unlimited supply.

111. I suppose you are acquainted with the requirements of the iron-smelting industry? I have not any practical experience in that direction.

112. Have you seen the fluxing deposits at Portland? Yes, I have seen the lime deposits, which extend from Portland to Ben Bullen. The deposits are very extensive, and the depth is very great.

113. Limestone is used largely for flux in the treatment of silver ore? I believe that limestone has been ordered in large quantities from Mr. Haigh, at Portland.

114. *Mr. Hassall.*] In the event of a large coal trade being opened up with Broken Hill, a greater quantity of small coal would be produced here;—would you not then be able to obtain practically all the small coal you required for coke at a very nominal figure? It would all depend upon the basis upon which the work was done. If the coke works had to buy the coal from other collieries, a certain market price would have to be paid for it.

115. But one industry would help the other? Yes.

116. You should be able to obtain a sufficient supply of small coal at a low figure? Yes; and our present hewing rate of 1s. 8d. is for large coal. For small coal the rate would be about 1s., supposing there were a very large output.

117. Would that enable you to reduce the price of coke to 15s.? We would be prepared to bring it down another 1s. if we could rely upon a sufficient demand.

Mr. Thomas Wilton, colliery proprietor, Lithgow, sworn, and examined.—

118. *Chairman.*] What evidence do you desire to give the Committee? I desire to give evidence as to the price at which coal might be delivered at Broken Hill, supposing the proposed railway were constructed. I had an interview with Mr. Eddy last Thursday morning in regard to the matter. Some time ago a reduction was made in the rates for bringing matte from Cobar for treatment here. The Railway Commissioners gave a rate of less than $\frac{1}{2}$ d. per ton per mile for that traffic. I asked Mr. Eddy if he would give the same rates upon the proposed Broken Hill line, and he said, "Oh, you may take that as a basis." He gave me as the distance from Lithgow to Broken Hill 63½ miles. In the rate-book the rate for the carriage of agricultural produce

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produce and manure is 13s. 4d. a ton for 500 miles, subject to jumping rates of 2d. for every 25 miles beyond 300 miles. If those rates were applied to the coal traffic to Broken Hill, it would make the freight 14s. a ton from Lithgow to Broken Hill. Of course, lower rates have always been given for the carriage of agricultural produce than are given for the carriage of coal, and this has always been a source of contention. There can be no doubt from the remarks made by Mr. Kirkcaldie in 1891, that the Railway Commissioners would be prepared, as is done in America and elsewhere, to carry such things as coal at less than cost price for the sake of the collateral traffic if they had sufficient justification for doing so. Therefore, I think it reasonable to suppose that if the Commissioners will carry agricultural produce for 14s. a ton for 600 miles they would carry coal for at least 20s. a ton. At $\frac{1}{2}$ d. per ton per mile the cost of carriage would be about 25s. per ton; but I have no doubt that the coal could be carried for about 20s. a ton. Coal costs here about 4s. a ton, so that at that rate it could be delivered in Broken Hill for 24s. a ton. The very existence of Broken Hill depends upon its being placed in cheaper communication with a coal-producing district. Otherwise what wealth there is there must be lost to this Colony. In 1891 the problem seemed to be, how to treat the sulphide ores. The question then was whether Broken Hill could exist for more than ten years; but now a process has been discovered for treating these ores, and very large works are being erected at Lake Illawarra to treat them. It has been stated that the trade in coal to Broken Hill would cease if the ore were brought here to smelt, but I would point out that if coal could be obtained cheaply at Broken Hill more properties there would be developed. The lowest price of coal in Broken Hill is £2 2s. a ton. In 1891, coal there cost £2 8s. a ton, and the Proprietary mine was using 44,375 tons. The quantity of coal taken to Broken Hill last year was about 43,000 tons, and the greater part of it was used in the smelting of ores. There is no doubt that if coal could be supplied there at a cheap rate it would stimulate the opening up of other mines. The construction of a railway, which would mean the giving of cheap carriage, would bring about the establishment of large populations at both ends of the line, and a lot of collateral traffic would thus be provided. We do not build railways out here simply because they will pay; we build them to develop the resources of the country. What would have happened if the proposal to construct the Western line had been considered simply from the standpoint of whether it would pay. Taking 10 per cent. as the average amount of small coal obtained in a mine, it must be remembered that twice as much small coal is left underneath as is brought to the surface, because the miners load the trucks with forks, and the small coal slips through. I do not think Mr. Blackwell mentioned that. If all the small coal were brought up, it would not be necessary to crush the large coal. 119. In that way the production of small coal could be materially increased? Yes. If we were all making coke, we should not have to crush very much large coal.

120. *Mr. Trickett.*] You could not afford to pay $\frac{1}{2}$ d. per ton per mile to send coal to Broken Hill? The consumer would have to pay it.

121. Could the consumer afford to pay it? He could pay it now. It seems to have been assumed that if the proposed line were constructed the Broken Hill ores would necessarily be sent to the smelting works at Lake Illawarra; but, as a matter of fact, if the ore were sent along the proposed line it would not pass Lithgow unless some other coal district were discovered nearer to Broken Hill.

122. Do you charge more for coal going west than for coal going to Sydney? Yes; we are selling coal to the Government for 3s. 9d. a ton, though not very much is made out of that price.

123. Do you get much higher prices for the coal going westward? We get all sorts of prices where we think there is no competition.

124. A witness in Sydney stated that if smelting works were erected at Esk Bank you would not contemplate obtaining ore from so distant a part of the Colony as Broken Hill? That is nonsense. If the Broken Hill ores were sent along the railway they would never get to Illawarra; they would stop here.

125. A representative of the Lithgow colliery proprietors who was examined by the Committee stated distinctly that it was not contemplated that ores would come from so distant a part of the Colony as Broken Hill? I do not agree with him. All the other coal proprietors think that the ores will come here.

Mr. William Bragg, part proprietor of the Oakey Park Colliery, sworn, and examined:—

Mr. W. Bragg. 126. *Chairman.*] You have heard the evidence which has been given in regard to the various matters into which the Committee are inquiring? Yes.

5 Sept., 1896. 127. Do you agree with it generally? Yes.

128. I understand that you desire to make a statement in regard to the manufacture of coke in connection with your mine? I am in treaty with a company to make coke at our colliery. There is a great deal of coke going from the southern and northern collieries to Sunny Corner, to Cobar, and to other places. I have given the matter a great deal of consideration for the last seven years, and I have made considerable inquiries. I find from the Vale colliery that they can make coke as good as, if not better, than the other cokes to which I refer.

129. As good coke as is made in the Colony? Yes. I expect in a short time to be able to start a Coke Manufacturing Company. I think from what I have seen of the Vale coke that we should be able to turn out a good article. I sent two trucks of coal down some time ago, and they told me it was of very good quality for making coke.

130. You believe that there is a future for the coke industry in Lithgow? I believe that there is a good opening here for the industry altogether apart from the Broken Hill trade.

131. *Mr. Trickett.*] If smelting is carried on here to any great extent will the manufacture of the coke develop? Undoubtedly.

132. And coke would be made which would be suitable for smelting purposes? Yes.

133. If 100,000 or 200,000 tons of ore were brought to Lithgow annually, there would be no difficulty in treating it, owing to the inadequacy of the supply of coal, or of water, or of fluxing material? None at all. We have every facility for treating the ores here.

WEDNESDAY, 9 SEPTEMBER, 1896.

[The Sectional Committee met at the Royal Hall, Condobolin, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. George Burnett, Mayor of Condobolin, sworn, and examined:—

134. *Chairman.*] How long have you been here? About seventeen years.
135. Do you know the district fairly well? I know a lot of it.
136. Do you know the country north from Condobolin out towards Nyngan? Yes, all that country, out as far as Cobar, and I have been from Condobolin to Mount Hope.
137. Do you know the Willandra Billabong? Not very well. I have passed through that district.
138. Do you know the country from Condobolin to Euabalong on both sides of the river? Fairly well.
139. Do you know the country from Euabalong to Hillston *via* Lake Cudgellico? No, I do not. I have been along the track, but I could not say what the country is like.
140. Do you know the country from Euabalong *via* the Willandra Billabong to Hillston? I know the country on the north side of the river to Hillston.
141. Do you know the country from Hillston to Wyalong? No.
142. What is the country like from Condobolin to Euabalong, on the north side of the Lachlan? It is all good wheat-growing country.
143. How does it compare with the country between Condobolin and Parkes? If anything, I think is better wheat-growing country; at any rate it is quite as good.
144. What is the country like between Condobolin and Euabalong, on the south side of the Lachlan? It is more grazing country, and away from the river it is scrubby and ridgy.
145. Therefore a railway would go through better country on the north side of the river than on the south side of the river? Yes.
146. From Euabalong *via* Cudgellico to Hillston what is the country like? I think it is principally swampy country—lignum country along the river; but I do not know it well enough to express an opinion upon it.
147. From Euabalong to Hillston, passing the Willandra, what sort of country is it? From what I know of it, it is splendid grazing country, and in the immediate neighbourhood of Hillston, splendid wheat land—high upland.
148. You think that the railway should go on the north side of the river as far as Euabalong? Yes.
149. Which side of the river would you take the railway from Euabalong to Hillston? I think still, on the north side.
150. Would not that leave out Lake Cudgellico? Yes. You would have to make two bridges over the Lachlan to tap Lake Cudgellico from here.
151. Is the Cudgellico country good country? About Cudgellico it is good wheat-growing country.
152. Is there a large area of it? Yes, and some splendid crops of wheat have been grown there. At the present time, however, it is rabbit infested.
153. What is good wheat land worth about here, that is, in its natural state? It is being sold from about 7s. 6d. an acre.
154. You can buy it for that? It has been sold for that lately—from 7s. 6d. to 10s. an acre. That is what it fetches at auction.
155. Good wheat-growing land? Red soil, timbered country. I know of several large selections within 10 or 12 miles of Condobolin which have been sold for 7s. 6d. and 10s. an acre.
156. That would be land for which the selector had a certificate? Yes, there were Government instalments to pay upon it. If I were buying that land I should consider that I was paying 27s. 6d. an acre for it.
157. Do you think that there will be any trade from here to the west? I think that the west is the farmers' market. I am a farmer, and I think that that will be my best market.
158. Does much stuff go that way now? A lot of stuff goes that way now, and a great deal goes to Carrathool and Whitton. The Cobar line taps the country up on the other side.
159. Do you think that you could supply wheat and flour, and things of that kind to Broken Hill? I do not know. It would depend upon the freight.
160. And upon the population to be supplied? Yes.
161. The present population in the western district is rather sparse? I consider that if I grow 1,000 bags of wheat and have them gristed into flour, I shall have a market for the flour in the west; but that will depend upon the population.
162. Is there much going on at Mount Hope? I think it is a pity they have not a better outlet for their mineral wealth. There is splendid copper and silver, and payable gold there; but the place is so isolated that the people can hardly work the mines. They have so much to pay for carriage that they cannot send the ore away for treatment, and they can hardly afford to treat it on the spot themselves.
163. A line to Mount Hope would simply mean cheaper freight? Yes.
164. What sort of country is there about Mount Hope—agricultural country? It is inferior mallee country principally. There are good flats, and in towards the river from Mount Hope there is splendid country.
165. *Mr. Trickett.*] You seem to favour the northern route? Yes, the direct route.
166. Is not the land along that route in the Western Division? Yes.
167. The land on the southern route is in the Central Division? As far as Hillston, I think.
168. Is not the land in the Central Division better adapted for settlement than the land in the Western Division? I am not sufficiently acquainted with the land on the south side of the river to be able to give an opinion.
169. But inasmuch as that land is in the Central Division, would not the conditions be more suitable for settlement? The country has not been as much settled upon as it would have been if it had been good agricultural country.

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170. The land in the Western Division is locked up for twenty-eight years? Well, the land in the Central Division has not been taken up as it would have been if it had been suitable for agriculture. About Lake Cudgellico it has been taken up.
171. Upon what route would the land be most quickly taken up, supposing a railway were made? I think there would be most population on the southern side of the river.
172. What minerals are obtained at Mount Hope? A good percentage of silver, very rich copper and payable gold have been found there. Some ten years ago payable gold was found there.
173. Is difficulty of access the chief drawback to the development of Mount Hope? Yes.
174. I suppose they suffer from want of water there sometimes? Very seldom now. They used to suffer from want of water; but I think there is a Government tank there now.
175. But for mining purposes the supply is limited? They are a little better supplied than they used to be; but I do not think they have too much.
176. The ore cannot be usually treated locally? They cannot treat their ore there because of the want of water.
177. If they were brought within a reasonable distance of a railway they could send their ore elsewhere to be treated? Yes. I am sure that Mount Hope would give employment to hundreds of men if they could treat the ores there.
178. Is it a large field? Yes, there are three large copper-mines there. They are something like 5 or 6 miles apart, on a straight line of reef. The gold mines are about 6 miles further out in a north-westerly direction.
179. Are there many people employed there? They were in full swing when I was there last; but the place has been shut down now for three or four years past. The price of minerals became so low, and there were so many difficulties in the way of treating the ore, that they had to close their mines. Still they do work a little. There has always been somebody working there.
180. You say that the agricultural outlet from here should be to the west; do they grow anything at Hillston? Yes; they grow large quantities of wheat there.
181. You could not expect any market at Hillston? No, but there should be a market further out into the interior, at Mossgiel, Ivanhoe, and those places. Of course, the homestead lessees about Mossgiel are turning their land to wheat-growing.
182. Would not places like Ivanhoe get their produce from Hillston instead of from Condobolin? I do not think that Hillston could supply all that back country. The people out there must either get their produce from this place or around by water.
183. If the railway were to stop at Condobolin, from how far west would traffic come here to go to Sydney? It would come from Mount Hope and from out in that direction.
184. From Hillston? I do not think it would come from Hillston. That traffic would go to the Hay line. Of course it would all depend upon the cost of haulage to Sydney.
185. Have you any idea of the population between here and Hillston? No.
186. I suppose it is pretty sparse? Yes; but there is a fair population about Euabalong, wherever there is any land worth taking up.
187. You have travelled the greater part of the road from here to Hillston? I have been from here to Hillston two or three times, and I have been to Euabalong.
188. Whether you crossed the river at Condobolin or at Hillston, the expense would be about the same? Just about the same. There would be no difficulty at either place.
189. Mr. Hassall.] What do they do principally in Hillston? The country is nearly all used for sheep farming.
190. Does much stock come that way? All the Queensland stock goes to the southern markets that way. That is the main road.
191. Where does it make for? It crosses principally at Hay and at Maude on the Murrumbidgee, and then goes to Deniliquin.
192. Is there any fat stock coming this way to go to Sydney? Not since the Bourke railway was opened. That railway takes all the fat stock coming from Queensland, and all the surplus stock from the back district.
193. Where does the wool from the stations out towards the Darling go? The wool from the stations near the Darling goes down the river to Wentworth, and thence by steamer to Melbourne.
194. But I mean from the stations some distance this way? Principally to Hay and Balranald. A lot of that wool goes through Deniliquin to Melbourne.
195. Do you think that the extension of the line to Condobolin will bring a lot of that wool this way? It will bring a lot of the wool that now goes to the Bourke line to the Hay line. It all came here before those railways were opened.
196. It will practically tap about half the country between here and Cobar? A little more than half.
197. And as far as Ivanhoe going towards the Darling? I think so.
198. Do you think that the proposed extension of the line, either along the Lachlan valley or along the Willandra Billabong, will lead to any appreciable increase in settlement? Yes, I am sure that it will. The great drawback to the country in the interior is its want of railway communication. A man can hardly make a living on a small holding unless he has railway communication.
199. What would they go in for there? There is a lot of good agricultural land which would be broken up for wheat-growing and sheep-farming combined. I think all the land is suitable for that purpose.
200. But, in the event of this country being taken up for the production of wheat and other agricultural produce, where would you look to for a market? We would have just the same resources as we have now, even if the railway did not go past Condobolin. We have Sydney on the one side, and the chance of a market to the west. The only benefit we get from a railway is that it enables us to obtain our goods more cheaply. Of course, in sending produce back we have other districts to compete with. If the proposed line is made it may be five or ten years before the country is populated.
201. But, in the event of the country towards Hillston being taken up for farming, would not the western market be closed to producers living nearer this way? I do not think so, though it might. It would just depend upon the population.
202. Do you think that the population can increase materially in this part of the Colony? I think so. There is a vast amount of land now locked up in the hands of pastoralists—principally Crown lands—and

I see no reason why it should not be populated. It is the want of railway communication that keeps back population. From the farmers' point of view it is better that the land should be locked up for twenty-eight years, because more produce will then be required from this district. At the present time thousands of tons of produce go from here.

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203. You admit that the country about Hillston is as good as the country around Condobolin? Yes; on Kiacatoo Station I have seen larger crops of wheat grown, and they have been practically as good.
204. But places further west would have less distance to send their stuff, and, therefore, could probably undersell you? They might, and I would be very glad if they could, because I never look at anything from a selfish point of view. If the railway will do a thousand people good and injure only a few around Condobolin, I would say let the thousand people be benefited. I would like to see the railway extended all through that interior country. Somebody must benefit by its construction.
205. *Mr. Fegan.*] How many bushels of wheat to the acre do you obtain here? The average wheat crop about Condobolin can be put down at from 12 to 16 bushels to the acre.
206. And what is the average crop at Hillston or Lake Cudgellico? I have no information on that matter. They have had enormous crops there and some very light crops. It all depends upon the season.
207. Is the rainfall there more or less than it is here? I think that we have a larger average rainfall.
208. How many inches of rain have you had this year—about 1½? About that; but this has been a very dry season.
209. You are a carrier as well as a farmer? Yes.
210. What does it cost per ton to carry goods from here to Forbes? £1 or 30s. It depends upon the state of the road.
211. Have you carried much to Euabalong? No. The price from Forbes to Euabalong is generally about £2 a ton. That would make the rate about 30s. a ton from here.
212. What is the distance? About 40 miles. It is considered a bad track to travel. Then, too, there is not so much loading out that way, and there is no back loading.
213. Do you think that with railway communication there would be any chance of developing the Mount Hope mines? I think so.
214. Do you know whether the mines are owned by syndicates or by small companies of miners? No.
215. You say that there is payable gold there;—what do you call payable gold? A friend of mine prospected there for two or three years, and he got from 10 to 12 and 15 dwt. to the ton.
216. Who owns the copper-mines there? I do not know.
217. Why is it that they are closed? I think the great drawback to the place is the want of communication. They cannot get their ore away.
218. What is the distance between Euabalong and Mount Hope? Forty miles.
219. You say that want of water is a great drawback there? Yes.
220. Do they ever attempt to smelt their ore there? Yes, they had furnaces working when I was there ten years ago; but the price of copper went down very low, and they had so much to pay for haulage both ways that they found they could not compete with other places.
221. A railway passing Mount Hope would give an impetus to the mining industry there? Yes, I think so.
222. Have you been beyond Hillston? Not out towards Ivanhoe.
223. Are there any mines out that way? No.
224. Do you think that a line out west would give the people of this district a market for their produce in place of the Sydney market? I think so.
225. Do you think that if the railway came within 15 miles of Mount Hope the people there would be induced to further develop the mines? Yes.
226. But if they were more than 15 miles from the railway, the cost of haulage would be a bar to their development? To a slight extent. I think that a railway would bring in capital for the working of the mines.
227. Would a railway within 15 miles of the place be good enough for them? I would rather see the line taken right to Mount Hope, though the line as proposed would be a great help to the place.
228. The country between Condobolin and Cudgellico is inferior? Some of it is.
229. You would not compare it with the land at Hillston? No, I think the Hillston land is the better.
230. The land between Condobolin and Cudgellico is not as good as the land either at Condobolin or at Hillston? I do not think it is.
231. I suppose that there will be a large area of land thrown open for leasehold settlement near this township? Yes, they are opening up a lot of country.
232. When is it to be thrown open? I think a lot of it will be thrown open this month.
233. That will bring a large number of settlers here? Yes.
234. Do you think that there will be many applicants for the land? Yes.
235. More applicants than there will be allotments? Yes.
236. These people will want a market for their produce? Yes.
237. Do you think that the extension of the railway towards the west would give an outlet for produce? Yes.
238. *Chairman.*] You know where it is intended to have the railway station at Condobolin? Yes.
239. In extending the line from Condobolin westward would much compensation have to be paid for town land which would have to be resumed? Not much.
240. You regard the amount as almost nominal? Yes. Except for 2 or 3 miles from Condobolin the surveyed line does not go through three-quarters of a mile of purchased land.
241. Do you think that £5 an acre would be sufficient to pay for land close to the town, and that £1 an acre would be enough for land still further away? Yes; or 27s. an acre, perhaps.

Mr. Humphery William Grey Innes, council clerk, Condobolin, sworn, and examined:—

242. *Chairman.*] Have you been long in this district? This is the twenty-fourth year.
243. Have you a full knowledge of the district? A pretty good knowledge. I know the country on both sides of the Lachlan as far as Hillston.
244. Within 25 or 30 miles of the proposed railway? Yes.
245. Which is the best way to get to Hillston by railway? I think that the line should be taken on the southern side of the river.

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246. Where would you cross the Lachlan? To escape the flooded country I would cross about 15 miles below Condobolin. I would favour the proposed deviation.
247. *Mr. Hassall.*] Have you any idea of the quality of the land down there? The land between here and Condobolin, and for a distance of about 10 miles south, is excellent. Further back there is a belt of mallee, and on the other side of that there is good country again.
248. What is the width of the belt of mallee? About 3 miles.
249. And the length? About 8 miles. That is the biggest patch of mallee there is out there.
250. Beyond that the country is good again? It is not so good as the river frontage.
251. Is this country suitable for agriculture? Yes.
252. The whole of it? Yes. Why I advocate the southern route is that a line going that way would serve Cudgellico, where there is excellent country, and Lake Cudgellico will, in time to come, be a reservoir from which water can be taken for irrigation purposes.
253. How is the lake filled? From the Lachlan in flood-time.
254. Have any steps been taken to conserve the water in the lake? They erected flood-gates there some years ago, but they are only temporary.
255. Do they answer the purpose of conserving water in the lake? Yes.
256. Do you think that if a substantial weir were erected, with flood-gates upon the latest principles, the water could be kept in the lake? Yes.
257. Is the land round the lake suitable for agriculture? Yes, it is splendid land. Once you get to Cudgellico the country seems to open out. There is a wider extent of good country to the south.
258. Is the country as heavily timbered out there? No; a good deal of it is open country.
259. Is any part of the country being irrigated from the lake? Yes.
260. Is the fall of the land of such a character as to make that possible? The country is comparatively level.
261. You would not want to raise the water to any height in order to use it for irrigation? No. There is a small area there upon which an enormous crop of potatoes is grown. That land is irrigated from the lake. Potatoes are a very uncertain crop in this climate.
262. Is the country on to Hillston good country? On the north side part of it is pretty good, but there is some ridgy country. When you get to Willanthry it is comparatively open country.
263. What is the distance from Cudgellico to Willanthry? Thirty or 32 miles.
264. If the railway were taken to Hillston, would that promote further settlement along the route? I am sure of it.
265. Would it encourage agriculture? Yes.
266. Would it benefit the people out west? Yes; the western country is subject to periodical droughts. At such times the Darling is not navigable, and there would then be a good market out there for surplus produce from this district.
267. Have any attempts been made by the pastoralists in the west to grow anything for the use of their stations? I believe that some of them grow a little on the Darling, where they are able to irrigate. I believe that they are growing crops of lucerne.
268. But between the Darling and the Lachlan? No; not so far as I know.
269. They have no water supply which they can depend upon? Not away from the Willandra Billabong. They may grow something out that way.
270. But in a dry time there is always a pretty good demand for forage? Yes.
271. That demand is supplied from this district? It would be supplied if we had railway communication.
272. Could you not supply it from here now? No, you could never get there, because of the long stretches of dry country.
273. The cost of conveyance would eat up all the profit? Yes. There are such long stretches without water that teams could not possibly travel.
274. I understand that there are tanks upon the stock routes? Between here and Bourke there is a splendid lot of tanks.
275. Where is the country that you could not travel into? The country lying between Mount Hope and the Darling. There is no water supply there at all.
276. In the case of a drought, do they try and shift their stock from that country? Further down they do.
277. Would a railway assist them to move their stock? Yes, it would enable them to take their stock away in time of drought.
278. And so save thousands of sheep which would otherwise perish? Yes; there is a good deal of settlement north of Hillston—between Hillston and Mossgiel—homestead leases. It is a great advantage to have the country cut up into small holdings in that way, because it enables more stock to be carried. On the Burrawang Run they have only half as much land as they had when I first came here, but they shear more sheep.
279. Do you know any of the stations out west? Only on the river.
280. Are there any large holdings on the river? Yes, there is Wooyeo. Cudgellico is on that holding.
281. Is there much land still available for settlement out in that direction? Yes, and on Uabba and Merri Merrigal. There is a lot of land available in those three holdings.
282. Do you think that that land will be taken up when the opportunity offers? Yes, it is sure to be taken.
283. Will it be taken up for agriculture, or for grazing purposes? People are going in for both now. They find that it pays them to combine the two.
284. I presume that the land will give a far better return from agriculture than from grazing? Yes.
285. How many acres are required to feed sheep? The profit from a sheep is about 2s., and on good country you can take a sheep to every 1½ acre. It is a very poor crop, however, that will not return you 10s. an acre after all expenses are paid.
286. A selector who combines agriculture with grazing runs less risk of losing his stock in time of drought? Yes; at one time I used to grow a good deal myself, and in good seasons I used to save all I grew and buy produce from other people while it was cheap. Then I sold my chaff for £8 a ton, though in ordinary times I would have only got £3 for it. Droughts occur regularly every four or five years. You can always depend upon them.
287. But by combining agriculture with grazing you could take advantage of good seasons and store the crops, when obtained, for use in time of drought? Yes; Mr. Gatenby has benefited by growing crops by irrigation, and then making ensilage. He saved 3,000 sheep in one drought. 288.

288. Back from the river how do they manage for a water supply;—do they depend upon tanks? Yes; Mr. H. W. G. the wells are very uncertain. People who have made wells have generally found the water to be salt. Innes.
289. At what depth have they got water? At 100 or 120 feet. We are not supposed to be in the artesian formation. 9 Sept., 1896.
290. Have they tried any artesian bores? One gentleman in the district purchased a plant for £1,000; but the Government Geologist told him he was not within the artesian area, so he forfeited £100 deposit, and did not go on with the boring. That is the only case of the kind that I know of.
291. Is there any prospect of the country between the Lachlan and the Darling ever carrying more stock than it carries now? I do not think so.
292. Do you think that it is pretty well stocked now? Yes. That is their ruin; they have overstocked.
293. Do you know of any land out there that has been abandoned as practically useless? A lot of land north from Mount Hope was thrown up.
294. What was the matter with it? It was covered with scrub, and infested with rabbits and vermin of all descriptions. A lot of country was thrown up at Roto.
295. Would that country ever be good if the rabbits were got rid of? I do not think that it would ever be much good.
296. Is it practically barren useless country with which you can do nothing? Yes.
297. Neither railway communication nor anything else would help it? I think not.
298. So that, practically, settlement in that direction is not likely to increase at least not for some time to come? I do not think so, except upon the rivers, when the land there is thrown open.
299. The land in the Western Division is held under a long term of lease? Yes.
300. The proposed deviation would have this advantage, that it would go through land situated in the centre of the district? Yes; round about Hillston there is beautiful country.
301. How far does that country extend towards Ivanhoe? I do not know; I have never been any further out than 30 or 40 miles. Between Hillston and Hay there is splendid country. The distance is about 100 miles. It is all beautiful open country, and is comprised within two holdings, Gunbar and Illilliwa.
302. Do you know the country on the Willandra Billabong? I have been told that it is very good country; but I do not know it.
303. You do not think that any large increase of settlement is likely to take place away from the river for some years to come? No. There is some splendid land within 15 miles from here, which will be thrown open to-morrow, and I believe that there are a great many applicants for it. I have received applications from several people myself and I have heard that a great many others are coming down. On the 8th October some land 6 miles from here, and some other land 12 miles from here will be thrown open. The land that is to be thrown open to-morrow is on the Bogandillon Holding, and the other land that I speak of is on Gulgo and Mickabil. There are a 1,000 acres of land for which I think there will be 100 applicants.
304. *Mr. Fegan.*] Is it good land? Splendid land.
305. On the south side of the river? Yes.
306. What is it fit for? For both agriculture and grazing. I reckon that 1 acre of it is worth 10 acres of the land on the other side of the river. I would be one of the applicants myself.
307. Do they grow much fruit up here? They do on the river, where they can get good water. There is a garden 15 miles out where a man grows stone-fruit principally. Apples are not a success here, although about Forbes they grow them as well as in any part of the country.
308. Is there any dairy-farming here? One man used to go in for it; but there was not a sufficient market for the produce. When the Mount Hope and Nymagee mines were going ahead he used to get rid of a large quantity of his surplus stock there.
309. With a market dairy-farming would be a success here? I am sure of it.
310. *Mr. Trickett.*] From your own experience of the district, which do you think the better of the two routes proposed for the railway? Unquestionably the southern route. For one reason it would induce more settlement, the country being more easily available, and the land better.
311. Where would you cross the Lachlan? About 15 miles from here.
312. *Chairman.*] Speaking approximately, how much land could be made available for settlement between Condobolin and Hillston under the terms of the Act? About 250,000 acres.
313. Of that area, how much in your opinion is suitable for agriculture? I should think about 100,000 acres.
314. If that land were thrown open would it all be taken up? I believe so. There is a great demand for land in this district.
315. If the railway were extended from Condobolin to Hillston would that land be taken up for agricultural purposes? For agricultural and pastoral purposes combined, in portions not exceeding 2,560 acres.
316. Where do the people here look to for their market? I think that we shall have the markets of the world when we get a railway. We shall have the English market for our wheat.
317. If the proposed railway were constructed, you would be able to sell some of your produce to the people further west? Yes. I recognise that our best times would be when there were periods of drought further west.
318. But the Broken Hill people can be supplied from South Australia, and between Condobolin and Menindie there are not more than 10,000 people? I should not think there would be as many as that. Hillston is about the same size as Condobolin.
319. What is the rainfall here? I think about 20 inches. I got some returns from various stations, and the average was a little over 20 inches.
320. That amount of rain is sufficient for cereals, if it falls at suitable times? Yes. I have known only 12 inches to fall here in the year, and up to the present time we have had only a little over 8 inches this year.
321. When will the residue of the leasehold areas between here and Hillston, for which an extension of lease was given, become available? In four years, from last July.
322. In your opinion, will it all be taken up then? Yes, I think so. It will practically all be taken up if it is thrown open in the form of settlement leases and homestead selections. The Mayor referred to cases where land had been sold for 7s. 6d. an acre; but the holders of that land were over head and ears in

- Mr. H. W. G. Innes.
9 Sept., 1896.
- in debt to the banks, and the sale was practically a forced one. They got that price for the whole of their land, including their conditional leases. Over 10,000 acres was sold at that price, the same price being paid for conditionally leased land as for conditionally-purchased land.
323. What would you say that land suitable for farming would be worth here, that is, in its rough state? Freehold land, within 25 miles of the town would be worth £2 an acre. It has been sold for that.
324. What is the bare value of the land to the Government? One settlement lease has been thrown open at £1 6s. 8d., and an other at £1 5s. an acre.

Mr. James Rabinowitch, storekeeper, Condobolin, sworn, and examined:—

- Mr. J. Rabinowitch.
9 Sept., 1896.
325. *Chairman.*] How long have you resided here? About thirteen years.
326. What information do you desire to give the Committee with regard to the proposed line? It goes through rabbit country from start to finish, and the population is very scattered. I suppose that in the first 25 miles you will come across only two or three houses. There are no people at all between here and Lake Cudgellico. There is very little traffic across. Most of the traffic from that district goes to Whitten.
327. On the Hay line? Yes. It is not likely that people in close proximity to that line will send their produce here. Knowing the nature of the country I believe that they will never attempt to come this way.
328. You believe that the line should not go beyond Condobolin? No.
329. It should not go to Hillston? Certainly not.
330. *Mr. Fegan.*] What opportunity have you had for ascertaining the nature of the country? I have known it for the last thirteen years. I have been between Condobolin and the Lake dozens of times. There are only a few half starved "cockies" out there. The entire country is monopolised by the rabbits.
331. Have you farmed any part of that country? No; but I have been up and down through it. The few people who are there are half starving. The land is right enough if you can destroy the rabbits.
332. Do you not think that the people of Lake Cudgellico ought to have a railway as well as the people of Condobolin? I have never been in favour of a line to Condobolin. I am one of the few who have been fighting against it.
333. You think that if the line were taken further on it would not pay? I am sure that it would not pay the wages of the station-masters employed. It will never pay even as far as Condobolin. You only find three or four passengers at a time coming here by the coaches now. I have been up and down through the district, east west north and south.
334. You have had every opportunity of seeing the country and the people living in it, and you have come to the conclusion that it would be unwise to take the line past Condobolin? Yes, at the present juncture. If they found gold mines further out, the population there might increase.
335. In the event of no gold being found, it will be many years before it would be wise to construct a line through this country? Yes. The construction of the line would mean a national loss.
336. You did not advocate the construction of the line to Condobolin? No. I do not think that the line should have come further than Parkes or Forbes, because there are not enough people out here to give traffic to a railway. I do not see why the country should be put to great expense in constructing railway lines for the benefit of Goldsbrough, Mort, & Company, and other large financial institutions interested in station property.
337. Therefore, you are entirely against the construction of the proposed line? Yes.

Mr. George Cochrane, book-keeper for Messrs. Nicholas and Reymond, flour-mill and saw-mill proprietors, Condobolin, sworn, and examined:—

- Mr. G. Cochrane.
9 Sept., 1896.
338. *Chairman.*] How long have you been here? Two and a-half—nearly three years.
339. Have you any knowledge of the country to the west of Condobolin? I know it as far as Lake Cudgellico and Mount Hope. I know the country for about 70 miles on both sides of the Lachlan.
340. What are your views with regard to the proposal into which the Committee is inquiring? I am prepared to give evidence in regard to the quality of the wheat grown here and the possibility of a market in the west.
341. Where is the wheat grown here? It is grown all around Condobolin, and wheat is sent here from Lake Cudgellico.
342. Is that the farthest place from which it is sent? Yes.
343. Is much wheat grown on the southern side of the river? No, not much.
344. Is much grown on the northern side of the river? Yes, a considerable quantity. For the season 1894-95 we bought here 11,373 bags of wheat. Last year, owing to the drought, very little wheat was grown here; but our purchase for 1895-6 was 1,393 bags.
345. What proportion of the wheat grown near Condobolin is made into flour locally? Last year we got it all. The year before a lot of it went to Parkes.
346. Did one-third of it go to Parkes? About one-fourth.
347. Can you give us any idea as to the quantity of wheat produced between Condobolin and Mount Hope? I have no information upon that point.
348. Can you tell us how much wheat is produced on the southern side of the river between Condobolin and Lake Cudgellico? There is not much grown on the southern side of the river. A lot of what is raised goes in Temora way, and some is sold out Wollengough way. Out past the Lake it goes to Whitten.
349. What would be the effect of the construction of the proposed railway upon the trade of Condobolin? Such a railway would open up a market for us out west. Last year we sent over 300 tons to Sydney from here. Of course, with a line out west, we would have a chance of doing business out towards the Darling.
350. How far is it from Condobolin to Menindie? I could not tell you now.
351. Or to Broken Hill? I do not know.
352. Therefore it is not possible for you to form an opinion as to whether the wheat sent from here could control the Broken Hill market, or whether the South Australian people could deliver wheat there more cheaply? I think the South Australian people would have a big voice in the trade.
353. It is all a question of freight? Yes. As far as I know the South Australian people have the best of it at present. The distance is against it.
354. Your western trade would practically cease at that point where South Australia could successfully compete

compete with you. Have you any idea as to where that point is? At present our market is pretty well limited to within 80 or 90 miles.

Mr.
G. Cochrane.

355. That does not bring you much beyond Lake Cudgellico? No; and there is a mill at Hillston which would compete with us.

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356. In competing for the western trade, Hillston would have an advantage of 100 miles less carriage? I think that our outside limit would be Mount Hope, at any rate for a time. Beyond that it would be a question of competition and railway freights.

357. Do you regard this district as suitable for the production of cereals? Yes.

358. How do you think it would compare with Forbes? As far as the country itself is concerned, it is equal to anything about Forbes. With rainfall we could grow anything.

359. You think that the soil is quite as good as that of Forbes, but the rainfall being less affects the production? The soil is quite as good.

360. Is there likely to be any timber trade to the west? That is very hard to say. It would depend upon the amount of building going on.

361. Then you expect only to have a local sale for your timber? Yes, at present.

362. Do you expect to be able to send it to more populated parts of the Colony? I hardly think so.

363. A line to Hillston would pass through country similarly timbered? Down that way they have not got the timber that we have.

364. Have they no pine at Hillston? I believe not, though I cannot speak definitely.

365. *Mr. Trickett.*] What is the present price of wheat per bushel? Four shillings.

366. Is that a good paying rate? That would pay handsomely with anything like fair seasons.

367. That price would be sufficient to encourage growers to enlarge their agricultural areas? Yes; if that price can be kept up it will pay them well.

368. There has been a considerable advance in the price of wheat during the last twelve months? Yes. In the 1894-5 season we bought at 1s. 10d. a bushel. That was the Sydney rate less the carriage from here to Sydney.

369. How do you account for the increase in price? In 1894-5 there was a big harvest; but last year the harvest was very small. At the present time we have to get flour from Forbes.

370. Therefore the more they grow the less it pays the farmers? With a big yield the farmers must take Sydney prices less the cost of carriage.

371. Would 2s. a bushel pay them? I do not think so. From 2s. 6d. to 3s. a bushel would pay them.

372. The closer the people were to a railway the better chance they would have of making their work remunerative? Certainly.

373. Do you find that where railways have been extended wheat growing has increased? I think that always occurs, because the railways give the growers a chance of getting their produce to market.

374. Would that occur if this line were taken further west? I hardly think so.

375. Why? It would cost a great deal to put water upon the country back from here. The rainfall is very small. Directly you get away from the river there is no water at all. You would have to provide water, and wheat growing by itself would hardly pay.

376. How far from the river frontage would the land be suitable for wheat growing? The land anywhere about is suitable for wheat growing.

377. But would the production of wheat be practicable and payable? That would depend on the seasons. If you do not get rain it does not matter how good the land may be. The people who take up land away from the river will go in for agriculture to a certain extent, but it is very hard to say how it will pay them.

378. You do not think that if the line were taken as far as Hillston it would encourage agriculture very much? In view of all the land now open in the Colony I do not think it would. Of course it would bring a few settlers who would do a little wheat growing.

379. I suppose most of the wheat growing in the district filters through your firm? The biggest portion of it does.

380. Are you able to say whether the people who grow wheat make a good living out of their holdings? That is hard to say. Some of them make a fair living. They get a fair price one year though next year the crop may be a failure altogether; there is no regular rainfall; one year we will have a good season and the next year a very poor one.

381. Is the farming class as a rule pretty well off in this district? No, they are just about making a living. They are just struggling along; of course there are exceptions.

382. Have you considered the proposed extension as a national work, or as a line likely to bring the Broken Hill ore to Sydney to be treated? I cannot see that it can compete with the line to Port Pirie and water carriage from there.

383. What is the rate of carriage for cereals by railway? 28s. a ton from Sydney, I believe.

384. That is a specially low rate is it not? Yes, the rate is 14s. a ton to Sydney and 28s. a ton from Sydney.

385. Is the bulk of the tonnage that goes from this district through Forbes and Parkes to Sydney wheat and wool? Yes, there is nothing else.

386. You do not look upon the proposed extension as likely to be very profitable to the Government? I do not see how it can be.

387. Is the population between here and Hillston at all extensive at the present time? No. There are isolated selectors and station holders.

388. Is the country suffering from the rabbits? There are a lot of rabbits once you get down to Euabalong. There are not a great number up this way.

389. Why are they more numerous down there than here? Because the people have not gone in for killing them.

390. Is not the population up here a little denser? I do not think so; but the rabbits do not seem to have extended in this direction. Booberoi is wire-netted, and they have been destroying them in every way they can. That seems to have blocked them.

391. I suppose it is a very costly matter to keep them down? Yes; wire-netting runs into money.

392. What is the experience here when land is thrown open for selection? There is a great demand for it, though a lot of the country thrown open is scrubby.

393. Do you find that the people who take up these holdings generally stick to them? In most cases they manage to struggle on.

Mr.

Mr. John Bouffler, farmer, Condobolin, sworn, and examined:—

- Mr. J. Bouffler.
9 Sept., 1896.
394. *Chairman.*] How long have you been here? Nearly sixteen years.
395. *Mr. Trickett.*] Where are you farming? Close to the town, north from here.
396. What is the extent of your holding? I am farming on the share system. I sold out of the selection lately, and I took a paddock on the share system, so that I would not be idle, until I could get some more land. I have 130 acres of wheat in. The holder of the land gets one-third, and I take the balance.
397. Does he supply you with machinery? No; I have all the appliances. He has to refund a portion of the seed-wheat out of the crop.
398. Formerly you were a farmer on your own account? Yes.
399. Were you successful? I have had a lot of experience in the Orange district; but I would just as soon grow wheat here as there. Taking average seasons I would get more wheat, and the land is more easily cleared.
400. Is it better to work on the terms upon which you are now working than to work upon your own account? No; I would sooner work on my own account. Now, if I get £1 for my wheat, 6s. 8d. has to go for rent.
401. Is the land you have started on cleared? It is sufficiently cleared for ploughing, though there are a lot of trees standing upon it.
402. But you were able to start right away? Yes; and that was an advantage.
403. Is the share system a new idea in this district? Yes, this is the first season that it has been adopted.
404. Is it likely to be largely availed of? I think so. I think that when the railway comes here a good many teamsters will do that sort of thing.
405. But how will the farmers do in a bad season? I never knew a total failure of the wheat crop since I have been here.
406. How was it last season? Bad. Last season was the worst I have known.
407. Were you on the share system then? No; I was on my own account then. This is likely to be a bad year. The year before last I got 22 bushels to the acre from 105 acres. Last year the yield was under 5 bushels to the acre. This year the yield promises to be about 10 bushels to the acre. I cannot give information with regard to the country more than 25 miles beyond Condobolin, because I have not been further out than that; but for that distance the land is well suited for wheat growing.
408. Is it a great drawback to farmers to have to send their produce 25 miles to a railway station? It means a charge of 6d. or 8d. a bag.
409. The railway charge for a similar distance would be almost nominal? Yes. It would be a serious handicap to be 30 miles back from the railway if you were growing wheat.
410. Do you think the line should go through the country on the northern side of the river, or that it should go on the southern side of the river? I think that the country on the northern side of the river is the better. It is very swampy on the other side of the river; that is, from here to Kiacatoo and Mickabil, about 12 miles from here. The country is very much the same on both sides close to the river.
411. The country on the northern side of the river is in the Central Division? Yes; there are patches on the southern side of the river where the land is suitable for wheat-growing. Some of the farmers have grown wheat there for thirteen or fourteen years, and with good results.
412. There is a lot of land there suitable for wheat growing? Yes; back from the river; and there are patches of good land on the river. Most of the land on the river is, however, better suited for grazing.
413. The land on the southern side of the river will be available for settlement sooner than the land on the northern side of the river;—that is a point in favour of the deviation? Yes.
414. What has been the experience here when land has been thrown open to the public? Not much land has been thrown open. I have been waiting twelve months to get a suitable block. My experience has been gained principally in the back country, 17 or 18 miles back. Nearer the river you get better land and better results.
415. That is why you came to this district? Yes. I have been waiting for land since July twelve months.
416. You think that the land will be readily taken up when it is made available? I am positive of it.
417. When you were at Orange, what did you regard as a paying price for wheat? It is seventeen years since I was farming at Orange.
418. What would you regard here as a paying price for wheat? Not less than 2s. 3d. a bushel.
419. Would 2s. 3d. a bushel pay? It would just about clear us.
420. 2s. 6d. a bushel would pay? Yes. I would cultivate extensively if I knew I could get 2s. 6d. a bushel.
421. Do you know anything about the probabilities of a market for agricultural produce west from Condobolin? Through to Broken Hill we would have a chance of a market in places where the climate is not suited for the growth of wheat. The cost of railway carriage would be a handicap to places nearer Sydney.
422. How do you clear your land here? We ringbark the trees, and let them burn out.
423. Will the roots burn out? All the old trees will burn out.
424. In the Orange district clearing is very expensive? Very expensive. There is no mistake about the production of wheat here if the season is favourable.
425. What is the average yield to the acre? Thirteen bushels.
426. That is a very fair average? Yes; and the wheat is of very good quality.
427. Do you know the country about Trundle? Yes, I have been through it.
428. How does the country between Condobolin and Hillston compare with that country? I only know the country 25 miles west from here. The country about Lake Cudgellico is very good—equal to anything over 25 miles by report only.
429. When the Trundle paddock was thrown open the land was immediately taken up by farmers? Yes; that is very good country both for pastoral purposes and for wheat growing.
430. You think there would be a good many more people out here if the country were thrown open for settlement, and there were better means of communication? I feel positive about it. There are three families connected with me—two sons-in-law and a son—and we are eating our heads off waiting for land.
431. I suppose that with all these holdings it is necessary that a man should work himself? Well, if a man is newly married and has no family, he must depend to some extent upon outside assistance.
432. But he must do a good share of the work himself? Yes; agriculture is a business which requires looking after as much as anything else.

433. *Mr. Fegan.*] Why did you give up farming at Orange? I sold out and went on to the head of the Bogan.

434. Then you came down here? No, I went back to Orange and kept an hotel there for a short time; but the rent was too heavy, and I had to throw it up.

435. You are waiting now for land to be thrown open here? Yes. If I had property in town I would sell it by auction to-morrow to get on to the land.

436. You will be an applicant for the land that is to be thrown open to-morrow? Yes; I have applications in.

437. Have you done any carrying? Yes, we used to carry extensively; my children only.

438. Do you do any carrying now? No. We have 12 draught horses and machinery, stump-jump ploughs, single-furrow ploughs, strippers, and so on. We are fully equipped for work when we can get the land.

439. Are your sons with you on the share principle? Only one. I have a boy eighteen years of age who put in 100 acres of wheat in seven weeks.

440. Do you try anything else besides wheat? I have a lot of cattle and sheep. I will not depend upon one thing.

441. Do potatoes grow well? Certain sorts. The Early Rose grows very well.

442. Have you a good market for potatoes? An excellent market, now that the railway is so close. Potatoes are £5 or £6 a ton.

443. You do not think that the railway should go past Condobolin? I do not think so.

444. Do the people want this line? I think that most of them believe that they would be better off without the extension. Individually, I think it will be better for the district. It will give a bigger market.

445. Do you think that the farmers in the neighbourhood of Condobolin would have to look to the west for their market, instead of looking to Sydney? Sydney will give the ruling prices.

446. You would soon fill the local market? Yes.

447. Do you think the western market would be preferable to the Sydney market? I think so.

448. You think that the time is not far distant when the people of Condobolin will have to look to the west for a market? I do not know about that. Sydney will always be open to us.

449. But is there not greater competition in Sydney? Yes; but with proper facilities I think we should be able to compete with any district.

450. The soil is good? Yes, the soil is good enough.

451. And on the average profitable crops are obtained? Yes.

452. Did you do any dairying? We always did our own dairying, and we have made about 30s. a week.

453. An extension from Condobolin west would give greater facilities to the farmer, and induce him to dairy as well as to rear sheep and grow wheat? Yes. I think that an extension to the west would be a good thing for the farmers. After you get a certain distance west you come to a district where they cannot grow wheat.

Mr. John Coppock White, general commission agent, Condobolin, sworn, and examined:—

454. *Chairman.*] How long have you been in this district? Twenty-one years.

455. *Mr. Hassall.*] What have you been doing during that time? For the first fourteen years I was a station-manager. Since then I have lived in Condobolin, as a stock, station, land and general commission agent.

456. At one time you filled the position of rabbit inspector? Yes. I think I was appointed about 1884.

457. What part of the country were you then working over? From Silverton to Menindie. Broken Hill was just outside my district; but I was acquainted with it. It was on Mount Gipps Run.

458. Have you any personal knowledge of the country lying between Condobolin and Menindie? Yes, I know it all.

459. What description of country is it? There is some very good country between here and Mossgiel, and on Mossgiel; but there is also some very bad country—mallee and desert.

460. On which side of the river? On the northern side.

461. There are patches of good country, interspersed with large patches of bad country? Very inferior, practically desert country. Further west again, going towards Menindie, it is very good sheep-carrying country; but the country is not at all suitable for agriculture, and will never be unless you get water there.

462. That is the country lying between the Willandra Billabong and the Darling? Yes. The country between Menindie and Broken Hill is very inferior.

463. How is the country watered? By tanks and wells. It is fairly watered for station purposes.

464. The water supply is artificial? Yes, once you leave the river. The Billabong, I understand, is weired.

465. After leaving the Billabong, the whole of the water supply is artificial? Yes.

466. What is that country stocked with? Sheep.

467. Where do the rabbits commence? You find them all the way from here to Broken Hill.

468. Is the country very thickly infested? More or less thickly all the way. In some places it is very much worse than in other places. Of course the rabbits are thickest on the better country. They make for the best pasture.

469. The stock run in the country is principally sheep? Yes; and I believe that the country will always be used chiefly for sheep, unless they strike artesian water. It is essentially of light stock-carrying capacity, but sound. It will not grow wheat.

470. How many acres are required to feed a sheep? In an ordinary season I suppose about 5. Of course when a squatter gets a good season he piles on stock.

471. Is 5 the average for the whole of that country? Yes, from Mossgiel to Broken Hill. On the other side of the Darling the country is worse. It is sandier and lighter carrying country altogether.

472. Is that country suitable for any form of occupation? Not that I know of.

473. Do you think it likely that any other form of occupation will come into vogue in the near future in the event of a railway being constructed? Not unless they can get water. With water you could grow anything.

Mr.
J. Bouffler.

9 Sept., 1896.

Mr.
J. C. White.

9 Sept., 1896.

Mr.
J. C. White.
9 Sept., 1896.

474. Do you think that that country is likely to be more closely settled? I do not think so. It is a succession of plains after you get through the desert country. It is a succession of plains all the way to the Darling, and very dry, arid plains.

475. Do you think that the carrying capacity of that country would be increased, if a railway were made through it? Not unless they could get water. With water it would be wonderfully increased.

476. Is there a stretch of useless country through there? Yes. There is a lot of mallee country that is not worth occupying and I think the squatters have cut it out of their run. Some of them fenced it in, but they found that they lost so many sheep through the wild dogs that it did not pay them to keep sheep there, and so they fenced it off again. It is a howling wilderness now—a breeding place for dogs and kangaroos.

477. Do you know any way of destroying the rabbits? I do not. The only hope for the future is in wire-netting fences. Wire-netting I think is the great cure. What is wanted is a fence that is dog-proof as well as rabbit-proof. The selectors unfortunately cannot afford to buy the netting which would be the means of saving them.

478. Is wire-netting the only method discovered up to the present time by which the rabbits can be coped with? Successfully—yes.

479. And the expense of putting up wire-netting fences is practically beyond the means of homestead lessees and small selectors? Yes; they are all strugglers.

480. Do you think the construction of a railway through this country would benefit the people upon it to any extent? I am of opinion that a railway benefits the country to a certain extent, but it would not benefit this country very much. A railway would not lead to very much settlement in this country.

481. You do not think that it would materially increase settlement? I do not think so. There would be no small settlers; but there might be a few homestead lessees—10,000-acre men.

482. In your opinion the construction of a railway through that sparsely settled country must result in a national loss? I think so. I do not think we could ever command the Broken Hill market.

483. Could the growers of produce here compete at Broken Hill with South Australian farmers? I do not think so. I have been all through South Australia. They can grow wheat so much cheaper there than we can grow it in this Colony.

484. How much more cheaply? They can grow wheat at Terowrie, which is only 150 miles from Broken Hill, whereas here we are nearly 400 miles from Broken Hill. I do not think that we could possibly compete with South Australia,

485. Could the people of Hillston compete for the Broken Hill trade? They might; but I do not think so. The Hillston country is splendid sheep country, but it is not agricultural country. They do not get enough rain there, and they cannot depend upon the crops.

486. You discard Hillston as a place for agricultural settlement? Yes; I do not think there would be much agriculture there, though it is splendid country for sheep. They have the land at Hillston, but they do not get the rainfall.

487. How far west from Condobolin could they grow crops successfully? They cannot grow much about Mount Hope.

488. What about Lake Cudgellico;—how far out in that direction can they grow crops successfully? Out there they all grow crops more or less; but the crops are uncertain. One year you may have a payable crop, but next year you have nothing. I was managing on Wooyeo for seven years.

489. What was your experience there? The rainfall there is about 2 inches less than the rainfall at Condobolin. The rainfall there is about 18 inches per annum, while the rainfall at Condobolin is about 20 inches per annum. I think that the selectors at Lake Cudgellico have made a mistake. That is proved by the fact that the station-owners have bought nearly all of them out. It is only a matter of time when the station will have the lot of them.

490. Are there any fresh selectors coming along to take their places? No; not much land is being thrown open there. The last land thrown open for settlement leases no one would take up.

491. What has been your experience of selections in this district;—have the selectors practically trafficked in the land? Yes; in no district has there been more traffic in land, by means of dummies, and so on. I am of opinion that it was the greatest mistake ever made to encourage men to select in a country like this. Even when the railway comes here they will be badly off, unless they can get special rates for sending their wheat to Sydney. Otherwise they will still be in the hands of the mill, and be compelled to take whatever the mill-owner likes to offer. At the present time wheat can be landed in Sydney from California more cheaply than it can be sent to Sydney from Parkes or Forbes.

492. So you have to depend upon the local market, which is easily supplied? Yes. If the millers buy the wheat for a certain price, they can afford to send it away.

493. Do you expect to get a market further west? The wheat comes here from a radius of 60 miles. The wheat-growers are practically in the hands of the miller. That was exemplified some time ago when people who had sold their wheat to the mill for 1s. 10d. a bushel had to buy back seed-wheat at 4s. 6d. a bushel. A railway will not do anything for them unless they get special rates.

494. Do you think that the country is justified in expending nearly £1,000,000 in constructing a railway to Broken Hill when the prospect of a return is so remote? I have studied the matter a good deal, and, knowing the country as I do, I say that I do not think the construction of this line is justifiable. I cannot see what would make the line pay in the future.

495. You consider that the country is so infested with rabbits that it would be practically impossible to increase its carrying capacity for many years to come? Yes. The squatters are not in a position to spend the money necessary to keep down the rabbits and the native dogs. The native dogs are almost as great a pest in this district as the rabbits.

496. Do you know of a system coming into operation in this district whereby the farmer takes the land from the private owner, and works it on the share principle? I do not think it has come into vogue in this district at all. Mr. Kenneth Mackay started that idea at Wallendbeen, and Mr. Greenc has gone into it largely at Grenfell; but I do not know that it has been started here.

497. Do you think it is likely to come into operation here? I do not think so. There is plenty of land in this district. It is at present locked up in useless reserves, and should be thrown open.

498. What do the people propose to do with the land if they get it? They cannot traffic in it now, so that they have to make homes upon it. People want to settle upon the land now, and the railway will bring population into the district. People are coming here now, and all the land that is thrown open is being snapped up eagerly.

499. But they have not a very bright outlook, even if they do come? I cannot see that they have a very bright outlook. Mr.
J. C. White
500. Do you think they will take up the land? I know, as a matter of business, that they wish to do so, because I get continual applications. There is no question but that this will be a very large wheat-producing district. The soil cannot be beaten for wheat-growing, and the climate is suitable. 9 Sept., 1896.
501. The wheat is not affected by rust? I do not think it is affected by any disease. This will be one of the largest wheat-producing districts in the Colony.
502. But you do not think that the railway will give you a market? Not at present rates for carriage.
503. *Mr. Fegan.*] What sort of road is it from Hillston to Menindie? A very fair road.
504. Did it cost anything to make? No; the country is quite flat.
505. Has any public money been expended upon that road? No; except for bridges and culverts.
506. Are there many bridges and culverts? No.
507. Are there any expensive ones? No, because there are no large watercourses to cross.
508. Do you think that the time has come for constructing a railway from Condobolin to Broken Hill? Personally, I do not. I do not see how it would pay.
509. Do you not think that the people of Broken Hill could be brought nearer to the people in this part of the Colony? Yes; but I think that a line which would lead to closer settlement would be from Cobar to Broken Hill. That country is very superior to this.
510. You are well acquainted with the country between Menindie and Broken Hill? Yes.
511. Is it possible to grow supplies on the other side of the Darling for the people of Broken Hill? I do not think so. Out there it is partly desert country—sand and scrub and dry lakes. Without water they could not grow anything.
512. Supposing they had water? Then they would be able to grow almost anything.
513. But there is no way of getting water except from artesian supplies, and it is very improbable that they exist there? Yes. I believe that that part of the country is outside the artesian area.
514. *Mr. Trickett.*] You know the country between Cobar and Wilcannia and Broken Hill? Yes.
515. Why do you think that that would be better country for the line to traverse? The land is better. There is no desert country there.
516. But it is waterless country? There is only artificial water there; but the country is better than that on the proposed line.
517. Better for what purpose? For grazing.
518. And that is all this country is suitable for? Yes.
519. Will it carry more sheep to the acre? Yes.
520. The rainfall is about the same? There is not much difference.
521. Wilcannia is a very large sheep country? Yes.
522. Do you know what the stock register in the Wilcannia district is? I think it is about the same as the Condobolin register—between 2,000,000 and 3,000,000 sheep.
523. I suppose you look upon Wilcannia as a very important centre? It will be. It is on the overland route to Queensland and Mount Browne, and all those outlying places.
524. What kind of mineral field is Mount Browne? I think it will some day be a good one. It is not prospected yet.
525. The dry character of the country retards its development? Yes, the country is terribly dry.
526. How far is Mount Browne north of the line between Cobar and Wilcannia? It is north-west from Wilcannia.
527. About how many miles? About 200 miles I think.
528. Why is not that country better prospected? Because it is a difficult country to get about in. It is dry and out of the way.
529. How would a line 100 miles off help them? I do not think it would help them very much.
530. What is the country like between Wilcannia and Broken Hill? It is fair sheep country.
531. Not as good as that between Cobar and Wilcannia? No; but better than the country between Menindie and Broken Hill.
532. Do you think that the better character of the country would compensate for the increased length of the line? Well, I am of opinion that Cobar is to be a great mining field, not only for copper, but for silver and gold.
533. You think that, independently of agricultural and pastoral pursuits, the Cobar line would get more trade than the proposed line? Yes. A line from Cobar would catch the whole of the Queensland trade.
534. Are you able to say which would be the easier route from an engineering point of view? The country is all easy.
535. And not liable to be flooded? No, unless by an extraordinary flood in the Darling. In some places the water is sent back a good distance.
536. Is the proposed line liable to be flooded? No, there is no danger of floods once you leave the river.
537. How far does the flood-water come back from the river? I do not think that down below here it goes more than a mile from the river, and then it only covers the plains for a few inches.
538. *Chairman.*] Would any expensive resumptions be necessary in Condobolin, if the line were carried further west? I have no doubt that the station people would try and bleed the Government.
539. But would it be possible to sustain any large demand for compensation? I do not think so, once you get away from the town.
540. But immediately about the town? Immediately about the town you might have to pay something.
541. Can you give us any idea as to what the land would be worth? Three or four years ago there was a land boom here, and the price of land was run up to a most exorbitant figure.
542. What is your valuation to-day? About £5 an acre.
543. Is the land immediately adjacent to the town all private land? Yes, where the line goes.
544. Further to the west, say, 10 or 15 miles out, what is the land worth? £1 an acre.
545. Therefore under no circumstances is it likely that a great amount will have to be paid for compensation? I think not. For the first 35 miles from Condobolin to Euabalong the land on the northern side of the river, and adjacent to the river, is fairly good; but there are stringybark ranges coming in pretty close. For the last 10 miles to Euabalong the country widens out into plains, and is considerably better.

- Mr. J. C. White.
9 Sept., 1896.
- From Euabalong down the Lachlan to the junction of the Willandra, and up the Willandra for some little distance, there are good plains with bits of cultivation upon them for a width of possibly 5 miles. Back from that again it is scrubby country. From where the firm red line shown on the map crosses the Billabong there is good country which is of considerable width. To Mossgiel the country continues good; but from the head of the Willandra for about 25 miles the country is practically a desert. From there on to Menindie, it is a succession of open plains—fairly good sheep country, with belts of timber.
546. What is it from Condobolin to Cudgellico on the southern side of the river? Fairly good.
547. As good as from Condobolin to Parkes? Better than that. It is not so scrubby.
548. But from an agricultural point of view? Well, it is good country.
549. What is it from Cudgellico to Hillston? That is good country.
550. And from Hillston to Mossgiel? Good country.
551. Therefore, the dotted line shown on the map goes through fairly good agricultural country almost the whole way? Yes. They grow good crops of wheat at Hillston occasionally; but I am of opinion that only a precarious living can be made by growing wheat, owing to the dryness of the climate. There are about 13,500 acres under wheat in this district.

THURSDAY, 10 SEPTEMBER, 1896.

[The Sectional Committee met at "Byrnes' Hotel," Cugong, at 7.15 p.m.]

Present:—

THOMAS THOMSON EWING, Esq., (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.

THOMAS HENRY HASSALL, Esq.

JOHN LIONEL FEGAN, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Edward Byrnes, hotel-keeper and selector, Cugong, sworn, and examined:—

- Mr. E. Byrnes.
10 Sept., 1896.
552. *Chairman.*] What area of land have you? I have only 40 acres.
553. How long have you been here? It is six years since I settled here.
554. Do you know the Lachlan country pretty well? Yes.
555. From here to Condobolin? Yes.
556. And from here to Willandra? Some parts of the Willandra—not far back.
557. From here *via* Euabalong to Hillston? Yes.
558. Do you know anything with regard to the gold discovery which has been made here? Yes.
559. What is the character of the country 8 or 10 miles out of Condobolin, coming this way? It is all good country for farming.
560. Do you regard the box country as good farming country? Yes.
561. Is it good for wheat-growing? Yes.
562. Is it worth clearing? Yes; the box land is not so good as the sandy soil.
563. The open plains you do not regard as so very valuable? No.
564. But the heavily timbered box country close to the river you think is good country? Yes.
565. Which side of the river is the country best for farming purposes? I think on the northern side.
566. When you come to the more open plains, what is the country like? The Committee, to-day, came down the frontage; but further back you get red-soil country right down to Cugong. The country adjacent to the river would be good country if it were worked up.
567. Does the proposed route of the railway go through good country? Yes, good farming country.
568. As good as that at Cugong? Yes.
569. Do you regard this as good land? Yes.
570. Have you cultivated it? Only for my own use. I get a very good crop from it; but I only grow hay.
571. What would be your average crop? I have never stripped it.
572. How many tons of hay to the acre? About 2 tons.
573. Does the wheat crop look as good as the crops in other places where wheat-growing is successful? Yes.
574. Do you know the rainfall here? No.
575. The soil is good enough, but the yield may be materially interfered with by drought? Yes.
576. How many bad years do you get? As a rule, we get three good seasons and then a bad one. There have been times when we have got two or three bad seasons together, but generally there is only one bad season in every four years.
577. Going towards Hillston, is the country better *via* the Willandra than *via* Lake Cudgellico? As far as I know, there is not much difference.
578. How far to the west from here is the soil as good as it is here? The nearer you get to Hillston the better it is. Forty or 50 miles from here you get sandy soil, with mallee and pine.
579. Is the country as good as this? It would be as good if it was cleared; but it would take more to clear it.
580. You believe that wheat would grow 40 or 50 miles west of Cugong? Yes.
581. How far north is the country good? Right out to Menindie they get good country.
582. The principal produce of this district is wool? Yes.
583. When were the Cugong gold-fields discovered? About two years ago.
584. Have there been any promising developments? Yes, there is one claim—the "Yellow Streak"—which appears very promising. There are other claims, but they have never been worked.
585. What have the returns from the "Yellow Streak" been? I can only speak from hearsay. I believe they have had an ounce to the ton.
586. Have you any other information which you would like to give the Committee? I think that a railway ought to cause the Crown land in this district to be settled.

587. How far west from here is the boundary line between the Central and Western Divisions? It is only $\frac{1}{2}$ a mile from here.
588. In your opinion, is the land on the northern side of the river about the same as the land on the southern side? I think it is just about the same.
589. Box country running back to gravelly plains and red soil? On the other side of the river you would, I think, get more mallee, and the country is flatter.
590. But the proportion of inferior to good country would be about the same? Yes.
591. Are there many rabbits in this district? A good many at times. They are kept down pretty well just here. They increase very rapidly if they are not kept down.
592. When was your worst year for rabbits? I think about two years ago was our worst year.
593. Now you have them fairly well under? Yes; but they breed up again pretty quickly. The squatters keep them down with poisoned pollard.
594. Is it possible to deal with the rabbits successfully? Yes; with a small holding you can keep them down.
595. Upon how many acres could a man keep a wife and family about here, supposing he had a railway and a market? I should think that if he had 640 acres he would be able to keep a family.
596. Could a man work that area? Yes.
597. What would it cost to clear the box country for the plough? From 8s. to 10s. an acre; that is, to get rid of the suckers. I do not know how much you would have to pay per acre for burning out the trees.
598. Do you think that the clearing of the heavy box flats would be an expensive matter? Yes. I do not think that it would be so expensive to clear the pine country.
599. What would it cost to clear the pine country? From 5s. to 15s. an acre. They would use a stump jumper.
600. If the proposed railway were constructed, would people come here and go in for agriculture? I believe that they would after a time.
601. Would they engage in mixed farming? Yes; on the large holdings they would work that way.
602. At what price would it pay you to grow wheat? I could not say. I think that 2s. 6d. a bushel would pay very well.
603. Two shillings and sixpence a bushel upon the ground? Yes.
604. Are there many farmers about here? There are not many in this district. There are a few on Kiacatoo.
605. Is there much traffic along the road here? It is principally local traffic.
606. From how far west does the wool come this way? Thirty-five miles, I think.
607. Where does the wool beyond that point go to? On to the Hay line.
608. To Melbourne? I think it goes to Sydney. When there is a railway to Condobolin, I daresay more wool will come this way.
609. Is the country along the route of the proposed line liable to floods? No.
610. How far back does the Lachlan flood-water go? In some places between here and Condobolin it goes back perhaps 5 miles.
611. Right over the country? No; only up the creeks and depressions.
612. The floods are not such as would interfere materially with agriculture? No; the route of the proposed line is on high land. The flooded country is the low-lying box country.

Mr. Herbert Evans, miner and selector, Cugong, sworn, and examined:—

613. *Mr. Trickett.*] I understand that you have resided here for the last twenty years? Yes.
614. You have been engaged in mining pursuits during that time? Yes.
615. What do you think of the mining prospects of the district? I have every reason to think that we should have a good field here.
616. Where are the mines situated? About 4 miles north-east from Cugong.
617. What is the character of the field? Auriferous.
618. Any alluvial gold? Not as yet.
619. What has been the highest yield? Four ounces to the ton.
620. Was that in any quantity? They reckon that about £2,000 worth of stone has been crushed in the battery here, and it has averaged 15 dwt. to the ton.
621. Has the field been developed by capital to any extent? Not up to the present, but we hope that it will be.
622. What is the drawback to its development? The want of publicity.
623. And the want of capital to purchase large crushing plants? There is a small crushing plant which is keeping things going at the present time.
624. On the river? Yes; within $\frac{1}{2}$ a mile of this place.
625. Are there many men working at the mine? About thirty, I think, in the mine itself, and in prospecting and working the other mines.
626. Are the prospectors making a living? I do not think they are making a good living, because they have only a low-grade stone. There are ten or eleven mines opened, and the stone crushed on trial has averaged 12 dwt. Of course, poor-men parties cannot develop those mines.
627. How long has this prospecting been going on? Fifteen or eighteen months. In my opinion, the land has not been properly prospected. They have merely got upon the edge of the gold country.
628. Has any officer of the Department of Mines been out to look at the place? Mr. Jackett was out, and so was Mr. Slee. He gave a very good report of the "Yellow Streak."
629. Is there any alluvial? None has been found as yet. The alluvial, I should imagine, is very deep. I believe that Sandy Creek is the alluvial source.
630. The "Yellow Streak" mine is about to be floated into a company? Yes; it is pretty certain to be floated.
631. You know the country pretty well between here and Condobolin? Yes.
632. Do you agree with Mr. Byrnes' evidence in regard to it? I quite agree with it. On the southern side of the river you find clay flats.
633. What are your views with regard to the suitability of the district for wheat-growing? I am not much of a farmer. At Condobolin they grow wheat successfully, and with the same climate and the same class of soil, I do not see why we should not be able to do the same here.

Mr.
E. Byrnes.
10 Sept., 1896.

Mr. H. Evans.
10 Sept., 1896.

- Mr. H. Evans. 634. *Mr. Hassall.*] Is the rainfall the same? Yes.
- 13 Sept., 1896. 635. *Mr. Trickett.*] Has wheat-growing paid about Condobolin? No, because of the want of means for grinding the wheat and getting it to market. They have to sell it to the flour-mill for what they can get, and pay what they like to charge for the flour.
636. You think that with better means of communication they would get better prices? Yes, there would be a better chance of opening a market, and there would be more encouragement for the farmer.
637. Do you think there would be any market for wheat towards the west? I should think so. There is a great population here, and almost a starving population. We have to pay famine prices for everything we get.
638. There does not seem to be a great population here? The refuse from the Sydney market is sent up here, and the people living here have to keep them.
639. How are they sent here? By the Labour Bureau.
640. Are they doing no good for themselves? No. The farmers have no market, and they cannot employ these people.
641. How would a railway help them? A railway would give them a market, and the farmers would then employ any surplus labour.
642. Do you think that men could live upon small holdings in this district? Yes.
643. What area? 200 or 300 acres. That area would keep a lot of families happy who are now travelling about.
644. Could people live upon that area by farming? They could live upon the same principle as the crofters at home. At any rate they would be able to make homes for themselves. Now, many of them have no homes.
645. *Mr. Hassall.*] Have you any idea of the extent of the auriferous country? I think it extends to the Barrier. There is very little clay on the northern side of this country from here to Menindie. I travelled across to Mossgiel from Wilcannia years ago. That is all the same class of country.
646. How far does the range in which the "Yellow Streak" is run? This granite goes out about 50 miles from here.
647. What are the strata here? Slate from here to the northern side, and on the flat country granite. The granite comes to within 200 or 300 yards of the slate.
648. Here we are practically at the junction of the granite and the slate country? Yes.
649. In what direction does the line of demarcation between the two run? A trifle to the west or north.
650. Does the range in which the "Yellow Streak" exists run practically down to Condobolin? Yes. That is a spur from the main range working down from Parkes.
651. There is a continuation of the metalliferous country right away from Parkes beyond Condobolin and on to Mount Hope? Yes.
652. Have any other minerals besides gold been discovered in this country? Twenty miles from here, nearly north, there is a tin lode for which a lease has been applied.
653. Do you think there is likely to be any development in the mining industry here? I firmly believe that this will be a great mining centre.
654. But you want capital? Yes.
655. The miners themselves are too poor to thoroughly prospect the place? Yes. The only people we have about here are a few boundary riders.
656. You have no practical miners down here? No; just the local population.
657. *Mr. Fegan.*] What is the depth of your deepest lode? 125 feet is the depth of the "Yellow Streak." Between 20 and 30 tons taken from that claim averaged 4 oz. and 3 or 4 dwts. to the ton.
658. What is the width of the lode? It started at 2 ft. 6 in. and increased as it went down, though the stone is of a slightly lower grade. At 125 ft. they are getting 14 or 15 dwts.
659. Are many people sent here by the Labour Bureau? None have been sent here lately.
660. But they have found their way out here? Yes.
661. Do twenty of them pass through here in a week? Twenty a day very often. A man might as well keep a family as keep the travellers that pass through.
662. Do you think the farmers about here and the men working in the mines would use the railway if it were made? Yes, and it would give the miners a chance of getting provisions more cheaply.
663. That is a great consideration? Yes.
664. What do they charge you for flour out here? 28s. a bag in Condobolin. A bag is 200lb.
665. What is the carriage from Condobolin to Cugong? About 5s. They give about 1s. 6d. a bushel for wheat at the Condobolin mill.
666. What is flour sold for elsewhere? From £14 to £18 a ton. The price depends upon the season.
667. Do you think this land would be any good for dairying? It would not be so good for dairying as for wheat-growing. For dairying you want constant rain.
668. Would it be good for fruit-growing? Yes, it could not be better.
669. What fruit would it grow? Fruit of every kind. Across the river they grow every description of fruit; but only in a small way, because they have no market.
670. A railway would give facilities for sending fruit to market? There is no doubt about it.
671. Do you think the people would take advantage of the railway, in order to send fruit to market? I do.
672. How long have you been mining? Ever since I have been in the country—thirty or forty years.
673. What is your idea of the prospects of this field? I have pinned my faith to it, and I am staying on it.
674. You think that with capital and railway communication the mines will be developed, and work will be found for hundreds of men? Yes. The crushings of ten mines which have been opened at Cugong average from 12 to 14 cwts., and in many parts of the country, companies are working stone of a very much lower grade with payable results. It is only capital that will bring about the right class of work.
675. Is there no made road to this place? There is no made road, but there is a very good road to travel over. The Government would not give us a tank until there were some further developments. We managed to get a school after a lot of trouble, and a post-office.
676. How far are the mines from water? Four and a-half miles.

677. What water is that? The Lachlan water. We have a nine-head battery near here.
678. You think that if there were a railway, capital would be spent in developing the mines? I have not the slightest doubt about it.
679. The people in this part of the country think that they ought to receive the same consideration as people in other parts of the country? Well, that is what I think.
680. Do you think that the proposed route to Menindie is better than the route to Wilcannia? I should say that it would have a better chance of obtaining the Broken Hill traffic.
681. Do you think that the country between here and Menindie would in the near future give a return to a railway? I do, judging from the way in which the Western line has opened up the country.
682. I suppose you have plenty of timber here for your mining operations? Yes, the timber is splendidly situated for mining purposes.
683. You use a lot of timber? Yes.
684. Have you any timber for houses? There are belts of pine, box and mallee, which are all suitable for any kind of work required in this district.

Mr. H. Evans.
10 Sept., 1896.

FRIDAY, 11 SEPTEMBER, 1896.

[The Sectional Committee met at Cabot's Hotel, Euabalong, at 4 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. John Edgar, grazier, Errebendery, near Euabalong, sworn, and examined:—

685. *Chairman.*] How long have you been here? About twenty years.
686. What area have you? 16,000 acres of leasehold, and about 6,000 acres of purchased land.
687. Is that your total holding? Yes; about 22,000 acres in all.
688. How far is your holding from Euabalong? It is 9 miles down the Lachlan.
689. *Mr. Hassall.*] What frontage have you? Five miles straight across.
690. And what depth? About 8 miles.
691. What is the country at the back of you? Open box country and mallee pine scrub.
692. How far does the good country extend back from the river? Right to the boundary of the run.
693. And beyond the boundary? It becomes inferior—mallee and scrub country.
694. Rabbit infested? Yes.
695. Is it in occupation? Yes.
696. What is the country above you? Similar to my own. That is on the creek. When you get further back it is different. North Wooyeo has a frontage something like I have, until you cross the creek, then you get into mallee and pine scrub.
697. What do you think this land is good for, taking it as a whole? The frontage land is first-class grazing country, if the rabbits are kept under, and very good cultivation country. Very nearly all of Errebendery could be put under cultivation.
698. Are the rabbits very thick? They are.
699. Do you know anything of the country along the route of the proposed line? For a certain distance.
700. Do you know anything of the country out towards Mossgiel and Ivanhoe? I have travelled out as far as Menindie.
701. What is your idea of the country? From about 20 miles this side of Hillston, on to Albemarle, it is all very nice grass country—open plains and box country. That is, leaving the billabong on the right, and going past Mossgiel to Kilfera and out that way.
702. Do you know the country between here and Condobolin out towards Mount Hope? That is hilly scrubby pine country. Roto is very nearly all scrub. As far as you can see from Mount Hope it is all mallee; that is, from Mount Hope out north-west towards Wilcannia. It is nice open country to the north of the proposed line for about 20 miles, as far as Ivanhoe. All the country I travelled over is open light-box country. From Condobolin it is open country.
703. But we saw the best country on the road we came by? Yes, you saw the best of it. After you come through Kiacatoo there is country 10 or 12 miles to the right which is very good, and then you get into hilly, scrubby country which is not worth anything. Still even on that country there are flats which are good for cultivation.
704. If the proposed railway were constructed would much of this land be put under cultivation? That is hard to say. There is no market there; but growers here might get a market in Sydney, or where there is a population.
705. Is there any market to the west? Not very much. Of course the stations want flour, and supplies and pollard for destroying the rabbits, and that is about all they use.
706. Do you think the people out here could compete in the Sydney market with growers nearer the coast? I hardly know, I have had no experience in wheat-growing. Some very good crops have been grown about here.
707. How much to the acre? Sixteen or 20 bushels.
708. Could they depend upon a crop here every season? I have been here twenty years and I have only seen two failures.
709. Do you cultivate part of your area? I cultivate from 15 to 20 acres every year. Last year was a failure, we got nothing at all then.
710. What is the average yield of hay per acre? I have had 2½ tons of hay to the acre, and I should think we will have nearly as much this season.
711. You look upon this as pastoral country? Yes, it is good pastoral country. If there were a market for wheat, any quantity of wheat would be grown here.

Mr. J. Edgar.
11 Sept., 1896.

- Mr. J. Edgar. 712. Where would the people get the land? There is land on the other side of the river. On this side of the river the land is all locked up.
- 11 Sept., 1896. 713. How long does your lease run? Twenty-eight years.
714. The country on the northern side of the river, although suitable for agriculture, is not available? No. Within 15 or 20 miles of Hillston there are resumed areas which would be available for settlement; but from here to Willanthry the country is not available.
715. Is there much settlement going on in the district? Not lately; in fact, the people have been clearing out mostly.
716. Is there plenty of land available in the Central Division? Yes, I think so.
717. Why are the people clearing out? I suppose because of the rabbits and the dry weather. There is no market, and no work is going on. Everything here is at a standstill. Half the stations are only quarter stocked. They lost their sheep, and they have had to stock up again.
718. Have the losses been very heavy? Yes, taking them all through. I have lost as many as 12,000 sheep in the year on my small place. That was through having a number of stock which I could not send away when I wanted to. You could not travel the sheep away. We hung on to them, hoping that rain would come.
719. Do you do nothing with them? The only thing you can do is to take the wool off them.
720. Mr. Hassall.] Would the construction of the proposed line benefit the district materially? It would benefit the people who are here; but I could not say whether it would settle more people here. I believe that it would do my place a lot of good. It would enable me to get rid of stock when I had too many. I should also be able to sell my fat sheep.
721. Do you send everything to Sydney? Yes.
722. How much do you pay to get your wool carted to the railway? We now always send our wool to Whitton; but, of course, when the railway comes to Condobolin we shall send the wool there. We get it carried to Whitton for about £2 10s. a ton, and it costs about £6 a ton to get it taken to Sydney. Messrs. Permewan, Wright, & Company take it for that.
723. Mr. Trickett.] What is the distance to Whitton? 110 miles from my place. It would be about 50 miles from my place to Condobolin. A railway would enable us to get up our goods cheaply, and to send our wool away cheaply. I have often had 1,000 sheep here which I would have been glad to send away by rail, but which it was not worth while to send by road.
724. How far would the Condobolin extension serve the people out here? It would serve the people out about as far as the lake. The lake is about 90 miles from Whitton.
725. Can anything be done with the scrubby rabbit-infested country;—is it worth spending money upon it? I would not like to say what can be done with it; but it requires a lot of money to deal with it.
726. Would you like to go and tackle it yourself? No; I do not think I would like to go there if there were open country available. If no other country were available, and there were a market, you might get people to go there. There is no water out there.
727. You would have to depend upon an artificial supply? Yes.
728. What is the carrying capacity of your run? Without rabbits, about 2 acres to the sheep.
729. With the rabbits, you require about 3 acres to a sheep? Yes.
730. Is it good wool-growing country? Yes, very good.
731. What is about the average weight of a fleece? About 6 lb. I have got as much as 1s. 1d. per lb. for my wool.
732. You are not getting anything like that now? No; last year I got 8½d. The year before that I got less.
733. Do you know of any successful agriculturists out here? A neighbour of mine has 200 acres under cultivation. He has been farming for ten or twelve years, and has done very well by growing hay and wheat.
734. Does he send his wheat to Condobolin? No; the people here buy wheat, hay and flour from him, so that he has a local market.
735. Mr. Hassall.] If two or three others came here, the local market would be fully supplied? Yes. During the last two years the market has been much better than it would otherwise have been, because of the dry times.
736. Do you suffer from floods along the frontage? Yes, for about a mile and a half or 2 miles out when the river is very high, but that does good rather than harm.
737. The ground along the route of the proposed line would not be flooded? No.
738. Would it make any difference which side of the river the proposed line was constructed? On the northern side you can get a better route. On the other side you would have more water to contend with in the shape of creeks and lagoons.
739. The railway is surveyed 5 or 6 miles from Euabalong;—must it go back as far as that to keep out of the flooded country? There is no water on the other side of the creek, which is only about 4 miles from here. The line does not cross that creek.
740. No water lies on the country where the line is located? No.
741. Would the line as located answer the requirements of the residents? Yes, I think it would be near enough.
742. Chairman.] Do you think that when the railway is constructed traffic from Euabalong and on towards Willandra, which at present goes to Whitton will go to Condobolin? Yes, from about half-way between here and Hillston the traffic would go to Condobolin. It would be a better track, because there is plenty of water this way, and on the other route there is no water.

Mr. Frederick Small, post and telegraph master, Euabalong, sworn, and examined:—

- Mr. F. Small. 743. Chairman.] How long have you been here? All but sixteen years.
- 11 Sept., 1896. 744. Mr. Egan.] What amount of business do you do here in the year? The telegraphic business has fallen off, though the office work is kept up, this being a repeating station for Mount Hope.
745. What are the last returns you sent in? The telegraphic business has averaged a little more than £1 a week.
746. And the postal business? There is a sale of stamps amounting to £150 or £160 a year.

747. What is the population that the office serves? This place is a junction for the districts up and down the river, and for Nymagee and Mount Hope. The postal district takes in the country within about 100 miles back, and on as far as the lake, and back as far as Condobolin. Mr. F. Small.
11 Sept., 1896.
748. Is the district making progress? For the last two or three years it has been practically at a standstill.
749. What is the cause of that? I attribute it to the rabbits, and to the decrease in the values of stock and wool.
750. Do you think that the closing of the banks had anything to do with it? The district was suffering even before the closing of the banks.
751. The presence of the rabbits is the chief drawback to progress? Yes; the farmers and selectors, who might otherwise have made a comfortable living, have had to leave their places because of the rabbits.
752. Have you had any experience in farming? None whatever.
753. How do you know that this is a very good district? I know it from what I hear, not from my own experience. Living among the people I know pretty well what their troubles are.
754. What was the revenue of the post office before the bad times came? I have sold over £400 worth of postage stamps.
755. Has the population of the district been greater than it is at the present time? I do not know that. I have not seen any difference in the town for some years.
756. Are there many people passing to and fro? No. I am of opinion that the railway to Condobolin will do the district good.
757. Do you think it is advisable to bring the line from Condobolin on here? No, I think not. If the railway were extended this way people would be unable to take up land near it, because the land there is all locked up, and there is no water where the line runs.
758. What is the difference between Sydney prices and those here? I cannot tell you; but I should think that things would be from 50 to 100 per cent. cheaper in Sydney.
759. Would not a railway materially reduce the cost of living? Speaking for myself, I would like to see a line here next week.
760. Do you not think that a railway, by giving greater facilities for using the land, will induce people to settle here? I think so, if good land were available; but I fail to see where suitable land can be obtained.
761. Do you think that if the line were constructed it would materially help people to settle here, because it would reduce the cost of living so much. I cannot say. I have no practical experience of the matter.
762. Would you look for an increase in business? I think there would be an increase in business. I think that the opening of the line to Condobolin will do good to all these places, because it will bring all the traffic up the river to Condobolin. If the train ran right through all these little places they would simply be left.
763. What is the rainfall of this district? The average rainfall is between 15 and 16 inches. I have here a statement showing the rainfall for each year from 1886:—1886, 19 inches 25 points; 1887, 32 inches 32 points; 1888, 8 inches 41 points; 1889, 23 inches 47 points; 1890, 24 inches 11 points; 1891, 23 inches 47 points; 1892, 14 inches 84 points; 1893, 13 inches 91 points; 1894, 26 inches 80 points; 1895, 13 inches 33 points; 1896, 10 inches 26 points.
764. *Mr. Trickett.*] Looking at the proposal from a selfish point of view, you would like to see the line constructed, but you do not see the least prospect of it paying? I do not.
765. Have you a good road at the present time? Yes, except in a wet season. Sometimes the teams cannot travel along it at all.
766. For how long? In a wet year they may have to camp for weeks.
767. But such seasons are exceptional? Yes.
768. How many travellers go through this place in a week both ways? Some days we scarcely see anybody, other days there will be a good many people.
769. How many people go by in a week who would be likely to pay railway fares? Not more than fifteen or twenty, perhaps.
770. Can you give us any instances where farmers have been successful in this district for a number of years? Mr. Davis is an instance.
771. Can you tell us of anyone else? No; I cannot mention anybody else.
772. Do you know many people who have started farming here, and who had to give it up? No, I do not. Mr. Day started on rather a large scale, and it seems to have paid him, but I do not know any others who have gone into the business in a really practical way.
773. Mr. Davis has had the local market? Yes.
774. Where does this gentleman live? About 12 miles from here, on the northern side of the river and lower down.
775. I suppose he has a good deal of land? No doubt it is good land. It is an ordinary river flat; but most land of that character is good land.

Mr. Michael Wyer, senior constable of police, Euabalong, sworn, and examined:—

776. *Mr. Trickett.*] How far does your district extend? Thirty miles down the river, 15 miles up the river, and about 35 miles in a northerly direction. Mr. M. Wyer.
11 Sept., 1896.
777. I understand that the population in the district is about 300? Yes.
778. How many people are there in the township? Seventy-one.
779. Have you any information to give us with regard to the occupation of the land? Yes; I think the following table gives the information that you require:—

Agricultural and Pastoral Statistics for Euabalong Police Patrol District, 1895.

Alienated Land.		Crown Lands.	Total area under cultivation.	Area under wheat for grain.	Total yield of wheat.
Freehold.	Rented.				
acres. 61,366½	acres. 600	acres. 627,359	acres. 616	acres. 40	bushels. 400

Area under cultivation, 1896--1,075 acres; of same, 1,023 acres were sown for wheat, not yet gathered. 1896--total area under cultivation, 844 acres; area under wheat for grain, 330 acres; total yield of wheat, 8,200 bushels.

- Mr. M. Wyer. 780. How long have you been here? Over four years.
- 11 Sept., 1896. 781. Has the district progressed in that time or gone back? It has gone back.
782. What is the reason for that state of things;—what has made it go back? The climate is not good, and a great number of sheep have died through the drought since I came here. The quality of the wool has also been injured by the drought.
783. Are the people in the district fairly prosperous? Not very prosperous.
784. How are most of them occupied? They are scattered up and down amongst the stations.
785. The holdings here are mostly very large? Yes. There are a few small holdings, ranging from 2,000 acres down to 640 acres.
786. What is the 640-acre man—an agriculturist? Something of an agriculturist.
787. Have they picked bits of country? All that I know have good water frontages.
788. They have picked pieces? Yes.
789. Do you think that this is a country which is suitable for small land-holders? It might be if there were a colony of them, and they depended one upon the other.
790. Do you think the small holder can get a living here by growing produce and sending it away? Not unless prices go up.
791. What kinds of produce does it pay a man to go in for? The only thing you could grow around here is wheat.
792. To grow wheat successfully the price would have to go up and the cost of carriage would have to come down? Yes.
793. But you cannot conscientiously say that you think the proposed railway would be a paying concern? No, I should think it would not pay.
794. You do not think that people would rush to take up this country? I could not say; but unless a lot of people came here the line would not pay.
795. Mr. Fegan.] Why? There would not be enough to import or export.
796. Is it not a fact that population generally follows a railway? Yes.
797. Is not that what would take place here? Population might settle within a few miles of the line for some distance; but not right through. The line might create a population between Condobolin and this place.
798. How long do you think it would be before the line would pay? I could not say.
799. Have you heard anybody asking for the railway? I have heard people say that they did not care whether the line came or not.

Mr. William M'Lean, storeman, Euabalong, sworn, and examined:—

- Mr. W. M'Lean. 800. Chairman.] How long have you been in the district? About twenty-five years.
- 11 Sept., 1896. 801. You are employed in Euabalong? Yes.
802. Where do you get your goods? From Sydney, through Forbes.
803. What is the rate of carriage from here to Forbes? I could not tell you. The rate from Sydney for general merchandise is about £7.
804. Do you know the rate for wool from here to Forbes? No.
805. When the line goes to Condobolin will your produce come from there? Yes.
806. Where does the wool from here go? The wool from below goes to Whitton, but from the country above us it goes to Forbes.
807. Euabalong is situated on the dividing line? Yes.
808. When the railway is brought to Condobolin the traffic will go there? Yes.
809. And the line of demarcation will shift further west? Yes.
810. Do you know anything about farming? No.
811. Have you a fair knowledge of the country about here? Yes. I have been from here to Forbes on both sides of the river, but I have not been away from the road.
812. On the southern side of the river, what is the country like between here and Forbes? It is good country.
813. As good as the country between here and Condobolin? Yes.
814. How would you describe the country between here and Condobolin? From here to Cugong is good country.
815. What lies behind that? The country behind is not too good.
816. How wide is the belt of good country? Eight or 9 miles.
817. From Cugong towards Condobolin, what do you think of it? I reckon that it is good country—as good as the other.
818. What about the country at the back? It is not so good.
819. How wide is the belt of good country? I could not tell you. I have not been out there; but I reckon that the frontage is all good.
820. Fit for wheat-growing? Yes.
821. Would you grow wheat on the flooded box flats? I reckon that they would grow wheat.
822. It would be a considerable expense to clear them? Yes. I reckon that any of the country on the river frontage would grow almost anything. It is good grass country, and where it grows grass it ought to grow wheat.
823. Do you agree with the evidence of the postmaster in regard to the state of the district? Not altogether. I think that the cause of the prevailing depression is that the land about here is all locked up in large holdings, upon which there are very few people employed. Some years ago a good many persons were employed in putting down improvements; but there is nothing of that kind going on at the present time.

SATURDAY, 12 SEPTEMBER, 1896.

[The Sectional Committee met at the Public Hall, Lake Cudgellico, at 7 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.,

THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Thomas Brooks, farmer, Lake Cudgellico, sworn, and examined:—

824. *Chairman.*] Where do you live? At Lake Cudgellico, about a mile and a half north of the township.

825. What area of land have you? There are 115 acres where I am living.

826. How long have you been here? Since 1882.

827. What have you been doing during that time? Farming. I have 2,560 acres at Uabba, where I have been living during the last twelve months.

828. In what direction does that holding lie from here? Fourteen miles due west.

829. How long have you had it? Since August, 1883.

830. What have been your operations in the district—agricultural or pastoral? Both.

831. What has been your experience with regard to agriculture—I suppose wheat is your staple? Until the last three years we have not gone in much for wheat, because we are too far from a market. Three years ago I put in 300 acres of wheat, and I had a very fair crop—about 13 bushels to the acre.

832. Could you depend upon that crop? That was a very heavy crop. The land here wants to be cropped three or four times before it becomes good. At first it is rather strong. The crop grows too rank.

833. What happened to the crop next year? I did not put one in.

834. You have only put in one crop? Yes. I have had other crops of 30 or 40 acres for the last fourteen years.

835. What is your opinion of the box-flats for agriculture of any kind? The river-flats are not good wheat country, but they are good hay-growing country. They are too strong for wheat. The pine country is the best for wheat.

836. Would the river-flats be somewhat expensive to clear? Not very expensive.

837. How much an acre would make them ready for the plough? £2 or £2 5s.

838. I suppose pumpkins will grow here? Yes; and on the river-bends potatoes.

839. What would the pine country yield per acre if put under wheat? On an average, 10 or 12 bushels.

840. What would it cost to clear and put in a crop? About 35s. an acre. It would depend upon the amount of timber on the land. All the pine country is not heavily timbered.

841. What would be the cost of the next crop? The next crop I could put in for 11s. per acre, including seed.

842. What about the open plains with the box belts between them? They would grow good wheat after two or three years cropping, but not before.

843. They want to be broken up, so that the air can get into them? Yes.

844. Why do you think that they would grow good crops after a time? The ground is very strong, and the crop at first would be rank. There are selectors upon these plains further down the river, and that is their experience.

845. What could we reasonably expect after, say, the third crop? About 11 or 12 bushels to the acre, on the average.

846. Does that fairly describe the country from an agricultural standpoint? Yes.

847. With regard to the climatic conditions, in your opinion, is the rainfall here sufficient to enable farmers to grow wheat with fair success? Yes, I think so.

848. What experience is that opinion based upon? Upon practical experience here.

849. You have seen crops growing year after year? Yes, every year for thirteen years. I have never had a complete failure. Last year the crop was a partial failure; but that was more on account of the rabbits than because of the season. I do not protect the ground from the rabbits. I think we have an average rainfall here of 19 inches.

850. Do sheep do well in this country? Splendidly.

851. How many acres are required for a sheep, speaking from a selector's point of view? It has been proved here that a selection will carry a sheep to 2 acres, though we are afraid to put so many sheep on.

852. You are speaking of average land? Yes.

853. Is that good wool? The wool is splendid.

854. It brings a good price? Yes.

855. Do you know the country between here and Condobolin, on the south side of the river? Yes, pretty well.

856. Will you describe it? It is pretty well all pine country; good agricultural land for the first 25 miles, but after that it becomes ridgy.

857. What is the timber? Box ridges and pine, with some patches of mallee.

858. If the proposed line were constructed, which way would you take it—on the southern side or on the northern side of the river? On the southern side. There would be more settlement on this side of the river. There is more land open for settlement.

859. Is the land better? No; I do not think that it is quite as good on the average. There are a great many patches of it good, but it is not uniformly so good.

860. You take into consideration the fact that on the southern side of the river the land is in the Central Division, while on the northern side it is in the Western Division? Yes.

861. What is the country like north from Euabalong? Principally mallee. Coming here the line would come through plains. Keeping out 6 miles north from Euabalong you get into the mallee.

862. How far west does the mallee run? Until you get to Roto.

863. Right on to the Willandra? Yes.

864. Is the Government line located in the mallee country? Yes; it runs through mallee country for 40 or 50 miles. There may be a clump of thick pine and oak.

- Mr. T. Brooks.
12 Sept., 1896.
865. Do you think that that line has been wisely located, having regard to the development of the country? No.
866. Have you ever been to Forbes? Yes.
867. Could a line be got through from here to Forbes? Yes.
868. Through good country? Yes, with the exception of the last 25 miles at this end. It would go principally through pine country, until you got above Condobolin.
869. Could that country be used? Yes, it could all be used. From Condobolin to Forbes the country is even better. There you get some of the best country in New South Wales.
870. Would that be north or south of Lake Cowal? North of it.
871. Will such a line go through level country? Yes, the country is perfectly level.
872. And is it good country? It is splendid country. There are patches of pine and yellow box.
873. Have you ever been to Grenfell? Yes.
874. Could a line be got from here to Grenfell, keeping south of Lake Cowal? Yes, with the exception of one ridge called Billy's Lookout.
875. What kind of country is it? Good agricultural country.
876. Is the land good? Yes, far superior to the land down this way.
877. And it is all in the Central Division? Yes.
878. Do you know the country from Hillston to Wyalong? Yes.
879. What kind of country is it? It is valueless country by Rankin's Springs. That is the direct route.
880. To develop this part of the Colony, where would you put your line? I would start from Grenfell and go through the Bland and Humbug country, and follow the river down. That is all very good country and level, and pretty well all Crown land.
881. Where do you sell any stuff you grow? The wheat I grew three years ago I carted 60 miles to Condobolin. I paid 1s. a bushel to have it ground, and I brought back the flour and sold it to the stations round about. I was 25 or 30 per cent. out of pocket by the transaction. It is impossible to grow wheat here profitably without a railway. If there were a railway I should continue to increase my area every year. I have sufficient plant to cultivate 1,000 acres, if I could make it pay.
882. If there were a railway you would cultivate that area? Yes.
883. Where do you send your wool? To Whitton.
884. What do you do with any fat stock you may have? We have fat stock in the spring, but we have to keep them here as a rule until they get poor and die. I have 400 fat lambs now which I would send away if we had a railway. I cannot sell them here.
885. It does not pay you to send a small lot away along the road? No. You cannot drive them. They waste away. Every selector in the district is in the same position. We are afraid to breed sheep because we cannot sell them. We always have a pretty fair rainfall, and a pretty fair grass in the winter and spring; but we have to keep our stock until the end of the summer, when they gradually get poor, and if we have no summer rains they die.
886. At what price will it pay you to grow wheat here? With average crops, wheat would pay at 2s. a bushel sold on the ground, or delivered within 8 or 10 miles.
887. What revenue would a railway derive from country like this? That is more than I can say. Unless the railway does come here there will not be a selector left.
888. Would available land be taken up if a railway were constructed? Yes.
889. The Government would be able to get rid of all its unalienated land? Yes. It is all splendid land for wheat-growing.
890. Are the Committee to understand that sheep cannot be got away from this district? If you converse with the selectors you will find that they are frightened to breed sheep in case of their dying on their hands. We are afraid to stock up our runs.
891. If they could get the sheep away when they were fat, it would be different? Yes. We should then have no hesitation in putting on stock.
892. Your experience is the experience of all who are similarly situated? Yes, of all the selectors in the district.
893. What effect have rabbits had upon the country? They have depreciated the value of the land considerably. Upon small holdings we can cope with them very well by netting and poisoning; but the Crown land round about gives us a great deal of trouble. The young rabbits get through the netting; but a week or a fortnight's poisoning will get rid of them.
894. Your great trouble is want of means of communication? Yes, the want of railway communication. If we could get our stock away we should have no losses.
895. How would you supply water to the back country? By means of tanks.
896. Can people afford to do that kind of work? Generally speaking a selector has a pretty good plant, and teams of horses and bullocks, and, after his crop is in, he has time to put down a tank, if it is only a small one at first, and a larger one afterwards. This is good holding country, as a rule.
897. What area could a man live on in this country, going in for mixed farming? I consider that 2,560 acres would be sufficient where there were proper means of communication. If a man cannot live on that area he cannot live at all.
898. Do you approve of the proposed railway as located north of Euabalong? No.
899. It would be of no benefit to the people about here? Not much. I would have to come 20 miles up the river before I could cross to get to a railway, and then go 9 miles out. That would be 29 miles altogether.
900. What distance is it to the proposed line from here? About 17 miles.
901. That would be better than a railway to Condobolin? Yes.
902. How far could a farmer afford to carry his grain to get to a railway station? The grower can scarcely afford to carry his wheat any distance. Ten or 12 miles would be as far as he could afford to cart it. He ought to be able to get to the railway and back in a day.
903. Do you require to enclose all your holding with rabbit-proof netting? If I were taking up land afresh I would not enclose it all. I would enclose the cultivation land with a small mesh; but I think that the rabbits could be kept off the other land by poisoning.
904. What would it cost to put up a small-meshed fence? £60 a mile, including the cost of the wire and the fencing.

MINUTES OF EVIDENCE—RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

Mr. Alexander Gordon Huie, Secretary to the Progress Committee, Lake Cudgellico, sworn, and examined:—

905. *Chairman.*] How long have you been here? About thirteen years.

906. *Mr. Trickett.*] You are pretty well acquainted with the district, its capabilities, and requirements? Yes.

Mr.
A. G. Huie.
12 Sept., 1896.

907. What is the population of Lake Cudgellico? I should say that the population is about 500—that is, taking the country within a radius of 10 or 15 miles. There is rather a large percentage of young people and children included in that number.

908. How many adults would there be? 200, if not more.

909. What are their occupations? There are a good many carriers, shearers, and selectors; but there are not many artisans or tradesmen.

910. They reside principally in the town? Yes.

911. What is the population of the town? About 200 or 250, I suppose. There are ninety-seven children on the roll at the local school.

912. Has the population increased or decreased since you have been here? It has been about stationary for the last six or seven years. Some people have gone away, and very few have come in their stead. The natural increase is about the only increase that there has been.

913. Why has the district not progressed? The only reason I can give is that the distance from a railway makes it impossible for people to grow things here at a profit.

914. What have the people who have left the district been? Selectors, carriers, and shearers.

915. Have they assigned as their reason for going the want of a ready market? Yes.

916. Have the farmers in the district been successful as a class? Not as a class. There are individuals who have done well.

917. What has been the reason for the success of those individuals? They have had a larger amount of energy for one thing, and have not engaged in other work, such as shearing and carrying. The men who have stuck to their land and have tried to make a living from it have in a measure succeeded; but those who have gone and come have not done well. Instead of the land keeping them they have had to keep the land.

918. Where is the produce disposed of? A considerable amount has been sent to Mt. Hope. That is the chief market for chaff and so on. The wheat mostly goes to Hillston. The year before last a considerable amount went to Hillston, and some to Condobolin.

919. The local market is very limited? Yes.

920. If a large number of farmers were to settle here, would they have any outlet for their produce? Hardly any. There is land open now, but it has not been applied for because it was not certain that the produce could be sent away. If the construction of the line were assured, the land would be taken up freely.

921. Do you think that climatic conditions would militate against the success of farming here? In most years they would not.

922. In most years you think you could get good crops? Certainly.

923. What sized holdings have the men who have been successful? In one instance a man has nearly 2,000 acres; in another instance there is only a small area, not more than 500 or 600 acres. In some cases, again, men have the full complement.

924. We have heard a great deal about the trouble which the rabbits have created? The rabbits are a very serious drawback at the present time, and have been for years.

925. Do the people fairly try to cope with them? Some do and some do not. Those who try to keep them down are seriously handicapped by reason of the fact that nothing is done to prevent them spreading on Crown lands.

926. If there were a law to compel people to deal with this pest, would that be an advantage? I should say so, within reasonable limits.

927. What is the rate of freight from here? From Whitton to Lake Cudgellico the rate of freight is about £3 a ton. In very wet weather it may be higher, and at times loads may be taken for less. The freight is about the same each way.

928. What would be the freight from here to Condobolin? From £1 to 25s. or 30s.

929. There will be a considerable saving to the producers if they send to Condobolin? Yes.

930. But you do not think that it will satisfy the district to have the railway stop at Condobolin? No.

931. Are you of opinion that it would not pay the farmer to send his grain more than 10 or 15 miles to the railway? I think that that is so. It might be sent 30 miles, or possibly more; but the margin of profit would then be very small.

932. Have you any statement which you would like to make to the Committee? There is one matter to which I should like to refer. There are large deposits of limestone in the district which may be of value. As to the question of route, there is a strong feeling in favour of the line being constructed close to the town; but it would be better to have the line going as surveyed than to have it stay at Condobolin.

933. If the line were extended from Condobolin, on which route would there be most traffic? I think that the prospect of traffic would be better on the line passing near Lake Cudgellico. On the northern side of the river there would not be much settlement for years. A very large part of the country north of Buabalong, and extending west, is very rough.

934. Is there much traffic from Cudgellico in the direction of Hillston and Menindie? Not very much. A considerable amount of flour is brought from Hillston here.

935. You could not expect the traffic in that direction from this distance? Hillston will more than supply its own requirements, but I have no idea what market there would be further on.

936. Until a few years ago, gold-mining operations were carried on at Lake Cudgellico? Yes.

937. Why have those operations ceased? Because the management was not of the best. As far as I have been able to learn, there is still gold in the reef. There has been some gold mining out near Murrion's Bridge. The mine there, I believe, is shortly to be reopened. There is a 5-head battery there.

938. How long were the mines here working? I cannot tell you. I do not think that they have been working for nine years past.

939. You have not heard of their being re-opened? It has been spoken of several times; but nothing has been done.

940. The machinery has all been removed? Yes.

947.

Mr. Allan MacInnes, selector, Lake Cudgellico, sworn, and examined :—

Mr.
A. MacInnes.
12 Sept., 1896.

941. *Mr. Fegan.*] Where is your selection? On the banks of Lake Cudgellico, 4 miles from here.
942. Where do you get your stock from? I have a butchering business; and I nearly always breed my own stock. For the last six or seven months I had to buy stock up the river—from Mr. Hayley, of Booberoi, principally.
943. How long have you been a selector? For the last sixteen years.
944. How many acres have you? About 1,000 acres.
945. Is any of your land under cultivation? I have a few acres of potatoes in at present.
946. Have you ever tried wheat? Yes.
947. With what result? I have had about ten crops, and only one failed. That was in 1884.
948. How many bushels have you got to the acre? I have always cut the crop for hay. I think it would average from 12 to 14 bushels.
949. Is it fairly good wheat? Yes.
950. Have you a river frontage? No; I have a frontage to the lake.
951. Have you tried irrigation? Yes; I have been irrigating for a good many years. I have 100 acres which I can irrigate from the lake by gravitation. I think that irrigation, if carried out on a large scale, would be very profitable here, supposing that we had a market.
952. What would it cost per acre to irrigate on a large scale? It would be very easily done here. The land I irrigate is lower than the surface of the lake, and I have cut a canal through to the lake. I let the water run through this canal on to my land and flood it, and then when the ground becomes hard enough again I plough it.
953. Does it pay you to go to that trouble? Yes, it pays me well.
954. Is it a box flat that you irrigate? No; there never was any timber upon the land except two or three trees.
955. What are your prospects with that selection? They are fairly good.
956. Do you think that they would be better if a railway came near here? Yes; if I had a market I could do well growing potatoes by irrigation.
957. How far is Mount Hope from here? About 48 miles.
958. Was that a good market for your potatoes? Yes; I made £500 out of one crop when Mount Hope was working, and if I had had the potatoes I could have made £1,000. I used to sell them at 13s. a cwt. at the house, and the men used to take them to Mount Hope and sell them there for 26s. or 27s.
959. What were they selling them for then in Sydney? I cannot tell you.
960. How long ago is it? It was in 1888 or 1889.
961. What did you get for your chaff? I got as much as £10 a ton.
962. Did you irrigate the crop? Yes.
963. Are there other selectors in the same position as you are? I am about the only one who can irrigate by gravitation. There is country all round the lake which could be irrigated by means of pumping appliances.
964. I suppose you have only a local market for your meat? Yes.
965. Have you any stock on your land? About 800 sheep.
966. What do you do with the surplus? I sell it to anyone who will buy it.
967. Do you get a ready market for your cattle? Yes; when they are fat I can always sell them. I sell some to carriers, and others to butchers, or anyone who will buy them.
968. I suppose you would sell a single beast? Yes. It does not pay to drive sheep to market.
969. Do you employ any men here? I keep one man on the selection. I do all the work in town myself.
970. Have you ever taken any produce to Mount Hope yourself? Yes—potatoes and chaff.
971. What has it paid you to sell at Mount Hope? I have taken potatoes there since, and have sold them from 12s. to 8s. a cwt.
972. Did that pay you? Yes.
973. I suppose the Mount Hope mines are closed for the time being? Yes; but I hear that the Central is to start again shortly.
974. Have you sent produce there lately? No, not for two years. There have not been many people there. The few that are there are working on tribute, and there is not much money.
975. How many tons an acre do you get when growing potatoes? From 3 to 7 tons. I think that if the ground were worked well it would yield a good deal more. I do not take much trouble with it.
976. Have you tried anything besides wheat and potatoes? Yes—pumpkins and melons. They both grow well.
977. Does it pay you to grow them? No; there is not much sale for them. I believe that all this country would be taken up if we had a railway.
978. Where would you look for a market? I suppose we should have to send our stuff to Sydney.
979. Do you think there would be any market to the west? I think not. I think they would grow their own produce out that way. If they had a railway they would go in for wheat.
980. Have you sent any stuff to Condobolin? No; but I have paid £1 and 25s. a ton to get stuff taken from there.
981. What do you pay to get stuff from Whitton? I got some stuff from there a few days ago for £3 a ton.
982. So that the extension of the line to Condobolin will benefit you? Yes; more wheat will be grown about this district when the Condobolin line is opened.
983. Are you troubled by the rabbits? Yes.
984. Have you tried to cope with them? Yes; I always keep a man on the place killing rabbits.
985. You do not keep him specially to kill rabbits? No; but that is the biggest part of his work.
986. How do you deal with them? By trapping, and with poisoned pollard.
987. What does that work cost you? I suppose it would cost 5s. or 6s. a week.
988. Is your selection wired in? Three parts of it is; the Lake is the third frontage.
989. Do the rabbits cause very much damage? Yes.
990. Do you think it would be an advantage to have an Act passed forcing everyone to kill the rabbits? I think it would be the best thing that could happen if everyone had to kill his own rabbits. Some people here kill the rabbits, while others never touch them.
991. If such an Act were passed, would you soon get rid of the rabbits? If the land were all cut up into 1,000-acre blocks you would soon get rid of the rabbits.
- 992.

992. What, in your opinion, is the smallest area upon which a man can live away from a water-frontage, and without a railway? A man would require at least 3,000 acres.
993. But if he had railway communication? Then he could live comfortably on 1,500 acres.
994. Do you think that a great deal of the depression in this district is not caused wholly by the rabbits, but that want of railway communication has a good deal to do with it? Both are responsible.
995. Which is the greater evil? I think the rabbits.
996. And stringent legislation is required to force people to deal with them? Yes. If the country were all taken up we could keep the rabbits down.
997. How many sheep do you run on your land? I have 800 at the present time. This has been a very bad year. Up to last year my land would carry about a sheep to the acre. There is a place across here, 1,400 acres in extent, where they have shorn from 1,600 to 2,000 sheep.
998. Could a person who had no water-frontage make agriculture pay here? If he put his land under wheat it might pay. He could not grow potatoes without water.
999. Wheat is the only valuable crop that can be grown in this district? Yes, I think so, taking one year with another.
1000. Have you ever tried fruit-growing? No, not much.
1001. Has anybody here gone in much for fruit-growing? There are a few gardens.
1002. Are they successful? Some people are successful, and some are not. The gardens take a lot of attention, and people will not give it.
1003. If a man gave his attention to the matter, could he make it pay? I think so, if we had a market.
1004. Without irrigation? Yes, I think so. There are fairly good gardens about here which have not been irrigated; but there is no market for the fruit. I have seen grapes sold here at 12 lb. for 1s.
1005. The district is suffering from want of railway communication? Yes. We have no market for our fat stock, and if we drive them to the railway they lose condition so much that they will hardly pay freight. I have known of people having to send down money to pay expenses.
1006. Is there any work going on here now? Shearing is the principal work at the present time.
1007. What is the cost per mile of putting wire-netting on to a fence? I think that netting with 1½-inch mesh costs about £24 a mile in Sydney. Carriage to Whitton would be £2; there would be another £3 for bringing it here, and £4 for putting it up. Altogether, it would cost about £33 a mile.
1008. Which way do you go to Mount Hope? We cross Murren's Bridge. There is a surveyed road from there.
1009. What is the nature of the country through which you pass? There is a lot of mallee and yarran.
1010. Is it good land? The mallee land is not good. It is sandy.
1011. How many miles of country are good? For the first 25 miles from here it is plain country with box and yarran, and then there are about 15 miles of mallee country, and the balance is yarran and box. The country is inclined to be hilly near Mount Hope.
1012. What would that land grow? The mallee country might grow crops; but I am a bit doubtful about it; it is sandy country. The other country would grow wheat well. On the other side of the river there is a man who has 400 acres of wheat under cultivation this year. He is nearly always successful.
1013. More than half the land you describe is good land? Yes. For 36 miles out of 48 the land is good wheat land.

Mr. Henry Davidson Edwards, post and telegraph master, Lake Cudgellico, sworn, and examined:—

1014. *Mr. Hassall.*] What is the population of Lake Cudgellico? There are 784 people in this division.
1015. What is the extent of the division? It would run down to about Merri-Merrigal, 20 miles west. It has been altered lately on the eastern side; but, roughly speaking, it would be about 40 miles long, and going in a southerly direction about 20 miles.
1016. How long have you been here? Four years and nine months.
1017. Have you kept any record of the rainfall during that time? Yes; for the last ten years the rainfall has averaged 19·48 inches. My experience has shown me that the rain splits here. Most of the rain that comes from the north-west splits here, and goes south and north. The result is, that they have 15 or 20 points more at Rankin's Springs and Errebendery than we have here.
1018. Your rainfall compares favourably with that of other places? I am inclined to think that the rainfall at Errebendery, 16 miles north from here, would be greater than our rainfall.
1019. What is the rainfall at Euabalong? 20·29 inches is the average for the ten years from 1884 to 1894.
1020. Has the district progressed or has it stood still since you have lived here? It has deteriorated very much since Wyalong broke out. I could write out the names of fifty or sixty men who have left here and permanently taken up their residence at Wyalong.
1021. Were they engaged in mining here? In mining, carrying, farming, and all sorts of labour. Several selectors have left here.
1022. What have they done with their holdings? Some of the land is now merely waste land, breeding rabbits.
1023. Some sold out, I presume? Yes.
1024. I suppose most of them thought that there was a better opening at Wyalong than here? Yes.
1025. Have you any knowledge of the mineral resources of this district? The mining business has fallen off during the last two years. In my last report to the Warden at Hillston I gave a number of reasons why people were leaving off mining here. Wyalong, Yalgogrin, and Cugong have drawn miners away from here. In my opinion this place has never been properly prospected. I have discovered a reef about 3 miles from here.
1026. Do you issue licenses for the Mount Hope district? No; they get those licenses at Mount Hope. The Warden at Hillston visits there monthly.
1027. Has the population been increasing or decreasing? Decreasing. There was a large population at Mount Hope five or six years ago.
1028. Do you think there is any prospect of the mineral resources of this district being developed? If I can accidentally find a reef carrying gold, what could not others do if the place were properly prospected.

Mr.
A. MacInnes.
12 Sept., 1896.

Mr. H. D.
Edwards.
12 Sept., 1896.

- Mr. H. D. Edwards.
12 Sept., 1896.
1029. The residents of the district are perhaps not in a position to go prospecting? There is a great deal in that. This place seems to have become impoverished to a great extent because of the rabbits.
1030. Have the rabbits increased or decreased during your residence here? They have decreased during the last two or three years. We have had nearly two years' drought recently; but when I came here the rabbits on the common resembled lice. You could just see a moving mass of vermin. There were millions here.
1031. Are any steps taken to keep them down? Our herdsman expends a good deal of energy in keeping them down, but he has very limited means at his disposal. I have seen 1,000 rabbits for every rabbit you see now.
1032. Do you think that the rabbits will deter people from settling here? No I think that with small holdings the rabbits can be easily beaten.
1033. Have the people any inducement to take up small holdings? No, because of the want of a railway.
1034. In your opinion the construction of a railway would alter the position? Yes. I think that in twenty years time the lake would be a second Chicago.
1035. If the country were closely settled, and everyone turned his attention to farming, could the district compete with districts closer to the metropolis? I am inclined to think that a differential railway rate should be provided. I am ready to admit that settlers nearer Sydney have an undue advantage; but I believe that a man could live here and be fairly well off if there were a railway.
1036. Do you not think that the district will be benefited more by a big mining development at Mount Hope? That is not my opinion.
1037. I am thinking of the price given for potatoes referred to by a preceding witness? That is a thing which might happen once in fifty years.
1038. Is this district suitable for agriculture? Yes, it is an agricultural district.
1039. Do you think that the extension of the railway from Condobolin would be the most suitable extension that could be made? No. I have travelled all over Riverina, and my private opinion is that the railway should come from Grenfell or from Wyalong. I have been down the Condobolin line and all over the Bland country. I have been down as far as Hay and Booligal, and I have been out to Hillston, and as far north as Mount Hope. I think the Bland country is the pick of Riverina.
1040. You think that, as a matter of public policy, it would be better to bring the line up through that country instead of taking it through the poor mallee country to the north of Euabalong? Yes. From a local point of view it would benefit us to have a railway coming here from the north, because of the traffic which would pass through here to get to the line. From a national point of view, however, it would be better to bring the line the way I have described.
1041. If the railway were constructed on the northern side of the Lachlan, this place would benefit by the traffic passing through to get to the line? Yes. There would be enormous traffic from Rankin's Springs and places to the south. This would be the nearest point for those places.
1042. But from a national point of view you think that the line should come from Grenfell or Temora? Yes, to develop the magnificent country which extends from Wollengough to within 9 miles of Wyalong. Or it might be brought through from Grenfell.
1043. Where would you make it from Wollengough? I would go almost in a straight line south of Marsden about 20 miles, and through towards Grenfell, or else to Wyalong.
1044. What is the country like from Wollengough to Hillston? You get stony ridges, ironbark ridges, and a great deal of hilly country extending down through Rankin's Springs. The country is much better coming this way.
1045. Have you any knowledge of the timber resources of the district? Yes.
1046. Is there any timber suitable for railway sleepers? Yes; there is magnificent ironbark to be got through Wyalong way—timber of splendid quality.
1047. The narrow-leaf ironbark? Yes; the very best ironbark that you can get.
1048. Do you know anything of the timber resources along the proposed line north of the river? It is thirteen years since I travelled through there, and I was only through there once. I was very much struck with the country between Forbes and Condobolin. The country from Condobolin down towards Euabalong is not first-class country, but it is very good. It is not at all to be compared with the Bland country.

Mr. John Knight, store manager, Lake Cudgellico, sworn, and examined:—

- Mr. John Knight.
12 Sept., 1896.
1049. *Chairman.*] What are you? I am managing a store for my father.
1050. Have you been here long? Eighteen or nineteen years.
1051. Have you a pretty good knowledge of the district? Very fair.
1052. Where do you get your goods from? From Sydney, through Whitton.
1053. What are you paying from here to Whitton? £3 at present.
1054. And how much to Sydney from Whitton? £24 for a 6-ton truck. Small lots come to about £7 10s. a ton. Then there is commission at both ends.
1055. What would it cost you to take stuff down to Condobolin? I cannot tell you.
1056. What do you pay to Forbes? £3 a ton. It is 20 miles further from here to Forbes than from here to Whitton.
1057. When the railway comes to Condobolin you will save about £1 10s. a ton in carriage? We may.
1058. Do you believe that the land here would be all taken up if there were a railway? A good deal of it would.
1059. Is it suitable for wheat-growing? Yes.
1060. You have heard what has been said with regard to the rabbit pest;—do you agree with that evidence? Yes; I believe that with small holdings people could cope with the rabbits.
1061. Do you agree with the evidence of the last three witnesses in regard to the rabbits, the soil, and the possibilities of the district with railway communication? Yes.
1062. Is there any point that you desire to emphasise? I cannot say that there is. With a railway, people would be able to get away their produce. At present there is no market for anything that is grown. If the railway came within 20 miles of us, people would be able to get their produce away.
1063. Why has this district gone back? When we came here first there were no selectors in the district, or, at any rate, very few. The selectors came here fifteen or sixteen years ago.
1064. What was Lake Cudgellico seventeen years ago? A mining township.

1065. Mining disappeared, and the interests pertaining to mining disappeared also? Yes.
 1066. Then came the selectors, and the squatters made improvements? Yes.
 1067. The making of improvements has now ceased, so that there is very little expeniture in the district? Yes.
 1068. Are the people here fairly well off? Many of them, I am sorry to say, are not.

Mr.
John Knight.
12 Sept., 1896.

Mr. James Knight, prospector, Lake Cudgellico, sworn, and examined:—

1069. *Chairman.*] What are you doing here? I have been prospecting off and on for the last four years. I have got gold, and this year I had a portion of the Prospecting Vote allotted to me; but as there was no water I could not go out. I have sent some lots of stone to the Department of Mines for assay. I have had several small results of gold and silver, but nothing of any consequence. Two dwt. to the ton has been the biggest yield, and I have had silver up to 7 dwt. to the ton.
 1070. *Mr. Hassall.*] What kind of country were you prospecting? I have prospected all round Lake Cudgellico within a radius of 70 miles.
 1071. Have you tried the old workings at all? I have been down the shaft, and I took up a small parcel of stone and dollied it, but with no results.
 1072. *Mr. Trickett.*] What depth are they down? There is one shaft 40 feet showing a reef 5 feet wide.
 1073. What is the greatest depth to which they went? The greatest depth is 210 feet.
 1074. With drives? The drives are out from the main shaft, from the 210-foot level.
 1075. Have you had any other indications besides gold and silver? No.
 1076. No copper? I have had no copper.
 1077. Are there any other men prospecting in the district who have been more successful than yourself? No; unless it is Mr. Edgar, of Errebendery, who found the Errebendery Reef.
 1078. Has it been worked? Yes; but is not at present working.
 1079. Is there any alluvial gold there? No; the only place I know of where they get alluvial is 34 miles north from here, in the direction of Mount Hope.
 1080. Do you look upon this as a district at all likely to develop into a mining field? The country has not been prospected. It has simply been hen-pecked by men walking over it and tapping a stone here and there.
 1081. What are the prospects at Mount Hope? I have not been there for ten or twelve years. When I was there it was a thriving place. It has gone down principally, I think, owing to the decrease in the price of copper.
 1082. Is there much copper ore there? Yes, I think there is; but I cannot speak with certainty about it.
 1083. The mining prospects around here are not particularly bright? At the present time they are not bright. There has been no prospecting done that would enable one to give a sound opinion in regard to the matter.

Mr. James
Knight.
12 Sept., 1896.

Mr. Robert McEwan, Lake Cudgellico, sworn, and examined:—

1084. *Chairman.*] How long have you been here? Nearly twenty-three years.
 1085. *Mr. Fegan.*] You were manager of the mine here at one time? Yes.
 1086. Can you give us any information in regard to it? Up to the period I left there were five distinct lodes.
 1087. When did the mine start? About twenty-three years ago.
 1088. How far down are they? About 200 feet. There were several managers there after I left. The whole of this country is more or less disturbed, but I do not think the disturbance will extend far down. I think that when we get through the crust the disturbance will cease. The line of fracture is to the west. The disturbance has not taken place where the mine is, but I think that the concussion from the disturbance has broken the upper formations. That was one cause, perhaps, why the lodes were not so rich as they would have been if they had been properly stratified. We had to take out a great amount of material.
 1089. Do you think that below the disturbance a better formation will be met? Yes.
 1090. What is the result of your crushing? It averaged about half an ounce to the ton.
 1091. Would that be payable? Yes, under certain conditions.
 1092. How long has the mine been closed? Nine or ten years.
 1093. Why was it closed? After I left several managers succeeded me, and they did not seem to develop the mine properly. There was a want of judgment in the management, I think, though I do not say this to cast reflections upon the gentlemen concerned.
 1094. None of the crushings returned more than half an ounce to the ton? No.
 1095. Did any return less? No, not when I was there. Our reducing appliances were limited.
 1096. Since then appliances have been invented which would give a better return? Yes.
 1097. Had you to contend with much water there? I had an 8½-inch lift, and I could always keep the mine free with that, though the pump had to go night and day.
 1098. Is there plenty of water here for all the work that is necessary? Yes.
 1099. Have you a knowledge of the different strata about here? Yes; it is slate and sandstone—what we call mud-slate.
 1100. Is there likely to be any paying mine found here? I think so, if the country were properly prospected. I think that the whole of this belt is auriferous. We are in the same belt as Temora and Wyalong. The belt goes right across the continent.
 1101. If the mine were properly taken up and managed, with the latest appliances, it would pay? So far as my knowledge of the mine is concerned I should have no hesitation, if I had the capital, in starting to-morrow.
 1102. How much capital would it take? At the very least about £8,000.
 1103. Less than that would not do? I would not undertake it with less.
 1104. *Mr. Hassall.*] Are the five reefs running parallel to each other? Yes.
 1105. At what distance apart? About 15 feet.
 1106. What is the underlay? They vary in the underlay.

Mr.
R. McEwan.
12 Sept., 1896.

- Mr. R. McEwan. 1107. What is the trend of the reef? North and south, underlaying to the east.
 1108. Were you working these reefs in the one shaft? Yes.
 1109. *Chairman.*] Can you speak of the lime deposits here? The whole of this lime is merely the last deposit of the marine action. There is no stratified lime, but the whole of the flats are underlaid with limestone of very good quality. I tested it by using it at the works.
 1110-11. You have everything to hand for the development of the mine except money? Yes.

MONDAY, 14 SEPTEMBER, 1896.

[*The Sectional Committee met at the Public Hall, Lake Cudgellico, at 9:30 a.m.*]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Duncan Erskine Mackellar, manager, Wooyeo Station, sworn, and examined:—

- Mr. D. E. Mackellar. 1112. *Mr. Hassall.*] Have you been long in the district? I have resided in the district for the last sixteen years. I have known it for the last twenty years.
 1113. What progress has the district made in that time? Considerable progress.
 1114. What is the size of the property which you manage? About 196,000 acres.
 1115. Carrying how many sheep? Very few, because of the bad seasons. We have been carrying a large number of sheep. The average carrying capacity of the country would be between 50,000 and 60,000 sheep.
 1116. Do you suffer much from the rabbits? We have suffered a great deal from the rabbits since 1888.
 1117. Can you cope with them at all? Yes; we can keep them down on good country by netting and poisoning. We can keep them down as long as the country is good enough.
 1118. Have you subdivided your run into smaller paddocks for the purpose of protecting yourself against the rabbits? Yes. We are consolidating and subdividing.
 1119. And you find that in this way you can cope with the rabbits more easily? Yes. It is a mistake to have too big an area.
 1120. In your opinion, is it easier to cope with the pest on small holdings than on large holdings? Yes. I should say that blocks of from 5,000 to 7,000 acres would be large enough. They would be quite as large as you would want, where you had to deal with the rabbits.
 1121. Do you know the country through which the proposed line passes? I do not know much of the country north of Euabalong. I know all the country about Euabalong and Condobolin on both sides of the river. Out west I only know it as far as Hillston.
 1122. Do you think that the proposed line would benefit this part of the Colony to any extent? I consider that a railway anywhere within 20 or 40 miles of the town will benefit it.
 1123. The extension to Condobolin will be of benefit to you? Yes, decidedly.
 1124. Where do you send to from here? Our nearest railway station is 120 miles distant. The extension of line to Condobolin will bring us within 62 miles of a railway.
 1125. How far in the direction of Hillston will that extension benefit the country? I should say that it would benefit the country all the way to Hillston, and it will benefit the country on both sides for a considerable distance.
 1126. Is the road from Hillston to Condobolin a better road to travel than that across to Whitton? It is.
 1127. What water supply is there on the Whitton Road? It is a very bad road, and goes through pine country. In wet seasons it is very boggy, and the track is bad. The only water there is in tanks.
 1128. Have you had any experience of cultivation in this district? We have been cultivating for a number of years for the use of the station. We have fruit trees and a vegetable garden. I consider that the soil and the climate here will grow almost anything.
 1129. With the natural rainfall? Yes. The average rainfall for the last twenty-one years has been 17.60 inches.
 1130. Have you any other evidence to give? A railway would be of immense advantage to the district, by enabling us to dispose of our fat stock. In good seasons our stock route is so bad that we cannot get our stock to market in good condition. In bad seasons we cannot shift out stock at all, and the supplies and forage are only to be obtained at very high prices.
 1131. Was it in consequence of the high price of forage that you started agriculture upon the station? Yes; we grow our own crop when we can. In really bad times we have no access to the railway, except over very bad roads. We are no better off in that respect now than we were fifteen or sixteen years ago.
 1132. Can you depend upon the seasons? If we take a proper season we can get a fair crop. We only missed last year, and then we got only half a crop. Last year was the worst season we have had on the river.
 1133. What has been the return per acre? Last year the return per acre would not be more than 10 cwts. In former years we have got 1½ and 2 tons of hay to the acre.
 1134. That would pay? It would not pay well. You would want more than that.
 1135. Do you think that wheat-growing would pay about here? I think so; but I cannot speak personally of wheat-growing, because we have never gone in for it.
 1136. What sort of a wool clip do you get, both as to quality and as to quantity? It is very good wool-growing country—healthy sound country.
 1137. Do you have to use salt? Yes, in the back country, 20 or 30 miles from the river, where there is pine. On the frontage we do not use salt, because we have saltbush in places.
 1138. Do you think that the carrying capacity of this country would be increased if there were a railway? The railway would not make any difference in the carrying capacity of the country, but the country would be

be more fully used if we had access to a market. A much larger area would be put under crop if we had the means of disposing of the produce. At the present time we are 120 miles from the nearest railway, and that is a big handicap with bad roads. There are thousands of acres here which are fit for cultivation, and a large area would be put under crop if we had railway communication.

Mr. D. E.
Mackellar,
14 Sept., 1896

1139. How would a line from Grenfell down towards the lake and then on to Hillston suit this part of the country. Would it suit it better than a line running at the back of Euabalong? I consider that it would. I know the country from here to Forbes on both sides of the river, though I have never been to Grenfell.

1140. That is good country? Yes, I believe so. I have always heard it described as such.

1141. Do you know the country between Cudgellico and Temora? Yes; it is all good agricultural country.

1142. As good as the country coming down from Condobolin? It is not quite as good as the frontage country; but it is good country. It is something like the country down to Coolaman.

1143. The rainfall towards Temora is a little greater than it is here? I should think so; but I do not know.

1144. Which in your opinion, would be the better line? For the requirements of Lake Cudgellico and the district, I should say a line coming down from Condobolin on the southern side of the river, or a line from Grenfell.

1145. Could there be a more suitable route than that proposed by the Department? By crossing at Condobolin and going down the southern side of the river to Lake Cudgellico and Hillston the line would, I think, serve the greater part of the people.

1146. Do you think it would be worth while to take the railway beyond Hillston to Menindie or Broken Hill? I cannot say. I should say that in the interests of the Colony at large, it would be an advantage.

1147. Even if we lost £40,000 a year upon it? That would only be at the start. I think that eventually the line would pay. The land belongs to the Crown, and the railway would induce settlement.

1148. The railway would not get rid of the rabbits? I think it would assist us to get rid of them, because it would enable us to turn them into money. At Whitton they send them to Sydney by the truck load. We might find a market at Broken Hill for the fish from the Lake.

1149. Which is the best land—that on on the river, or that lying further back? For agricultural purposes that lying back from the river. On the frontage, the land is subject to floods.

1150. Have you tried any cultivation by means of irrigation? No.

1151. In your opinion why has the district gone back? The only occupation here has been grazing. The country is at present not suitable for anything but grazing, and farmers cannot succeed for want of access to market. Then, to, the rabbits have been a great trouble. They are the greatest trouble we have ever had, but I think we shall see the end of them.

1152. Are any of the first selectors still here? There are a few of them still in the district, but not many.

1153. Was the land, thrown open after the 1884 Act, taken up, or was it abandoned? A good many of the resumed areas have been taken up; but the selectors have sold out again and have left the district.

1154. Why? Because they have been unable to make a living. Sheep farming is a failure here on 2,560 acres with the seasons and markets that we have had for the last ten years.

1155. I suppose that many of the selections have fallen back into the hands of the original lessees? They have been sold, and there are a good many in the market now. Land can be bought here very cheaply if it is wanted.

1156. *Mr. Trickett.*] What is the lowest price per bushel at which it would pay to grow wheat here? A farmer at Gunbar told me that he could deliver wheat at Carrathool railway station for 2s. 2d. a bushel, and make it pay.

1157. How far would it have to be carried? Thirty or 40 miles.

1158. Is the Gunbar land better than this? I do not think it is as good for agricultural purposes. It is open country.

1159. Can they use the roads in wet weather? They have to study the seasons. The state of the roads is sometimes a drawback.

1160. Can you give us any instances of long delays? Not in connection with the drawing of wheat. I think that, as a rule, the farmers store the wheat until the roads are fairly good, and then they take it to the railway.

1161. Is there anything else you would like to say? Sydney is now almost our only market for fat stock, because the Victorian Stock Tax has closed the Victorian market to us.

1162. Would anything you produced be sent from here west towards Broken Hill, supposing a railway were extended in that direction? Fat stock?

1163. Yes? I very much doubt it.

1164. Only wheat and flour would be sent? Flour might be sent.

1165. It is the eastern connection that you value? Yes. There might be a local demand.

1166. How much per acre does it cost you to deal with the rabbits? I consider that it takes about £250 per annum to keep down the rabbits on our holding. That does not include the cost of wire-netting.

1167. How many miles of rabbit-proof fencing have you on your property? Fifty or 60 miles altogether. It costs on the average about £60 a mile.

1168. The cost of the netting itself would be about £33 a mile? More than that—between £38 and £40.

1169. That would make £2,400 for netting? Yes, for 60 miles of fencing. Of course you must remember that many of the fences were erected specially to deal with the rabbits.

1170. Would 3d. an acre be sufficient to put down as the cost of killing the rabbits? That would be nearer it.

1171. What do you do with your fat stock? Since the rabbits came we have had no fat stock. In former years large numbers went to the Melbourne market.

1172. You cannot send any to Melbourne now? No, because of the Stock Tax.

1173. *Mr. Hassall.*] In your opinion will not the rabbits be an annual charge upon the land? Yes, as long as there is a large area of waste Crown lands. The only way of dealing with the rabbits is by subdividing the country, and unless the country is good it does not pay to fence it. On the average we take from 7 to 10 acres of the Crown land to carry a sheep.

1174. That is why a lot of the country on the northern side of the river has been thrown up? The cost of keeping the rabbits down has been more than the country is worth.

Mr. D. E. MacKellar. 1175. There is a large area of country which is now practically useless, and there is no prospect of a return being obtained from it? Not until a large amount of money has been spent in improvements. The stock routes here are so bad that when we have sheep we cannot drive them to the railway and keep them in condition.

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1176. *Mr. Trickett.*] How would you view an Act of Parliament making it compulsory for the holders of the land to deal with rabbits? I consider that the great failure of the present law is due to the want of compulsory legislation. If every landowner were compelled to kill the rabbits on his run that would lessen the evil very much.

1177. But it would be necessary for the Crown to deal with their land? Yes; there are many men whose land adjoins unoccupied Crown lands who cannot afford to fence, but who could afford to poison the rabbits upon their own land. The Crown land, however, serves as a breeding place from which the adjoining land is constantly stocked.

1178. Are you troubled with noxious weeds? We have the Bathurst burr, and weeds of that kind; but no poisonous weeds.

1179. The great thing against the district is the presence of the rabbits? Yes; they have been a trouble for some years.

1180. *Mr. Fegan.*] And the absence of railway communication? Well, without railway communication the small selector cannot thrive. There are lots of things which we could turn into money if we had a railway. For instance, there is any quantity of good pine here for which there might be a market at Broken Hill. We could send a great deal of pine away from this district. Coming from Condobolin the Committee passed through the following runs:—North Condobolin, Gulgoa, Kiacatoo, Booberoi, Euabalong, Errebendery, and Wooyeo.

Mr. Albert Henry Connor Volkman, farmer, near Lake Cudgellico, sworn, and examined:—

Mr. A. H. C. Volkman.

14 Sept., 1896.

1181. *Chairman.*] What area have you? 1,245 acres.

1182. How long have you been here? Just past five years.

1183. What have you been growing on your farm? I am experimenting to a great extent. I find that the soil is capable of producing almost anything that the farmer requires for his own use or for market.

1184. What will it produce? Wheat, hay, grapes, and fruit.

1185. What area of wheat have you experimented with? Fifteen acres.

1186. What returns have you had? Last season we could not put in a reasonable area because the country was very heavily timbered; but my first return induced me to extend my area. It showed me that wheat could be grown at a profit either for grain or hay, supposing a market were obtainable here. My estimated average return is about 15 bushels per acre. That is for four years including last year, when the season was exceptionally bad. Last year I had only 6 acres; but the crop turned out remarkably well. Fifteen bushels per acre is very good for this climate. My soil, which I think is typical of the soil in the district generally, is fairly good, as I can prove by an analysis which I obtained when I first came here.

1187. What could you afford to grow wheat for here? That is a very difficult question. I maintain that wheat can be grown at a profit in conjunction with other work, and it would not take a very large area to support a man and his family.

1188. What could you afford to grow wheat for? I think it could be grown very profitably for 3s. 6d. a bushel, provided there were railway communication to a market, and that the place of delivery was not so far distant as to make the freight absorb a great part of the price.

1189. Three shillings and sixpence a bushel delivered at Lake Cudgellico would pay? Yes.

1190. How far could you afford to carry the wheat to a railway station? Thirty or 40 miles. When I spoke of 3s. 6d. a bushel paying, I had in my mind a holding of 1,000 acres, which, in my opinion, would maintain a family in any part of the district. Unless you had a large area it would be impossible to make a living with wheat at 2s. 2d. a bushel.

1191. If a man had 1,000 acres, how much would he cultivate for wheat? About 100 acres, and his average yield would be about 12½ bushels to the acre.

1192. For that wheat he would get a gross return of about £225 or £2 2s. an acre? Yes.

1193. What would it cost him to cultivate an acre? If he sowed evenly, thinly, and early, he would require about 1½ bushel to the acre, and that would cost about 4s. 6d.

1194. What would the rest of the work cost? The cost of ploughing, harrowing, and sowing the seed would be about 15s. an acre. After he had gone on for several years it would cost less.

1195. Can you give us the average cost? Taking everything into consideration, he could not cultivate for less than 15s. an acre. That is not including seed.

1196. Including seed the cost would be 19s. 6d. an acre? Yes. Then he would have to garner his crop. This is a new district, and here I think that would cost 5s. or 6s. an acre.

1197. Taking it at 5s. 6d. an acre, the total expenditure would be 25s. an acre, and the return £2 2s. an acre? Yes.

1198. What about your fruit trees? I find that nearly any variety of fruit-tree will grow well in this district, and I am of opinion that fruit can be grown at a profit. The kinds that do remarkably well are the deciduous kinds. Vines thrive luxuriously, so much so that I am extending my area, because I consider that the outlay will be very profitable.

1199. What sort of land is your selection? It is composed of a red loam.

1200. What was the timber on it originally? Yarran and pine.

1201. Have you any water close to where you are? There is an overflow from the river into a small lake called the "Sheet o' Water."

1202. A line running from here direct north to the Lachlan would pass west of your holding? North by west.

1203. Have you had any experience in farming? I have been brought up upon the land. I have been experimenting in connection with soils and their cultivation, and the thoroughness of systems, almost ever since I have been able to think about the matter.

1204. Where did you get your experience in the first instance? At Sandhurst.

1205. Were you farming there? My father was.

1206. How does this land compare with that of Sandhurst? Very favourably.

1207.

1207. Do you think that wheat will do as well here as in the Bendigo district? Yes; I have recently been in that district, and I find the soil here is much better. Mr. A. H. C. Volkman.
1208. Therefore, with a good means of communication to a market the farmer could live here? Yes. 14 Sept., 1896.
[The witness here produced a return dated 14th April, 1893, giving an analysis of soil made by the Department of Mines. The analysis showed that the soil was well suitable for the purposes of agriculture.]
1209. What is the country like, going north from the Lachlan to Mount Hope; say, for the first 20 miles? The country from Euabalong to Mount Hope is good average soil right through. There are several places where there is a little mallee; but this is not a material disadvantage. There are soils in the mallee which I contend are equal to almost any of the red soils on or about the Lachlan River. At Mount Hope you get into a granitic formation. The average rainfall out there is only 17½ inches. I have found that fruit-trees, vines, and cereals can be grown there just as well as here.
1210. Do you think that the country between Euabalong and Mount Hope is as good as that about Lake Cudgellico? Yes, on the average.
1211. Do you know anything about the mineral deposits of Mount Hope? The country is metalliferous right through.
1212. Has it been proved that the deposits are permanent? I think so. Mount Hope has been open since 1881, and they have been working there almost continuously since that time. The deposits seem to be fairly good, and regularly defined. There is a branch line of the same lode at South Mount Hope, and I think that it is likely to prove permanent. That district would very materially assist a railway. Its present exit is to Cobar, 84 miles distant. The whole of the country lying north between Condobolin and Hillston is comprised within resumed areas. The rabbits there have to a great extent eaten themselves out, and a railway would probably allow people to take up the country and make decent homes upon it. As for the mallee country, very much of it is good; though some of it is not fit for occupation, because the sand upon it is too deep.

Mr. Robert Orr, pastoral tenant, Lake Cudgellico, sworn, and examined:—

1213. *Mr. Trickett.*] What is your area? 30,000 acres. Mr. R. Orr.
1214. How much of it is leasehold, and how much freehold? It is all leasehold. 14 Sept., 1896.
1215. How long have you been in the district? Since 1881.
1216. Have you been carrying out farming operations? I have been engaged principally in grazing.
1217. What number of stock have you? From 5,000 to 7,000 sheep, as a rule, and some cattle and horses.
1218. What farming do you do? We grow hay for our own use.
1219. Where is your place? At Wargambegal, about 6 miles from Lake Cudgellico.
1220. What has been your experience in this district? I came here with money, and I will leave it without any. The rabbits have been the cause of my fall.
1221. When did they come here? In 1887 or 1888.
1222. Up to then you got on fairly well? Yes. The first year I took delivery I paid £40 a ton for chaff. There was a general drought throughout the district then.
1223. What did you do with your stock during the first three years? From 1882 to 1887 the stock did fairly well.
1224. Where was your market? Sydney and Victoria.
1225. You used to be able to drive your stock in those days? We generally sold them as stores.
1226. You did not go in for fat stock? No.
1227. How did your wool go to Sydney? From June. Whitton is now our nearest station; but when the line is extended to Condobolin we will send there.
1228. Do you think that but for the rabbits you would have got on fairly well? Yes; I am sure of it.
1229. Until the rabbits came you did fairly well? Yes. I think every man in Riverina has had the same experience as I have had.
1230. What are your views with regard to the proposed extension of the railway? South of the proposed line there is a great deal of good agricultural land which could be turned into use. It is only a rabbit warren at the present time. I have had a lot of experience in Australia as a farmer, and for wheat growing this climate is as good as any I know of in Australia.
1231. And the rainfall too? Yes. Every part of the world has its drawbacks. In some places you get too much rain, and in other places not enough. During the last fifteen years I have had only two failures of crops—last year, and in 1882.
1232. Have you ever gone in for wheat growing as a means of living? Not in this district. There is no market for wheat here.
1233. You have had experience of wheat growing in other districts? Yes.
1234. Where? At Kyneton in Victoria.
1235. Were you successful there? Fairly successful. No farmer is entirely successful. We made a fair living. I thoroughly understand the business.
1236. And you are able to say that this would be a good wheat-growing country? I think that a better class of wheat would be grown here than is grown at Kyneton. Wet country does not grow the same class of wheat as dry country.
1237. At what price per bushel could a man afford to grow wheat? With the facilities we have for putting it in, from 2s. 6d. to 3s. a bushel would pay.
1238. What area would a man require to make a living on? In the present state of Riverina the smaller a holding is, and the better improved, the more likely is a man to make a living on it. 1,000 acres is quite enough for a man to have. Any man who has more than 1,000 acres cannot cope with the rabbits.
1239. Did you agree with what Mr. Mackellar said in regard to the cost of dealing with the rabbits? No. I do not think I could cope with the rabbits with an expenditure of 2s. 6d. an acre. I would not take 10s. an acre and undertake to cope with the rabbits in this locality. If you offered me 10s. an acre to eradicate the rabbits on 320 acres of ground, I would not accept the contract.
1240. Do you think that the holders of land should be compelled to deal with the rabbits? I would not make it compulsory. If they do not deal with the rabbits, the rabbits will deal with them. If you levied a small tax upon every inhabitant of New South Wales, and gave a small bonus for the destruction of the rabbits,

Mr. E. Orr. rabbits, you would make every man, woman, and child a rabbit. I have tried everything except fencing, and I find everything a failure. In Victoria if you fence in your holding the rabbit inspector has no control over you.

14 Sept., 1896.

1241. But you think some compulsory legislation is necessary? Yes; but I think that the only satisfactory way of dealing with the pest is to offer bonuses for the destruction of rabbits.

1242. A close population would deal with them? I do not think so. The population in this town is pretty thick, but sometimes you see the rabbits running about the streets like fowls. I have seen the same thing at Hillston, at Mossiel, and at Ivanhoe.

1243. With small holdings and better means of communication you think there is a fair chance for a man to make a living in this district? Yes. At the present time a man with 100 sheep cannot afford to drive them to Whitton. The expense is great, and there is also a considerable loss of condition. With a railway he could afford to send his sheep away, and he would then be able to pay a higher rent for his land.

1244. If you had fenced in your land, could you have destroyed the rabbits? I could have reduced their number; but they will be an everlasting tax.

1245. You do not think you could suppress them, even on a 30,000-acre block? I am certain that I could not. I am going to throw up half my holding.

1246. Are you going to fence the other half? Yes.

1247. Have you any water on your property? Only in tanks.

1248. Do you consider this expensive country to clear? It is expensive. All timbered country is expensive to clear, but, as a rule, the thicker the timber the better the country.

1249. What will it cost to clear this country? I should think from £1. to 25s. an acre on the average. In some places it would not cost so much. There would be no engineering difficulties in the way of bringing a railway here from Condobolin.

Mr. Joseph Campbell, farmer and grazier, Euabalong Station, sworn, and examined:—

Mr. J. Campbell. 1250. *Mr. Fegan.*] How much land do you hold? 25,000 acres.

1251. How long have you had it? For ten years.

1252. What kind of land is it? It is good red chocolate soil. It is good country generally; but the back portion of the run is scrubby and covered with mallee.

1253. Have you anything under cultivation? At the present time we have over 300 acres under cultivation.

1254. Under wheat? Yes, and oats.

1255. Have you tried wheat for any length of time? Yes; for the last eight years.

1256. Have you been successful with it? Yes; in every season but 1888. Last year I had a fair crop, and I was able to strip 8 bushels to the acre.

1257. Do you call that a fair crop? Yes; in such a season as last. An average crop would be from 12 to 14 bushels. In 1884 I had 18 bushels to the acre.

1258. Do you grow much hay? This year I will use most of my crop for hay. I expect to have 200 tons.

1259. What is the market value of that hay? At the present time it would be worth £7 per ton.

1260. What is the average price you have received for wheat? In 1884 I stripped 1,000 bags; but I could not sell it even at 1s. 6d. a bushel. I sent forty bags of English barley and ten bags of wheat to Sydney, and my net return was £10. I sold the balance for 1s. 9d. to a storekeeper at the lake.

1261. What would be a paying price? With the appliances I have now I could make wheat growing pay at 3s., or a little less, per bushel. I daresay it would pay at 2s. 6d. a bushel.

1262. If you got that price, would you extend your area? Yes.

1263. Have you any sheep in your run? 9,000, including lambs.

1264. How many acres are there to a sheep? When I came here, and for the first three or four years, I was carrying 18,000 sheep; but during the last few years the rabbits and the drought have reduced the number of my sheep to 9,000, and I am barely able to carry that number. I put the greater part of the blame upon the rabbits.

1265. How many acres do you give for depasturing your sheep? At least 4 acres to the sheep. With ordinary seasons it is different.

1266. Were the rabbits on your holding when you came here? No; but they came shortly afterwards. I fenced the whole of the boundary with wire netting. Some of the fences cost £70 a mile. Since then I have subdivided the holding into several paddocks.

1267. You can cope with the rabbits now? They are still bad; but I keep working at them.

1268. Do you think that compulsory destruction of rabbits should be insisted upon? Every man who holds land should be compelled to keep the rabbits down, and so should the Crown. Some men here do nothing to destroy the rabbits, and as soon as I get my rabbits killed rabbits come on from other land.

1269. Where do you send your produce? This year I am sending my wool to Whitton.

1270. What do you pay for carriage? £3 a ton.

1271. When the railway comes to Condobolin you will pay less? Yes.

1272. Do you think that with a railway here it would make things better for you? Yes, a great deal.

1273. Would it conduce to further settlement? Yes.

1274. In the first place it would reduce the cost of carriage? Yes.

1275. In this way it would enable you to get your fencing materials and other supplies more cheaply, and would give you better facilities for sending produce to market? Yes.

1276. Do you think that the line would pay in the course of time? Yes. I think that if a line came here a large number of farmers would settle in the district. I do not see why men should not do as well here as elsewhere where they have not got such good land.

1277. If you had railway communication, would you have much more stock upon your land than you have now? I have stock which I would send to the Sydney market, but which I cannot now get away. If a drought sets in we cannot get our stock away, and they die.

1278. How far should the line be taken? I think it should go to Hillston at any rate.

1279. By the original route or by the deviation? I would be in favour of the southern route.

1280. There are no engineering difficulties in the way of constructing the line? No. There would have to be a bridge at Condobolin.
1281. You do not care what kind of railway is made so long as it serves your purposes? I think the cheaper the line the better.
1282. Have you farmed elsewhere? No.
1283. You have been fairly successful? Yes; and I would have done well if it had not been for the rabbits.
1284. Even without a railway? Yes; but the railway would have been a great boon.
1285. I understand that you have been successful in growing potatoes? Yes. I have also grown peas and other vegetables.
1286. Where is your market? I have only a local market.
1287. If everybody grew for the local market? Then there would be no return.
1288. How is your holding watered? I have a frontage to the Lachlan and to the Booberoi Creek.
1289. Every landholder is not so fortunately situated as you are? No.
1290. How do the others get on? Some of them have good tanks.
1291. How deep have you to sink in order to get water? I should think you could get water at a depth of 80 or 100 ft.
1292. What is the price of sinking? About £1 a foot for the first 100 ft.
1293. Do you agree with previous witnesses in regard to the treatment of rabbits? Rabbits are much more easily kept down on some runs than on others. I think that I could prevent the rabbits from doing much harm on my 25,000 acres. We will always have the rabbits. About £4,000 has been spent upon wire netting already, and with that and an annual expenditure of £200 I can keep the rabbits down.
1294. *Chairman.*] That would be a total annual expenditure of about £600? Yes. Those who have not been in this part of the Colony do not know what we have to contend with. Good country is being totally destroyed.
1295. Do you know anything about the Mount Hope country? I have been there from Euabalong.
1296. With railway communication, what is the smallest holding that a man could live upon? A man could live upon 1,000 acres fairly well. If he had a ready market he could live upon 640 acres.
1297. That would be with mixed farming and sheep breeding? Yes.

Mr.
J. Campbell.
14 Sept., 1896.

TUESDAY, 15 SEPTEMBER, 1896.

[*The Sectional Committee met at Merri-Merrigal Homestead at 8.30 a.m.*]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

THE HON. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. John Broatch, manager for Messrs. John Sanderson & Co., Merri-Merrigal Station, sworn, and examined:—

1298. *Chairman.*] How long have you been here? About twenty months.
1299. Do you know the lower Lachlan generally? Yes.
1300. What is the full area of the company's holding? There are 40,000 acres on Moolmain; 48,000 acres on North Euabalong; 80,000 acres on North Wooyeo; 243,000 acres on Merri-Merrigal; 40,000 acres on Uabba; and 80,000 on Moolbong.
1301. How much of this land is in the Central Division and how much in the Western Division? All these holdings, with the exception of Merri-Merrigal, are in the Western Division and Moolmain.
1302. What is your tenure in the Western Division? Twenty-one years. We do not occupy the resumed areas at all. The resumed areas are not included in the figures I have given you.
1303. How is the land between Euabalong and the Willandra Billabong held? About half the area is held by the squatters under leases terminating in 1918; the residue is in the hands of the State and is not occupied.
1304. What kind of country is it? The soil is a sandy loam. It is all covered with dense pine and other scrubs.
1305. Is there any mulga? There is none in this district. Along the frontage it is all box flats.
1306. The frontage on the northern side of the river is inferior to this land? Yes.
1307. It is backed up with pine and mallee? Yes.
1308. Does that country extend far back? The mallee extends right through to Mount Hope.
1309. What would it cost to render the sandy country fit for the plough? I do not think it would take very much to make the country that is covered with pine scrub fit for the plough.
1310. What proportion of pine scrub is there? I suppose about two-thirds is pine scrub. It is all fit for wheat growing, except the country on the ranges.
1311. Is there a large area between Euabalong and Willandra which is fit for wheat growing? Yes.
1312. As much as we saw on the southern side of the road coming down yesterday? Yes; though there are not so many ranges or hills.
1313. There are some hundreds of thousands of acres fit for wheat growing? Yes.
1314. Have you seen country under wheat in other parts of this Colony or Victoria? Yes.
1315. Is the soil in Victoria as good as this? Yes.
1316. Is it as easily rendered ready for ploughing? I do not know.
1317. This country is rabbit infested? It is heavily infested.
1318. What would it cost per mile to put up a rabbit-proof fence? £50 or £60. That is a new fence.
1319. If you had the fence up, what would it cost you to net it? About £40 a mile.
1320. What proportion of Merri-Merrigal is freehold? About 40,000 acres.

Mr.
J. Broatch.
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1321.

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1321. What is the extent of the resumed area? About 110,000 acres. We have an occupation license of the other half.
1322. Will you describe the country on Merri-Merrigal? On the river, which is where the freehold is situated, we have black-soil country, suitable for agriculture or for pastoral occupation, but most suitable for the latter.
1323. That country extends 3 or 4 miles back? About 4 miles back. A good deal of it is liable to be flooded when the river is high.
1324. What about the land at the back? It is pine country, with red soil. It runs about 30 miles south.
1325. Speaking generally, is it suitable for the growing of wheat? Yes.
1326. Is it as good or better than the land to the north? I think it is somewhat better.
1327. The rabbit trouble exists there? Yes.
1328. What is the rainfall here? On the average, about 18 inches.
1329. Is that sufficient for wheat in this soil? Yes.
1330. Have you seen crops grown in this vicinity? Yes.
1331. Have they been successful? To a great extent, though there have been failures.
1332. Is it as safe here as in other parts where wheat-growing has proved successful? I would not like to say that, because we have not the rainfall; but it is seldom that there is a failure.
1333. Do you believe that there is sufficient rainfall here to grow wheat? Yes. I have been fifteen years on the Lachlan, and I have only seen one failure. Every year, except one, we have had a very good crop.
1334. What would the return be? We only go in for hay-growing. I cannot tell you what the yield would be per acre. We have had about 2 tons to the acre.
1335. You have lived at Mossgiel? I have lived at Moolbong, which is half way between Mossgiel and Hillston. That is all good land.
1336. What is the rainfall there? About 15 inches.
1337. Would there be failures in the crop there? They have been pretty successful; but only on picked spots of land. I think that country wants a heavier rainfall than this country.
1338. Can you express any opinion upon the country through from Lake Cudgellico? No.
1339. This country could at one time be pretty heavily stocked? Yes.
1340. What effect has the coming of the rabbits had upon its carrying capacity? I reckon that if we did not expend money in keeping down the rabbits, they would take possession altogether, and the carrying capacity would be nil. Even with the money that we have spent, the rabbits have reduced the carrying capacity of the country about 30 per cent. We are doing all that is possible to keep them down.
1341. What additional expense in fencing has the coming of the rabbits entailed upon Merri-Merrigal? About £11,000.
1342. What is your yearly outlay upon the rabbits? About £500.
1343. The £11,000 represents not only the cost of fencing and improvements, but the cost of killing the rabbits for a number of years? Yes.
1344. What has been the cost of the wire netting? About £8,000.
1345. How many acres have you dealt with? 200,000.
1346. This expenditure has simply checked the rabbits? That is all. Unless we kept on spending money the carrying capacity of the run would, in the course of a few years, be nil.
1347. Supposing you spent £1,000 a year on the rabbits? We would be able to do a little more; but we would not eradicate them.
1348. Will they never be kept perfectly in check until the holdings are small? My experience is that the bigger the holding the better the rabbits are kept down, because there is more money at command. The subdivisions should be small.
1349. Has the pine scrub increased much of late years? Yes, on resumed areas.
1350. It has grown up within the last ten or twelve years? Within about twelve years. Of course once the pine is "rung" it is done with.
1351. What does the ringing and the scrubbing cost? From 2s. 4d. to 2s. 6d. an acre.
1352. The resumed area, where it is covered with pine scrub, would have to be "rung" at a cost of 2s. 4d. an acre before it would carry anything; and it would have to be fenced to keep off the rabbits? Yes.
1353. What is the extent of the resumed areas adjoining Merri-Merrigal? There are about 1,200,000 acres in one block. Immediately west from our purchased land there is a great tract of country running down south about 30 miles, and out to the east, embracing that area. That country is at present the home of the rabbit and the wild dog, and is covered with pine.
1354. Would that country be fit for wheat-growing if people could get it cheaply? The greater part of it is wheat country.
1355. It would pay people to put in wheat if they had the means of communication? Yes.
1356. Under present conditions no one will look at this country? It has been lying there since 1884, and no one has looked at it. It extends from the Lachlan to within 20 miles of the Murrumbidgee.
1357. Is there not any land within 20 miles of Hay? The land along the Hay line is taken up; but, 20 miles back, this land has not been taken up. The country I speak of is very much the same class of country they are growing wheat on at Hillston.
1358. Do you think that if a railway were put through this country it would be taken up? A good deal of it would be taken up. Around places like Hillston I suppose a few thousand acres would be taken up. I do not know exactly what the country is like between Forbes and Euabalong. There might be settlement along there.
1359. Where does your wool go? To Whitton.
1360. Where will it go after the completion of the line to Condobolin? I think to Condobolin; but that will depend upon the railway rates.
1361. How far is it from here to Condobolin? About 94 miles.
1362. And from here to Whitton? From the Shed it is about 90 miles. The road to Condobolin is the better, because it is close to the river.
1363. What do you do with your fat stock? We send them to market; but generally they leave this place fat, and before they get to the railway they are stores.
1364. *Mr. Hassall.*] Will the extension of the line to Condobolin be of advantage to you in this respect? Yes; because we should have better country through which to drive our stock.

1365. *Chairman.*] From a pastoralist's standpoint a railway would give you cheaper carriage for your wool, and would enable you to dispose of your fat stock to better advantage? Yes.
1366. From the agricultural standpoint, agriculture so far from a railway as this is impossible, but the soil is good enough; and there is sufficient rainfall to produce crops with certainty? Yes.
1367. The State has here a vast area of land which is fit for occupation, and you believe that if good terms were offered to selectors a large part of it would be taken up? Yes.
1368. This State property is at present the home of dogs and rabbits, and is covered with pine scrub, and must remain in this condition until it is taken up? Yes.
1369. What is your idea with regard to the compulsory destruction of the rabbits? I am greatly in favour of it. The Government, of course, should take the responsibility of killing the rabbits upon Crown lands. I think that if the provisions of the original Act had been in force, the rabbits would not have done so much harm.

Mr.
J. Broatch.
15 Sept., 1896.

TUESDAY, 15 SEPTEMBER, 1896.

[The Sectional Committee met at the Homestead, Hunthawong, at 8 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Alexander Cumming, homestead lessee, sworn, and examined:—

1370. *Chairman.*] How long have you been in this district? Since 1870—Twenty-six years.
1371. *Mr. Trickett.*] Do you know the country from Condobolin coming along the route of the proposed line? Yes, and for 50 miles beyond this place.
1372. Will you describe the country through which the proposed line would pass? For the first 20 miles out of Condobolin I should say it would go through swampy land, 10 miles out from the proposed line there is good high land, but close to the line the land is not adapted for agriculture. It is too swampy.
1373. Is the good land you speak of red soil country? Yes. There are a good many hills there.
1374. What is the character of the timber? Pine, box, and yarran. I am speaking of the country out from the line. The line itself is mostly on the plains. For the next 20 miles the line would go through fair, high, red land—open pine country—though it has nearly all been ringbarked. From there on it is mallee for between 40 and 50 miles, until you get to Roto. Some of it is good mallee, and some of it is very bad. Further on as far as I know it is good, high, red ground. That is from Roto out to Trida.
1375. How does the country along the deviation compare with the country along the proposed route? The land is better for agricultural purposes. I do not like the land along the river frontage for agriculture. You want to get further back if you require good wheat land.
1376. Within what distance of the river is the land suitable for agriculture? Within about 8 miles of the river. To within 20 miles of the Murrumbidgee it is good agricultural land, except on the hills.
1377. Do you consider the southern route by way of Euabalong and Lake Cudgellico as preferable to the northern route? I do not like that route at all from Condobolin. I think you could tap the country more easily by coming from Temora, and in that way you would go through better land.
1378. But of the two routes from Condobolin which would be the better? Undoubtedly the southern route, by reason of the character of the land, and because the country is in the Central Division, and therefore more available for selection. The country in the Western Division would not be available without special legislation.
1379. What prospect is there for close settlement and farming in this district? When you get out on the plains I do not think the country is good for anything else except farming. It is all good wheat-land, and would maintain a population if means were provided for getting away the produce. They could grow wheat at a profit for 2s. or 2s. 3d. a bushel.
1380. How many acres do you think there would be available for wheat-growing? Between Temora and this place I think they reckon that, taking out the hills, there are 3 to 4,000,000 acres suitable for wheat-growing.
1381. There is ample country if only there were a market? Yes.
1382. What is the present position of this district? If things do not mend, everyone in it will have to go down, unless the price of wool and stock go up permanently.
1383. Why? Because those who have conditional purchases cannot afford to pay 1s. an acre for their land. The country will not maintain enough stock to allow them to pay that price, and it is too expensive to grow wheat, because of the distance from market.
1384. Why has there been such a terrible collapse in this district? Because of the drop in the prices of wool and fat sheep.
1385. And because of the bad seasons? I do not think that the seasons are any worse than they were, although the rabbits have deteriorated the grazing capabilities of the country. They growl at this season, but it is no worse than 1876 was.
1386. The district generally has decidedly gone back? It is going down hill, except where people are near a railway station, and are able to make money out of their surplus wheat. The others are all going down hill. There are scores of selections about the Lake which you could buy for 5s. an acre, although 14s. and 15s. an acre has been paid them. The banks have scores of properties there which you could get at a considerable reduction upon what they have advanced.
1387. Do you see any means of improving this state of things? The only hope I have is in wheat. I think that wheat could be grown here at a profit, but a man starting must be in a position to live a year upon the land, and to buy all the machinery necessary. A man could keep a farm going with £200 at the present price of machinery; but he could not start without having at least £300 or £400.
1388. He would want from £300 to £500 as a stand by? Yes.

Mr.
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1389.

- Mr. A. Cumming. 1389. What do you think it would cost to clear the pine scrub? I think that with stump-jumping ploughs 3s. or 4s. an acre would clear it. They just cut the timber down enough to let the stripper go over it, and then, in the course of a year or two, the stump-jumper takes it all out. The rainfall here is better than the rainfall in the mallee district of Victoria, and the land is better.
1390. What area have they there? The average area there would not be more than 640 acres. Some, like Mr. Lascelles, have more.
1391. Do you think that a man could live on that area? Yes; but on no smaller area.
1392. Will he have to farm the whole of his land? No; he would have to spell some of it, and in times of drought he would have to feed his stock with straw.
1393. A great many witnesses have put down the depression in this district to the rabbits? They have done no injury to agriculture in this district, and with a larger population, although there would always be a few rabbits, there would not be much to fear. I would not be frightened of the rabbits if all my neighbours did as much as I do—the Crown included.
1394. Are the rabbits as troublesome now as they used to be? No; because we have learnt how to deal with them. The poisoned pollard has been the most effective means. Last year, with the assistance of the drought, we destroyed 90 per cent. of them, and it would take them two years even if they were let alone to breed up again.
1395. Closer settlement must be of very slow development in this district, and in the meantime the pastoral country must be subject to the rabbit pest? I think that if a railway were to come to Hillston a lot of this land would be rushed by Victorian and South Australian selectors. They are only getting 8 bushels to the acre where we get 14 bushels.
1396. Mr. Hassall.] This land is practically unknown to them? They really do not know anything about it.
1397. Mr. Trickett.] If 1,000 men took up selections here, that would absorb only 640,000 acres? Year by year the number of selectors would increase. There are men now cultivating 100 to 150 acres who, if they could get their produce away, would treble and quadruple their area. If I had a railway within two days' waggon drive, I would start wheat growing as soon as I could get the proper machinery.
1398. You think that the great thing to encourage settlement is good means of communication? I think so. That is the only help for this district. The Lachlan valley is one of the future granaries of the world. I did not commence as a wheat man at all; but I see now that there is nothing else for it.
1399. As you have not been very prosperous as a grazier, you would go in for wheat growing, supposing you could get a market? I would go in for wheat to try and save myself. Of course, a man growing wheat on a 10,000-acre block with the leases we have would be better off than a man in the Central Division who paid 1s. an acre for his land. We only pay 1½d. per acre per annum.
1400. A good many witnesses have favoured the compulsory destruction of rabbits—what is your opinion on the subject? I believe in every man killing his own rabbits; but you might make legislation so severe as to ruin the poor man. If the destruction of rabbits was made compulsory, the Crown should be made responsible for the rabbits upon Crown land.
1401. If half a dozen people neglected to destroy the rabbits, their land would become a breeding place from which their neighbours' land would be supplied? Yes. Everyone should be compelled to do his share; but nothing will ever rectify matters until we have local boards worked in the same way as the Stock Board is worked.
1402. Mr. Hassall.] Do you not think it would be as well to give the Stock Board control of this matter? Well the Stock Board is not much good. We are asked to give our opinions, but no one ever knows whether they are taken or not. About every two months we have a meeting and discuss all sorts of questions, and there is an end to it.
1403. Mr. Trickett.] Do you know anything about the mining resources of the district? There is any quantity of copper at Mount Hope; but fuel is rather expensive there now.
1404. Mount Hope would be about 25 miles from the proposed railway? Yes.
1405. Would the railway be of any use in bringing fuel to the mines? I should not think so. The railway would help them in sending down their copper; but 25 miles would be a long way to cart fuel.
1406. Are the Mount Hope copper mines very extensive? They have very large deposits of copper; but they have only been worked in a primitive way.
1407. You do not think they could be looked to much as a source of revenue to the line? I do not think so, unless the line went closer.
1408. Is there much likelihood of gold being found in this district? There are indications of gold all the way from Wyalong to Mount Allen, and the same lead goes right on to Cobar. You will get a prospect of gold anywhere along the ridges.
1409. You spoke, just now, about a line from Wyalong to Hillston? I think that such a line would go through more agricultural land than the line you are considering, and it would keep away from the frontages, where the land is often flooded, and where a large portion of it is purchased. The Committee to-day have come through 30,000 and 40,000 acres of purchased land. With the exception of a few reserves, all the river frontages are purchased.
1410. The route you mention would open up entirely new country? Yes. I do not know anything of the country more than 20 miles from the lake; but I do not think there is any large area of purchased land there.
1411. What is the character of the country? It is much the same as that which I have described, except for the hills.
1412. Such a line would give direct communication? Yes, I think so. The proposed line would suit me better; but studying the interests of the district, it would be best to bring the railway from Wyalong.
1413. What about the country from here to Hillston and Mossgiel? From Hillston to Mossgiel it is nearly all plain country—splendid grazing country.
1414. Do you think there would be any possibility of getting trade for a railway west from Condobolin? I do not think so. Fifty miles out you would trench upon the Bourke line.
1415. I suppose they could grow produce as well at Hillston as at Cudgellico and Euabalong? Yes, and, if anything, better. A railway there would cut off the Victorian competition. From Big Willandra the wool this year is going to Hay, and then down the Murrumbidgee to Echuca. A difference of 5s. a ton would catch that wool. Last year the wool from Merri-Merrigal went on to the steamers.
1416. If the proposed railway were taken to Menindie, would that secure the trade? No; because a great deal of wool would go down the Darling.

1417. *Mr. Fegan.*] What would be the first cost of putting in wheat after the land had been cleared—I mean for ploughing? 2s. 6d. to 4s. per acre.
1418. Have you had any experience in South Australia? Yes.
1419. How many years were you there? Four.
1420. Have you had any experience in Victoria? Not much.
1421. There is hardly any comparison between the South Australian land and this land? This is far better wheat-growing country, but it is not better grazing country.
1422. What is the average yield there? Seven bushels.
1423. How many people have left the district since you have been here? A great many.
1424. Why? Because of the rabbits and the fall in prices.
1425. Do you think that with railway communication a lot of their difficulties could be got over? I think that if they had had sufficient capital to buy machinery they would be able to make a "do" of it.
1426. Do you think they would have left their holdings if they had had better means of communication? I do not think so.
1427. The great part of their misfortune has been owing to the want of a market? Yes.
1428. How do you get your fat stock to market? I sell my stock locally.
1429. If you cannot sell them locally they become a dead loss to you? Yes. Many a time when there is a glut locally I could sell them in Sydney if I could get them there.
1430. But since you cannot? I hang on to them.
1431. And in a bad season you lose them? Yes.
1432. You have 2,300 acres of conditionally purchased land? 1,100 acres of conditionally purchased land; the rest is conditionally leased land.
1433. With railway communication you could put your land to better use? Yes; or I could let it on the halves system.
1434. Is that system in operation in this district? No, not here; but I could get a man to come here to-morrow if we had a railway.
1435. With a railway you could stock your land better? By farming I would be able to keep sufficient hay to feed stock on in bad seasons.
1436. And the railway would help you to send your fat stock to market? Yes.
1437. You would thus be able to save the grass for the following year? We could ease the paddocks, so as to make things surer for what stock were left.
1438. Have you tried fruit growing? Only in my garden.
1439. How does it do? With irrigation, very well.
1440. The rainfall is not sufficient? I think not.
1441. *Chairman.*] There are huge areas of unoccupied land along the Departmental route? Yes.
1442. But you described that land as inferior to the land lying between the Lachlan and the Murrumbidgee? Certainly.
1443. You do not think that the open land is so good for wheat growing? It is better for grazing.
1444. We have been informed that the plain land, after it has been opened up for a year or two, gives fairly promising returns? I doubt it.
1445. From between here and Lake Cudgellico, what runs have we passed through? Wooyeo and Cappa. Then you passed through Rossi's Gap, and came on to Merri-Merrigal, and so on to Hunthawong. There are something like 1,500,000 acres of no man's land between the Lachlan and the Murrumbidgee.
1446. Can you tell us what some of these stations were carrying some years ago, and what they are carrying now? Wooyeo station shore 120,000 sheep at one time, and now I do not think they have 25,000. Merri-Merrigal shore 110,000 sheep one year; but I think they have only about 40,000 sheep now.
1447. Is it the same through the whole of the Lachlan valley? Yes; until you get up to Burrawang, and Kincaroo. There they are doing better than ever. They shear 60,000 sheep on Kincaroo now, and they used only to shear 12,000. They have not the rabbits there.
1448. Would it be easy to bring a line from Temora through Wynlong to Hillston? Yes.
1449. Is it all good country there? Yes, with the exception of the ranges.
1450. Wynlong is 80 miles south-east of Lake Cudgellico? Yes. A line taking a bend in towards Lake Cudgellico would go through some splendid country.
1451. At Hillston the agricultural land ceases? Yes; except in occasional patches.
1452. Where is the agricultural land on the other side of the Lachlan? If you go out to Roto you have it on the right of the proposed line—good red land.
1453. From Hillston to get on good agricultural land you have to go 30 miles north to the Willandra Billabong before you pick it up? Yes.
1454. What is the timber out there? Pine, yarra, and box.

WEDNESDAY, 16 SEPTEMBER, 1896.

[The Sectional Committee met at the Homestead, Hunthawong, at 8:30 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN.)

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Alfred William McPherson, manager, Hunthawong and Willandra stations, sworn, and examined:—

1455. *Mr. Fegan.*] How long have you been here? Nearly six years.
1456. How many sheep have you? 30,000.
1457. How many acres? About 200,000. Our stock was much reduced by the drought.
1458. How many droughts have you had since you have been here? We have had droughts for two years running. The drought started at the beginning of 1894.

Mr. A. W.
McPherson.

16 Sept., 1896.

- Mr. A. W. McPherson.
16 Sept., 1896.
1459. Have you any wheat? 200 acres.
1460. How many years have you been growing wheat? More or less, ever since I have been here.
1461. What is your average crop per acre? I never grow wheat for grain. I use it all for hay.
1462. Are you well acquainted with the country about here? Fairly well.
1463. How far do you know it? I can speak of the country within a radius of 50 miles.
1464. What is it like? North of the Willandra Creek it is pretty well all mallee, porcupine, &c., with stony hills. To the west it is black with stiff soil, and to the south and east it is red-soil pine country.
1465. South and south-east is first-class country? Yes. The country to the north is very poor; but to the west there is rich soil.
1466. Would half of it be good land? Yes.
1467. The other you would class as second-class land? Yes.
1468. Have you any other stock besides sheep? A few horses and cattle.
1469. They are chiefly for your own use? Yes.
1470. What are the prospects of this district? I think there is a big future in front of it.
1471. Do you send any stock to the railway? Yes; this year I should be sending about 10,000 fat wethers to Carrathool for the Sydney market.
1472. What about the wool? The wool goes to Melbourne, down the Murrumbidgee from Carrathool.
1473. Do you think the proposed railway would be conducive to settlement? I do not think so. The route is not one that I favour.
1474. Are you in want of railway communication? Yes.
1475. From what point? From Temora to Hillston.
1476. Do you know the country between here and Temora? I know it for 50 miles from here. It is all red ground.
1477. You do not think there would be any difficulty in the construction of the proposed line? No.
1478. Is the country there as flat as it is here? I cannot say.
1479. The road from here to Condobolin is fairly flat? Yes.
1480. If a line were taken from Temora to Hillston, what population would it serve? It would create a population by opening up a lot of country now lying idle.
1481. Will not the line to the north do the same? No.
1482. Would the proposed deviation open up good country? Yes, around Lake Cudgellico.
1483. Would the deviation be more serviceable than the northern route? Yes. I do not believe in a northern route.
1484. Are the landholders about here in a prosperous condition? No; they are mostly in the hands of the banks.
1485. Why is that? Because of the droughts, and because they are so far away from a market.
1486. Do the rabbits trouble you much? They have done so. We have gone to immense expense in destroying them.
1487. What do you pay to deal with the rabbits? Speaking for Hunthawong alone, the amount paid for rabbit destruction from 1884 to 1894 was £2,255.
1488. How many acres have you in this holding? 120,000. There is the cost of wire netting to be added to the figures I have given you.
1489. How much per mile would that be? About £42 a mile. We have spent about £1,852 upon wire netting.
1490. Have you got the rabbits fairly under now? Yes; we have got them down well.
1491. All you want now are fair seasons and railway facilities? Yes. This is good enough country if you can get good seasons.
1492. Could you grow wheat during the drought? Yes, in the red-soil country. Wheat will not grow in the black stiff land without rain.
1493. What other experience have you had? I was on the Darling, at Tapio.
1494. There is a lighter rainfall there? Yes.
1495. You never tried wheat there? No; we could do nothing with it there.
1496. You followed pastoral pursuits there? Yes. We had a bigger area of country and less stock.
1497. Have you had many losses with your sheep since you have been here? Yes, this year and last year, especially this year.
1498. What is the chief reason why the rabbits have got such a hold here? I think because of the carelessness of the holders of the land.
1499. Do you think that compulsory legislation should be passed compelling men to kill their rabbits? I would compel every man to kill his own rabbits; but the Government should also be compelled to kill their rabbits.
1500. Do you think, if a railway were constructed, a large number of people would settle here? There is no doubt about it.
1501. I suppose the great difficulty is in disposing of the fatlings? Yes; and in getting away stock in bad seasons when there is very little grass.
1502. With the railway you could send away your surplus sheep and save the grass for what was left? Yes.
1503. You think that some kind of a line should be constructed to give greater facilities to the people? Yes.
1504. What does it cost you to send to Whitton? We send right to Melbourne for £5 a ton.
1505. What would it cost you to drive to Carrathool? About 2s. 3d. a head.
1506. Will the sheep depreciate in transit? Yes. They do not improve on the road, and the knocking about on the trucks does not improve them.
1507. You cannot tell us the extent of the resumed areas about here? No; but it is very large.
1508. Has anybody left the district lately? Not that I know of.
1509. You do not know of anybody who has thrown up his holding? No.
1510. *Mr. Hassall.*] A railway coming down the frontage would have to pass through purchased land? Yes.
1511. And a line coming from Temora would pass through Crown lands? Yes, and through good land. I judge from what I have heard of that country that that is where the line should be taken. If I had to give a vote for either line it would be in favour of the Temora line. 1512.

1512. *Mr. Trickett.*] How do you account for the depression in this district? I account for a good deal of it by the presence of the rabbits, and I think that holders pay too much for their land, and have taken up more land than they can deal with. They have been too greedy for land. Then there has been the fall in the price of wool. There are men out back who have told me that if they had had this land they would have got on alright. They undertook too much. I think that trading too much on credit has killed a lot of them.

1513. If they had had small holdings the rabbits would have been a minor difficulty? Yes; an energetic man could easily have dealt with them. Our inspector told me that the Willandra holding was at one time the worst he ever saw; but yesterday he only met with about twenty rabbits on the whole of the run. I have destroyed them there in millions.

1514. *Mr. Fegan.*] If the settlers had been satisfied with less land they would have required less capital, and would not have had to mortgage their property? Yes; the land is good enough; it is the people who have been too grasping.

Mr. A. W.
McPherson.
16 Sept., 1896.

WEDNESDAY, 16 SEPTEMBER, 1896.

[The Sectional Committee met at the Court-house, Hillston, at 2.30 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT, | JOHN LIONEL FEGAN, Esq.,
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Benjamin Varcoe, miller, Hillston, sworn, and examined:—

1515. *Mr. Hassall.*] How long have you resided in this district? About twelve years.

1516. Have you a pretty thorough knowledge of it? South from Hillston I have a good knowledge of it. I do not know so much of the country to the north.

1517. Are you well acquainted with the country around Hillston? Yes.

1518. Within a radius of 20 miles? Within 50 miles.

1519. Are you acquainted with the country through which the proposed line would go after leaving Condobolin? I am not well acquainted with that country.

1520. How much wheat can you deal with per annum? Since the mill has been started, which is about eight years, I have put through, I think, about 30,000 bushels.

1521. Could you deal with any larger quantity? Yes, a much larger quantity. We do not work more than five months in the year, and then only for short hours.

1522. What is the quality of the land here for wheat-growing;—is it suitable? Very suitable. I have been farming in the Colonies ever since 1840, and I do not think I have seen better tracts of land for agricultural purposes than that south of the river here.

1523. Extending where? As far as Gunbar.

1524. How far west? You do not go far west before you get into the pastoral country—the plain land.

1525. How many miles from here? I should think about 20 miles west from here you begin to get out on to the plains.

1526. And how far east? I am not acquainted with the country for more than 20 miles east. As far as that it is good agricultural country; but I am not acquainted with it further on.

1527. That is as far as Hunthawong? Yes, out in that direction; there is good agricultural country there.

1528. Have you any knowledge of the country between there and Lake Cudgellico? Very little. I have only passed over it twice.

1529. You think that the land with which you are acquainted will compare favourably with any land beyond out towards Lake Cudgellico? I think it would compare favourably with that land. There are some very rich patches about the lake, but it is not uniformly good as the land to the south is. There is no poor land, and no waste land.

1530. Is there much scrub about Hillston? Yes; there is a great deal of scrub out to the south-east, at the back of Hunthawong.

1531. And away to the westward it is similar country? Yes.

1532. We are to understand that the land which would be available for settlement around Hillston is to a certain extent scrubby, but of very good quality? Yes; of very good quality for agriculture.

1533. What is the annual yield per acre? About 12 bushels has been the average for the last eight years. In some seasons it would be more, and in others not quite so much. Last season was a bad one. I have here a sample of wheat which I brought from the mill this morning. It is one of the best samples I got last year.

1534. What is the quality of the wheat grown here? It is of good milling quality. The millers in Sydney prefer it, I think, to any other wheat grown in the Colony.

1535. Is that because it is thin-skinned? I think it is because it is grown in a dry climate. It produces a stronger flour.

1536. It is a full grain, and of good flavour? Yes.

1537. How does the frontage land compare with the back land, so far as wheat-growing is concerned? The frontage land is not so good as the land at the back. Although the ground is strong, the climate is hot, and the grain is often shrivelled. On the country to the back it fills better.

1538. The scrub country is more suitable for wheat-growing than the land on the frontage? Yes.

1539. Do you think a large area would be put under wheat if the railway came here? I have no doubt that the whole of the scrub lands at the back, which are valueless at the present time, would be taken up immediately if there were railway communication.

1540. Have you any idea of the extent of the back land available? No; I have never gone into figures with regard to it.

Mr.
B. Varcoe.
16 Sept., 1896.

- Mr. B. Varcoe.
16 Sept., 1896.
1541. Have you any idea of the number of farmers settled about Hillston who are making a living by growing wheat? I have no figures; but, speaking generally, I think that between 10,000 and 15,000 acres are under crop this season.
1542. Do you think that that area could be largely increased? Yes.
1543. Do you buy the whole of the wheat grown in this district? Since the mill started I have purchased about one-third of the wheat grown in the district.
1544. What is done with the rest? It goes to Sydney.
1545. It is carted to the nearest railway station? Yes.
1546. What station is it delivered at? Generally to Carrathool.
1547. What is the cost of carriage between here and Carrathool? About 6d. a bushel. That is what the farmers out back pay. Of course some of the farmers live 20 miles on the way to Carrathool.
1548. What is the cost of carriage from Hillston itself? Very little goes from Hillston. I purchase more of what is grown near the town.
1549. Do you think the proposed line would be of any great advantage to the district? I do not think that it would be of any advantage to the wheat-growers of the district;—in fact, I do not think the people would avail themselves of it.
1550. Would it be too far away? It would be too far to the north.
1551. Do you think that this district should have railway communication in order to bring about its full development? Yes. If we had railway communication it would open up a large tract of country, and would be of great advantage to the State.
1552. Which would be the most suitable point from which to extend the main southern line to this district? From what little I know of the country up above I should think an extension from Temora would open up the best agricultural land. I have been told that there is a very large quantity of good agricultural land there.
1553. You only speak of that land from hearsay? Yes, not of my own knowledge.
1554. In your opinion, a line to benefit this district should come from the southern line instead of from Condobolin, passing on the north side of the Lachlan? That is my idea.
1555. Are you the only miller in the district? Yes. There is no other mill nearer than Condobolin.

Mr. Samuel Nixon, farmer, Gunbar, sworn, and examined:—

- Mr. S. Nixon.
16 Sept., 1896.
1556. *Chairman.*] How long have you been at Gunbar? Fourteen years.
1557. How large is your holding? Between 5,000 and 6,000 acres.
1558. How much have you under cultivation? 1,400 acres.
1559. How much had you two years back? Between 1,200 and 1,300 acres.
1560. For some years past you have cultivated a large area? Yes.
1561. What do you do with your wheat? In most cases I send it to Sydney.
1562. What is the rate of carriage from Gunbar to Carrathool? About 1s. 6d. a bag.
1563. What is the railway carriage to Sydney? About 1s. 8d. a bag.
1564. That makes 3s. 2d. a bag for the whole distance? Yes.
1565. There are four bushels to the bag? Yes.
1566. So you should say 9½d. per bushel? About that.
1567. At what price must wheat be in the Sydney market to give you a profit? About 2s. 6d. a bushel.
1568. Therefore you could grow wheat here at about 1s. 8½d. per bushel? Yes; on a large scale it might be grown at that price. Last year I sold 1,500 bags delivered at Carrathool for 1s. 11d. a bushel.
1569. You know the country from Gunbar to Hillston, and from Hillston to Lake Cudgellico, and also the country lying north-east from Gunbar? Yes.
1570. Is there much land there similar to that upon which you can grow wheat for 1s. 8d. a bushel? Yes.
1571. What is the area, roughly? It extends to Lake Cudgellico on the east; between 30 and 40 miles southward, and about 15 miles to the west.
1572. That country is pretty much the same as the land upon which you are growing wheat at present? It is very similar.
1573. The area you allude to would be about 400,000 acres? I believe that, in reality, it is much greater.
1574. What kind of country are you working on? It is timbered country, intersected with plains.
1575. Box timber? No; mostly pine, wilga, yarran, and a few of the scrub trees.
1576. What is the soil? A red loam.
1577. Is it sandy? No.
1578. Do you know the country to the east, going from Gunbar towards Wyalong? Yes; that is very similar country; but when you get about 30 miles east from Hillston there is not the same extent of good country. The country there is more broken, and has stony ridges on it. About Hillston there are from 20,000 to 30,000 acres of wheat-growing country. That country extends south 30 miles, and east and north-east about 20 miles. There is one unbroken tract of good wheat-growing country.
1579. North of Wyalong, what is the country like? It is more broken country, with stony ranges. There is some very rich country.
1580. What proportion of good country is there? I should think 75 per cent.
1581. The rainfall here is 19 or 20 inches? 16 inches.
1582. Have you experienced any severe losses because of the smallness of the rainfall? No. I have now had thirteen crops, and there has been only one failure.
1583. What has your average crop been? Between 11 and 12 bushels.
1584. Where were you farming before you came here? In Deniliquin—about 25 miles west from Deniliquin.
1585. What did you do with your wheat there? I sold it to the Deniliquin mill.
1586. How does this land compare with the land at Deniliquin? I think this is the better land.
1587. How does the rainfall compare? It is a little less.
1588. Do you think that wheat-growing here would be more satisfactory to the farmer than it is in the vicinity of Deniliquin? Yes; this country is more adapted for wheat-growing than Deniliquin is. You get better returns with 1 or 2 inches less rainfall.
1589. If a railway were constructed through this country, do you think the Government could count upon its being taken up? I think it would be taken up readily.
- 1590.

1590. Where would the people come from? I should think the railway should be extended from the southern line, anywhere south-east of Hillston. Mr. S. Nixon.
1591. Where would the men come from to take up the land? They would be chiefly Victorian farmers. 16 Sept., 1896.
1592. The opportunities offered here being better than those offered in the mallee country? Very much better.
1593. Do you think the Government could depend upon population coming here? Yes, if railway communication were provided. Only last year there was a difficulty in getting wheat taken to Carrathool, because of the dry weather.
1594. If proper means of communication were provided, the Government could get rid of their land? I have no doubt of it.
1595. What is the wheat return of Deniliquin? About the same as it is here—11 or 12 bushels.
1596. Supposing you had your choice, would you settle here or about Moama? I think I should prefer Moama.
1597. Why? That country will carry so much more stock, though I do not know that it will grow wheat better than this country will.
1598. But speaking from an agricultural point of view? I would give this country the preference.
1599. The farmers about Moama do well enough? Some of them are doing well.
1600. Is there anything further you can tell us? I do not know that there is. The drawback to this country is the want of means of communication.
1601. Do you think a railway serves an agricultural district fairly well if it comes within 30 miles of it? Yes; but the closer it is the better.

Mr. William Thomas, farmer, near Gunbar, sworn, and examined:—

1602. *Chairman.*] Where do you live? About 40 miles south-east from here.
1603. East of Gunbar? Yes.
1604. *Mr. Trickett.*] How long have you been in this district? Two years and nine months.
1605. Have you been engaged in farming during this time? Yes.
1606. Where did you come from? From Clare, in South Australia, about 90 miles north of Adelaide.
1607. Were you engaged there in growing wheat? Yes.
1608. What area had you under wheat? Between 2,000 and 3,000 acres.
1609. What was the rainfall there? About 20 inches.
1610. How many bushels did you get to the acre? A few years before I came away we went down to about 4 bushels to the acre. The land was worn out.
1611. When the land was in good working condition, what would it yield? From 12 to 20 bushels.
1612. Am I right in saying that your reason for leaving was that your farm was worked out? Yes.
1613. And you came up here to take up new country? Yes.
1614. What is your present holding? 5,000 acres.
1615. What is the tenure? I have a scrub lease. It was all green timber when I came here—belar, pine, yarran, box, and mallee.
1616. What improvements have you effected? I have cleared about 150 acres. We have about 30 acres under crop and about 30 acres fallow.
1617. Have you had a crop off this land? No, the rabbits took the first crop I had, and the second year I could not put in anything because the rabbits took all my feed and I lost half my horses.
1618. You are not able to give us any information about the producing qualities of the soil? I am quite certain about the producing qualities of the soil. If I had not been you would not have found me here.
1619. If you have done nothing so far how are you going on? I am living in hopes. The rabbits ate the crop the first year.
1620. How are you going to cope with the rabbits? By putting up wire netting.
1621. How does this soil compare with that of South Australia? On the average it is better. This land is all a red loam. In South Australia it was clayey heavier land.
1622. This land is eminently suitable for wheat-growing? Yes.
1623. Are you out of reach of the flood-waters here? Yes.
1624. What is the rainfall? From 16 to 17 inches I believe.
1625. Do you think that that will be sufficient? Quite sufficient.
1626. What is the rainfall in South Australia where they grow wheat? In the majority of places it is only about 14 inches. I have lived in such districts.
1627. How did you do there? We averaged from three to four bags when the land was new.
1628. You think the rainfall here would be ample? Yes.
1629. Can you give the Committee the benefit of any inquiries you may have made in this district? I look upon the district as suitable for wheat-growing—that is the country between where I am and Yalgogrin. I travelled through that country.
1630. What are the successful crops you have seen in this district? I have seen some very favourable crops—12 and 16 bushels to the acre.
1631. Do you look upon that as a fairly paying yield? Yes.
1632. What would be the lowest price at which you could grow wheat? About 2s. 6d. a bushel on the ground.
1633. Was that about what you got in South Australia? I have sold wheat for 1s. 10d. a bushel there.
1634. What is a fair price to pay? With a fair crop we looked upon 2s. 6d. a bushel as a paying price.
1635. You think that Mr. Nixon considerably understated the amount? Well, he has his land better cleared than I have. He is in more favourable circumstances than I am.
1636. How many acres do you intend to put under wheat? That is very hard to say. As I get along I will increase my area. The place is very rough where I am.
1637. What has been your experience with the rabbits? Well, I have lost half my horses through the rabbits.
1638. You think that with small settlement and persistent working a man can compete with the rabbits? I feel sure of it.
1639. Do you think there should be a law compelling everyone to destroy this pest? I think that such a law would be a very good one.

Mr.
W. Thomas.
16 Sept., 1896.

- Mr. W. Thomas.
16 Sept., 1896.
1640. You think that it is not fair for one person to be allowed to breed rabbits to the disadvantage of his neighbours? Yes.
1641. What distance have you to cart your wheat in South Australia? About 7 miles.
1642. How far can a farmer profitably cart his wheat? From 15 to 20 miles.
1643. After that it becomes rather a heavy tax? Yes.
1644. How does the wheat grown in this district compare with the South Australian wheat? Very well indeed. It is quite as good as the South Australian wheat.
1645. It is very thin-husked wheat? Yes; and millers have told me that it makes a strong flour.
1646. You think there is a good outlook for the farmer here? Yes.
1647. Did you breed sheep in South Australia? Yes; I combined grazing with agriculture.
1648. Will you combine the two here? Yes, when I can.
1649. I suppose you had a ready market in South Australia for your surplus produce? Yes, because I was near the capital.
1650. Is it not a drawback to a small holder to be so far from a railway as you are? Most decidedly.
1651. Do you think that grazing would prove valuable here in conjunction with farming? Yes.
1652. Do you think that the farming population would increase here considerably if there were better means of communication? I feel sure of it.
1653. Have you heard any of your old neighbours say that they would come here? Yes. It is the want of railway communication that keeps them back.
1654. In South Australia do they send the wheat to the capital to be milled, or is it milled locally? It goes direct to the seaboard.
1655. Therefore you are not in the hands of the local miller? No.
1656. That is of great advantage? Yes.
1657. Are you going to wire-net the whole of your holding? No, only part of it.
1658. Will not that leave the other part a breeding place for rabbits? As soon as I get the scrub rung I will wire-net the whole of it. It is no use to wire-net the green timber.
1659. Why do you think people would come from South Australia to settle here? If the land here were let to them on good terms they would flock over as soon as they were sure that the railway was coming.
1660. You think they would come here in considerable numbers? Yes.
1661. How many do you think would come? There might be 200 or 300.
1662. Is a good deal of the land in South Australia being worked out now? Yes.
1663. How long does wheat land last as a rule? It varies. Some of the best land in South Australia stood about thirty years, other land did not stand more than four or five years. It depended upon the character of the soil.
1664. Which lasts the longer—the light soil or the clayey soil? In my experience the soil which has a clayey appearance gives in soonest.
1665. Do you think the soil about here would be fairly lasting? Yes; I think it is a great lasting soil for cropping purposes.
1666. At one time you sold your crop at 1s. 10d. a bushel;—how many bushels to the acre did the land yield during that season? The first year it yielded 25 bushels to the acre.
1667. And the next year? Four bushels to the acre.

Mr. Joseph Rowe Varcoe, farmer, Hillston, sworn, and examined:—

- Mr. J. R. Varcoe.
16 Sept., 1896.
1668. *Mr. Fegan.*] How many years have you been in the district? Fourteen years. I have my fourteenth crop growing now. Previously I was farming at Deniliquin for eight years.
1669. What is the area of your holding at the present time? 1,920 acres.
1670. How many acres have you under cultivation? 324.
1671. Have you ever had a larger area than that? No; that is the largest area I have had.
1672. It is chiefly what? It is all wheat.
1673. How many bushels to the acre do you get? I suppose 13 or 14 bushels on the average.
1674. Have you had any droughts up here? Yes.
1675. How many in the fourteen years? The first five years were continuously dry.
1676. And was your crop a failure? No.
1677. The shortness of rain did not affect your crop very much? Well, we had light crops. I got as little as 8 bushels to the acre.
1678. What was your highest crop? Sixteen or 18 bushels to the acre.
1679. Do you run many sheep? Only a few for killing.
1680. Your experience has been chiefly in agriculture? Yes.
1681. Have you ever tried anything besides wheat? I have grown barley.
1682. Does that do well? Yes, it is very successful.
1683. How much a bushel have you got for your barley? 2s. 6d.
1684. And how much for your wheat on an average? I could hardly say.
1685. Has it paid you to grow wheat? Yes.
1686. How many bushels of barley to the acre does your land return? I think I have got about 20. It is some years since I grew barley.
1687. Why did you give up cultivating barley when it gave you larger returns than the wheat does? That year I got 4s. 4d. a bushel for my wheat.
1688. Do the rabbits damage your crop very much? Yes; I had a total failure one year through the rabbits.
1689. Have you coped with them now? I have my holding wire-netted now.
1690. What does it cost you to wire-net—I suppose your holding is all wired? Yes; it cost £14 14s. 7½d. a mile.
1691. Do you employ other means for getting rid of them? Yes; I poison them.
1692. What does that cost? My sons do the work, but if I hired a man to do it it would cost me £1 a week and his rations, and I suppose it would take him about six months in the year. That would be about £35.

1693. Where do you sell your wheat? Chiefly locally. I sent to Sydney one year.
1694. Did that pay you? Yes.
1695. What were you getting for it? I got 4s. 2d. a bushel for it in Sydney.
1696. Do you find your land less productive now than it was at first? No; it is quite as good as it was at first.
1697. Is your land similar to that in other parts of the district? Yes; it is similar to the country south of the Lachlan.
1698. How far from town do you live? Thirteen miles. The good country commences a mile or two from the river. The land on the river will not stand the drought like the land a few miles back. It requires a greater rainfall.
1699. What does it cost you per acre to sow your wheat? 6s. or 7s., I think, but I have never made it up. When the ground is once cleared a crop can be put in for 7s. an acre, or even less.
1700. How much a bushel will pay you? About 2s. a bushel, I think, if bought on the farm.
1701. I suppose you have had to take as low a price as that? I think 1s. 8d. a bushel has been the lowest price I have got.
1702. Does that pay you? I have never lost yet. I have always been making.
1703. Have you ever tried fruit on your land? I have a few trees.
1704. Is the rainfall sufficient for fruit? I have only had my trees in about three years, but, so far, they are doing very well.
1705. Without artificial watering? I have no water supply for them.
1706. How do you get your water? I have a well; but the water is brackish.
1707. I suppose the straw from the wheat you use for fodder? I burn all my straw.
1708. Would it not do for fodder? I daresay it would if I saved it; but I burn it to get it out of my road. It is not much good for food.
1709. Have you ever tried dairying? We milk a few cows.
1710. Do you think the country good enough for dairying? Yes.
1711. If a railway were constructed where would you look for your market? To Sydney.
1712. I believe that the people from some parts of this district send their wool to Melbourne? Yes.
1713. Do you not know why? I suppose they can get it there more cheaply.
1714. What is your nearest railway station? Carrathool.
1715. Do you send any of your wheat to Sydney? I did one year.
1716. The local miller takes all you can grow? Yes.
1717. It pays better to sell to him than to send to Sydney? It is about the same thing in either case.
1718. If a railway were constructed would you extend your farming operations? Yes; it would give me a little more encouragement.
1719. It would make it easier and cheaper for you to get to market? I would save about 5d. a bushel.
1720. And you would put stock on the land you do not use for agriculture? Yes.
1721. With a railway you would be able to get your fatlings to market? Yes.
1722. A line to Hillston would induce people to put larger areas under cultivation? It would bring land into use that is now lying waste. This waste land is a great nuisance to me, inasmuch as it is a breeding-ground for rabbits and wild dogs.
1723. Is there much Crown land about here? Yes; it is Crown land all round where I am.
1724. What is your opinion with regard to legislation to compel the destruction of rabbits? I would rather have no legislation, and allow people to fight the rabbits as well as they could. My experience is that the rabbit inspectors are almost as great a pest as the rabbits. If the ground were all held by private individuals they would kill the rabbits themselves.
1725. If there were a railway here would the land be taken up in smaller areas? Yes.
1726. That would help to keep the rabbits down? Yes.
1727. You do not believe in legislation? No.
1728. Do you think the proposed line would suit the people of Hillston? The line on the south of the river would suit them better. Such a line would serve good agricultural country.
1729. Have you heard an agitation for a railway from some other point? Yes, from Temora via Wyalong.
1730. Have you any knowledge of the country between these two points? No.
1731. Why do people advocate the extension of the line from Temora? Because we think that the country is more level and less expensive to work.
1732. Do you think it would be possible to get a more level line than that from Condobolin? An extension from the southern line would render it unnecessary to take traffic across the Blue Mountains.
1733. But supposing the country between Temora and Hillston is hilly? I think it is the same as the country from Condobolin, but I have no personal knowledge of it.
1734. Have you any knowledge of the country between Condobolin and Hillston? No; I only know the country around Hillston?
1735. Do you expect a market out west in the event of the proposed railway being constructed? I have not looked at it in that light, though you might get a market in that direction.
1736. Do you favour the extension of the line beyond Hillston? I am not in a position to give an opinion into that point.
1737. I suppose you think that what may be a blessing to the people of Hillston should also be given to other people? Yes.

Mr.
J. R. Varcoe.
16 Sept., 1896.

Mr. Thomas Cadell, Inspector of Stock, Hillston, sworn, and examined:—

1738. *Mr. Hassall.*] How long have you been stationed here? Nearly eight years.
1739. What is the extent of your district? It starts from the leasehold area of Gunbar and goes to within 5 miles of Nynagee. East and west it extends from 4 miles this side of Cudgellico to about 15 miles this side of Mossiel.
1740. What stock are depastured on that area? The average for the seven years has been 909,000 sheep, 4,000 cattle, and about 3,000 horses. Besides that there is an average of 160,000 lambs a year. There are about 1,000,000 acres of abandoned resumed areas in the district. That land, at a low estimate, will carry about 180,000 sheep. The average clip of wool for seven years has been 6½ lb. to the sheep, and for lambs 1¼ lb. About 80,000 fat sheep leave the district every year.

Mr. T. Cadell.
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Mr. T. Cadell.
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1741. Where are those sheep sent to? Sydney and Melbourne.
1742. Where are they trucked? At Carrathool and at Deniliquin. Some of them are trucked at Hay, but most at Carrathool. 2,363 tons of wool are sent away from this district yearly, and if the abandoned resumed areas were stocked, about 480 tons more would be sent. This is a sheep country. There are no cattle runs in the whole district.
1743. What is the character of the country generally? It is fairly good country except in the northern part of the district, where it is all timbered. In the southern part of the district it is mostly open plain.
1744. How much of the district is good—two-thirds? For stock-growing, about two-fifths.
1745. And the balance? The balance is timbered country. A great deal of land to the north of the river is covered with pine scrub. Of course, a great portion of the leasehold areas has been scrubbed.
1746. What is the general carrying capacity of this country? The plain country, a sheep to 2 $\frac{3}{4}$ acres; for scrubby country, a sheep to 5 or 6 acres.
1747. Has the carrying capacity of the country increased or decreased during the last seven years? It has decreased about 25 per cent.
1748. Why? Because of the rabbits and the growth of the pine scrub.
1749. Do they suffer much here from bad seasons? Yes.
1750. Is this country thickly infested with rabbits? Not at the present time. Country that has been abandoned is thickly infested; but the leasehold areas are not very thickly infested.
1751. The waste Crown lands are practically the breeding-ground for the rabbits and help to increase the pest? Yes.
1752. Do you think that legislation to compel the destruction of the rabbits would be beneficial? Yes, if the Crown were compelled to destroy its rabbits.
1753. Have you been consulted with regard to the rabbit question? I have to send in monthly reports as to the state of the rabbits in the district.
1754. Are the rabbits increasing or decreasing? They are about stationary. Just now they are breeding up, because people are shearing and cannot afford time to attend to them.
1755. Would the construction of a railway here have any effect in causing the occupation of waste land? A railway brought down on this side of the river would, I think, answer the requirements of the district.
1756. Have you any knowledge of the country through which the proposed line passes? Yes; as far as Euabalong on the northern side of the river, and as far as Lake Cudgellico on the southern side.
1757. What description of country does the proposed line pass through? Dense mallee for the most part.
1758. Is there any chance of settlement in that country? The great trouble would be to get water. The mallee country is bad holding ground, and the water found below the surface is brackish.
1759. Are there good patches? In odd places.
1760. In your opinion that country is not suitable for close settlement? No. All the wells on the northern side of the river, without any exception, are brackish and unsuitable for human beings. The mallee country especially is a bad holding ground.
1761. Do you think the expense of clearing the land will deter people from occupying it? I do not see that. A lot of the mallee country could be used for wheat-growing.
1762. But not for any other purpose? No.
1763. Are you aware that that country is locked up until 1918? That is the extent of the leaseholds.
1764. The leasehold areas, as a rule, comprise the best country? Yes.
1765. Do you think there is any possibility of a close settlement on the route of the proposed line? No.
1766. Therefore, the line would practically be running through waste land? Yes, for hundreds of miles.
1767. Do you know anything of the country beyond Mossgiel, in the direction of Menindie? No, I do not.
1768. What area of land is there available for settlement on the southern side of the river? When the leases fall in there will be over 1,000,000 acres available for settlement within 50 miles of Hillston.
1769. Do you know the country at the back of Merri-Merrigal? Yes; there is a very large area of country available at the back of that run, and at the back of Hunthawong.
1770. You know that country pretty well? Yes.
1771. Is it suitable for agriculture? Yes, with the exception of the hills.
1772. Would one-fourth of the whole area be embraced in the hilly country? It would take up 50,000 acres, I expect.
1773. That leaves an enormous area still available for settlement? Yes; over 1,000,000 acres.
1774. Do you know the country towards Temora, and towards Grenfell? No.
1775. Is the country you speak of very heavily timbered? Yes, in places.
1776. Are there any open patches? Yes; with pine scrub.
1777. Can that be easily dealt with? Yes, very easily. The cost of killing the scrub is about 1s. 6d. an acre.
1778. What is the water supply? You can get water anywhere there in tanks or wells.
1779. You can get water by sinking? Yes, at about 100 feet; but in many cases it is only fit for stock.
1780. Is it good holding country? Yes.
1781. It is different from the country to the north? Yes.
1782. There would be no difficulty in obtaining a water supply there? None whatever.
1783. You think that that country is suitable for settlement? Yes.
1784. Is it all good wheat-growing land? Yes; it is all the same right through, except the river frontages.
1785. Would a line to Hillston intercept any of the principal stock routes, and divert traffic to Sydney which now goes further south? It would intercept all the stock routes from Queensland to the Murray.
1786. Do you think it would be used to any great extent in sending stock to Sydney? That I am not prepared to say.
1787. Where do the stock go that come through here? They make to Carrathool, or, if they are going to Victoria, to Deniliquin.
1788. What cattle pass through here—stores or fats? Very few cattle come through here, because they have to pay for water at the tanks.
1789. Has the stock tax on the Victorian border had any effect in reducing the cattle trade? I think it has.
- 1790.

1790. The bulk of the stock traffic now comes to Sydney? A good deal of it does.

1791. What route would you suggest for this line as most likely to serve the district? To serve the farming industry alone, the line should be brought from Temora, though a line from Condobolin on the southern side of the river would answer the same purpose.

1792. Would not the proposed deviation pass through a large amount of purchased land? No; it would pass at the back of the purchased land. It is all Crown land where it goes, except near Condobolin. I do not know anything about the country at that end. From Lake Cudgellico to Hillston, it would go through Crown land.

1793. It is a matter of choice? Either line would, I think, suit the district equally well.

1794. You do not think a line on the northern side of the river would benefit the district to any extent? No, and there would be no settlement along that line. The following is a list of the abandoned resumed areas in that district:—

	Acreage.
Cowl Cowl, resumed area	161,622
Coan Downs	232,174
Hunthawong	110,113
Merri-Merrigal	110,953
Roto	151,690
Yathong	123,100
Merri Merriwa, leasehold and resumed	46,860
Marrooba, resumed area	31,320
Willandra	27,000
Wangarou	16,100
Wangaron	15,160
South Merrowie	6,206
Aggregate abandoned areas	932,298

1795. *Chairman.*] Why do you think a line from Condobolin *via* Lake Cudgellico would suit this district as well as a line from Temora? Either route would pass through Crown lands available for settlement. There is no necessity for the line to pass through the freehold land right on the bank of the river. The further back the line comes the better it will serve any settlement that may take place. The best wheat-growing land is away from the river. In speaking of the number of stock in the district I deducted those the wool from which is sent to Cobar. The wool of about 150,000 sheep is sent to Cobar.

Mr. James Macbeth Fullerton, storekeeper, Hillston, sworn, and examined:—

1796. *Chairman.*] You have a fair knowledge of this district? Yes.

1797. Where do you get your goods from? Sydney now, generally.

1798. Which way do they come? Through Carrathool.

1799. What do general goods cost you per ton from Sydney to Carrathool, and from Carrathool to Hillston? On an average goods can be landed here at £8 a ton. If you work on the truck system you get them a little cheaper.

1800. How much of the £8 is for road carriage? On an average, £3 is for road carriage.

1801. Do you distribute goods out back towards the Willandra and Mossgeil? Yes. Just now that the river is running we get a good bit of stuff from Victoria.

1802. What rebate do you get for goods from Victoria? The heaviest rebates we get are on sugar, but to get them we cannot take less than 20 tons at a time.

1803. What rebate do you get on 20 tons of sugar? £1 a ton we were paying for the last lot. We can get it landed at Carrathool from Melbourne for £3 10s. a ton; that is much the same as the truck rate from Sydney. The Railway Commissioners charge £20 a truck.

1804. How far is Carrathool from here? We call it 80 miles.

1805. You find that the freight from Carrathool to Melbourne is no less than the freight from Carrathool to Sydney? It depends upon the class of goods. The galvanised iron, wire, sugar, and salt—it is as cheap to go to Melbourne as to Sydney. General goods come more cheaply from Melbourne.

1806. What can you get from Melbourne more cheaply than from Sydney? General goods. They cost £30 a truck from Sydney, or £5 a ton. Lately they have reduced the price to £3 10s. a ton. With river insurance and taking into consideration the knocking about that goods get on the steamers it is just now about £1 a ton cheaper to get goods from Melbourne than to get them from Sydney.

1807. If the railway were brought to Hillston, would the whole of your trade be done with Sydney? It would all depend upon the freights, but if there were a line from Temora I think I could get things more cheaply from Sydney. I am strongly in favour of the Temora line, because it passes through such an immense area of agricultural land, and would bring about closer settlement.

1808. If the railway were brought to Hillston, would it control the whole of the trade of this district? Yes, and it would get a large amount of trade that now goes to Melbourne.

1809. You have no doubt about the future of this place if with proper means of communication? None whatever. I have great faith in the place, otherwise I would not have stopped here so long, or have invested so much money in it. I have been farming here for many years, and I think I am in as good a position to express an opinion as anyone. From the knowledge that I possess, and my correspondence with people looking for land, I have no hesitation in saying that I think that within five or six years the whole of the land within 20 miles on each side of the line would be occupied if a railway were brought here from Temora.

1810. Do you know the country through which the proposed line goes? Yes.

1811. What is it like? It is not much for agriculture. I have travelled a great part of the line so far as Ivanhoe.

1812. From the Willandra to Euabalong, is it unfit for agriculture? It is inferior country—dense mallee dry and ridgy in parts.

1813. What do you think of the proposed deviation? It would pass through very fair land; further out from the river the land is excellent, splendid agricultural land.

1814. How much merchandise comes to Hillston in twelve months? I could not say.

1815. What is the population of the municipality? About 400 now.

- Mr. J. M. Fullerton.
16 Sept., 1896.
1816. You regard this purely as a grain country? There is also the wool to be taken into consideration. If the railway came here the farmers would alter their system altogether. I believe a lot of them would go in for cross-breeds. This is excellent country for crops, and people would go in more for fattening stock if they could be sure of getting them away. The greater part of the wool from this district goes to Melbourne, but a railway here would intercept almost the whole of it. The greater part of the merchandise used here at present comes from Sydney.
1817. Are you able to speak definitely as to the suitability of the district for wheat growing? Yes. It is sixteen years since I commenced farming myself, and I have been at it continuously ever since. I have 640 acres, 200 of which are under crop.
1818. How many failures have you had? Only one, and then I was eaten out by the rabbits.
1819. Have there been any failures on account of the drought? There have been partial failures. If a railway were brought here large freezing works would be established, because this is on the verge of the fattening country.
1820. Hillston would be the terminus? We do not ask that Hillston should be the terminus of the line.
1821. Can you give us any authoritative information with regard to the proposed establishment of freezing works? We cannot commence operations until means are provided for getting the stuff away cheaply.

THURSDAY, 17 SEPTEMBER, 1896.

[The Sectional Committee met at the Court-house, Hillston, at 10 a.m.]

Present:

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. William Smith Arnott, post and telegraph master, Hillston, sworn, and examined:—

- Mr. W. S. Arnott.
17 Sept., 1896.
1822. *Chairman.*] How long have you been here? Eight months.
1823. *Mr. Trickett.*] Have you any statistics to produce? The number of letters posted last year up to the 31st December was 84,270, and the number of telegrams transmitted, 5,049; the revenue from the sale of stamps was £743; from telegrams, £387; from money orders and postal notes, £49; or in all, £1,179. That is a fair average of the work done for the last five years. Last year the number of deposits was 360, amounting to £4,519 15s.
1824. Has the amount of these deposits changed very much? No. Last year was a very good average year.

Mr. Robert Walter Stewart, Mayor of Hillston, sworn, and examined:—

- Mr. R. W. Stewart.
17 Sept., 1896.
1825. *Chairman.*] How long have you been here? Since 1878—eighteen years.
1826. You have a good knowledge of the district? Yes.
1827. *Mr. Fegan.*] What is the area of the Municipality of Hillston? I think it would embrace about 32,000 acres.
1828. What is your revenue? Something under £500.
1829. And your expenditure? About the same. We spend what we have.
1830. You are not in debt? We are not in debt.
1831. Have you any knowledge of the acreage under crop in this district? It is something like 20,000 acres.
1832. What is the chief crop? Wheat.
1833. Is there any other crop? Nothing worth mentioning.
1834. What is the return per acre? From 12 to 15 bushels.
1835. I suppose you have a ready market for your wheat? No; there is a surplus over and above the local demand.
1836. Where is your market? Sydney is the market which we have been trying to get.
1837. Have you been successful there? We have been able to sell wheat there, but the cost of sending it to market is more than we can afford to pay. It costs 1s. per bushel to send wheat from this district to Sydney. 1,000 acres of wheat would yield, averaging 12 bushels to the acre, 333½ tons. That, at 5d. per bushel, if sent to Sydney, would give a return to the railway of £250. The same area—1,000 acres—under sheep, allowing 5 acres to the sheep, would carry 200 sheep, and they would yield, averaging the fleeces at 6½ lb., 1,300 lb. of wool, or a little more than half a ton. That, if sent to Sydney by railway, would give a return of something less than £5 a ton.
1838. How many acres of grazing land are there in this district? Yesterday it was stated that there were something like 1,000,000 sheep in the district, and if we allow 5 acres for the sheep that would give 5,000,000 acres of grazing land. If the railway were brought into this district, however, I think we should take wool off more than 1,000,000 sheep, although I take that number as the basis. Estimating that 100,000 of these sheep will be sent away as fat stock, and allowing 6½ lb. as an average fleece, there will be something like 2,600 tons of wool from the 900,000 sheep that are left. This wool at the present time costs us £6, £7, and £8 a ton to land in Sydney, according to the distance which it has to travel; but, supposing the freight by rail was £6 a ton, that would give a return to the railway of £13,000. Now we pay £8 per truck to send sheep from Carrathool, and it costs us £1 a hundred to send them to Carrathool. Instead of driving them over dry roads in hot weather, we would rather pay £1 a hundred extra to the railway, that would mean for 100,000 fat sheep £9,000 revenue. In order to show the probable revenue that would be derived by the line, I have worked out certain figures which might be made larger, but which, even if they are decreased, will still show a handsome income. I take 1,000,000 acres of land as the area that could be made available for close settlement, and better land is not to be found in New South Wales. The exact

exact area would be 1,600,000 acres. That is the area of land lying within 10 miles on each side of a line from Temora to Hillston, a distance of 130 miles. This country is valued by the Crown for homestead selections at from 7s. 6d. to 15s. an acre; but with a railway its value would be restored to £1 an acre. That would mean a revenue to the Crown of £12,500 in deposit money alone. After five years the Crown gives a certificate, and the payment is doubled, which would make the annual revenue £25,000. If from half this area 12 bushels of wheat an acre were obtained, there would be 6,000,000 bushels of wheat to send to the Sydney market. That, at 5d. a bushel, would give to the railways a return of £125,000. Yesterday witnesses were asked where people would come from to take up this land. They are coming from Victoria and renting land on the halves system.

Mr. R. W.
Stewart.
17 Sept., 1896.

1839. Has any land been worked on that system in this district? No. The Government are giving us land on more advantageous terms than we have had before, so we are not reduced to these straits; but when land is thrown open there is a perfect rush for it, and it has to be allotted by ballot. The Victorians have complained that they are at a disadvantage under this arrangement, by having to ballot against single men whose fathers already have land in the district. The Minister has asked leave to introduce a Bill to provide what I may call special legislation to deal with these cases; but there is no necessity for that. A railway to this district would open up what will be eventually the granary of New South Wales. People from Victoria will be able to obtain land here such as they cannot get in their own Colony. I think that the line as shown on the map is very absurdly placed. If the object is to get to Broken Hill, it can be seen at a glance that the line should go from Cobar. A line coming here should come from Temora. With regard to the deviation, I admit that it would serve the present population, but that is very small. The northern route skirts the best of the grazing country, while the deviation skirts the agricultural country. You could get into good agricultural land coming from Greuffell; but a line from Temora would come through the middle of it. I have travelled over the country between Hillston and Yalgogrin, which is halfway to Temora, and I know it to be good agricultural land, because I have seen the crops obtained from it.

1840. Is it plain land or hilly country? It is undulating country. There are some hills, but the area is not very much reduced by the hills. There would be no difficulty in constructing a railway there, because Providence has left gaps for the purpose. Water, too, is easily obtained. I know places where you can dip it up from the wells from the surface.

1841. What kind of timber is there? Various kinds—pine, belar, box, wilga, and mulga. The timber is pretty thick in some places, but there is a good deal of nice open country. At one time it was all open; but the pine has overgrown a good deal of it. The pine country is, however, easier to clear, and when once cleared it is always clear. There is a stock route across, and after a flock of sheep has travelled over, carrying with them grass-seed, I have noticed the same pasture in places there as we have here. I consider that the construction of a railway would so encourage population that the rabbits would soon be effectively dealt with. The country has spent enough upon rabbit inspectors and in paying for scalps to build half-a-dozen railways; but population is the only thing that will effectively cope with the rabbits. I spoke about 1,000,000 acres being taken up for agricultural purposes, but it must also be remembered that the construction of a line would encourage the taking up of land, and no doubt improvements would be effected in work done upon resumed areas that are now abandoned. With a railway, I do not think we should have any unemployed, supposing men were willing to work.

1842. You have travelled 70 miles from Hillston southward? Yes.

1843. That is all good agricultural country? Yes.

1844. And there is fair water and good pasturage for sheep? Yes.

1845. Do you not think that Broken Hill should be connected with the railway system of this Colony? I do not say that it should not; but I do not know why the railway should go to Broken Hill.

1846. What is the population of this town? About 500.

1847. Do you know the population of Broken Hill? It might be 5,000, or it might be more. I know it was very large some time ago.

1848. Do you not think that a large population like that should be offered the same facilities as the people of Hillston are asking for? I have no objection to their having a railway, but the line will have to run through very inferior country to get there.

1849. Do you think that if a line is taken to Broken Hill that will keep back the Hillston line? I do not think so. I think that a line could be taken from Temora to Broken Hill.

1850. Do you think that a line from Hillston to Broken Hill would pay? A line from Temora to Hillston would pay.

1851. Do you know the country about Grenfell? Yes; I was there for two or three years. I do not know Temora, but I know Cootamundra.

1852. You do not know the country between Temora and Yalgogrin? No.

1853. Is the country through which you travelled, 70 miles south from Hillston, as easy for railway construction as the country between here and Condobolin? Yes.

1854. You say it is all Crown land? Yes.

1855. Has it ever been thrown open for selection? Not specially.

1856. What is your reason for thinking that if a railway were brought to Hillston there would be a rush for land here? Because in the mere hope of a railway applications are to be made for 70,000 acres.

1857. Is land likely to be thrown open in this district soon? There are 30,000 acres which it is intended to offer, and not one acre will be left after the first Lands Office day. People are hanging back until they hear what the decision will be in regard to the railway. When people say to me "I shall want 40,000 acres of this land if it is decided to make a railway," I know that the land will be taken up.

1858. Is it a fair statement of the case that the complete earnings of the line from wool will be £13,000 a year? I think it is absurd in the extreme to attempt to say what the return will be. I do not think the Commissioners' estimate is a fair one. I can give a pretty fair idea as to what will happen, taking certain figures as a basis, but I would not fix the return at £20,000, or at £100,000.

1859. You think the figures you have given are more correct than the estimate of the Railway Department? I think they are more likely to be right.

1860. What kind of soil is there from Hillston 70 miles south? Good red loamy soil, and soil that has been well tested. I have taken notice of these things for fourteen or fifteen years, and I understand farming.

Mr. R. W.
Stewart.
17 Sept., 1896.

I have had experience in it for over twenty years, and I suppose I have been connected with it for nearly fifty years. The soil is of a lasting character, and when thirteen or fourteen crops have been taken off it the last crop is as good as the second. I know one place where the land was taken up in 1868 that has since been cropped at least twenty times without ever having been manured.

1861. Have you any idea of the rainfall here? Seventeen or 18 inches. The route from Temora to Hillston has been surveyed.

1862. When? Some years since. They have been over it two or three times.

1863. Have you had to fight the rabbits during your time? Yes. We not them off and kill them within the enclosure.

1864. Are you in favour of legislation compelling land-holders to cope with the rabbit pest? Yes; and I know that the district generally is favorable to such legislation, because at a meeting of the Pastures and Stock Protection Board I was instructed as a delegate when going to Sydney to advocate compulsory destruction and simultaneous action.

1865. For what reason? If one man fences in his holding with wire netting he should not be damaged by the action of a neighbour who allows his rabbits to breed. The rabbits are one of the most damnable pests we have.

1866. Have many holdings been thrown up here? Yes; there are millions of acres in the resumed areas.

1867. Is the land good? Yes; but there is not enough encouragement to keep the rabbits down. If wool were 1s. a lb. I think they would be kept down.

1868. Has any land been given up because of the distance from market? Land has not actually been given up. People are hanging on to it in the hope of something turning up; but they have had to run into debt, so that the land is almost as good as given up. People cannot live upon it.

1869. Do you know anything about the probability of meat-freezing works being established here? I have heard a man say that it would be done, and that he would do it. I think that he is a man who generally does what he says, and I know that he would find the means.

1870. Where are they to be established? Here is a place for them. We happen to be very centrally situated here between the pastoral and the agricultural country.

1871. Where would the stock come from to supply these freezing-works? From the country on the northern side of the river. It is all good fattening country.

1872. *Mr. Trickett.*] The route which we are considering has been proposed as a line midway between the Cobar and the Hay line. The Commissioners urge that it would serve country lying between these two lines which is not at present served? The proposed line would leave the pick of Riverina lying to the south of it, so that the trade of Riverina would still go to Melbourne.

1873. The Secretary to the Railway Commissioners urged that the land on the banks of the Lachlan was the best country to be served? I do not agree with that in an agricultural sense.

1874. You think that the country between Temora and Hillston is much better for agriculture? Yes.

1875. You spoke of the country 10 miles on each side as likely to be served by the proposed line;—do you think it would pay people to send their produce a greater distance than that? Yes. At the present time we have given £1 an acre for land about here; but owing to the representations that have been made as to the difficulties of transit, the Crown has been willing to reduce the price, and land is now available at 7s. 6d., 10s., and 15s. an acre. If there were a railway here, I think the value of £1 an acre would be restored to the land, because you could grow wheat here, and the land would then be worth the money.

1876. But the expensive improvements that are now necessary would be equally necessary if you had a railway? They might be necessary, but men do not mind spending money upon improvements if they can get a return for the expenditure.

1877. What do you put down as the expense of cultivating a 640-acre block? I think that to make a start here a man would want £300 or £400. It takes £50 a mile to fence this land. Yesterday a witness stated that he could grow wheat at 1s. 8d. a bushel; another witness stated that he could grow it at 2s. a bushel; and a third witness that he could grow it at 2s. 6d. a bushel. All were perfectly correct, but one man happened to have 1,000 acres in, and he roughs it a bit, while a good deal of his land is open country and ready for the plough. Another man takes up a scrub lease; he knows that the land is good, but he knows the expense of clearing, and therefore he wants a little more for his wheat. With regard to the inwards tonnage of Hillston, Mr. Fullerton imports 620 tons per annum, and I estimated the other places do about the same. The cost of carriage averages about £7 a ton.

1878. From how far out west would the railway draw in the traffic? From Mossgiel and Ivanhoe.

1879. But in good seasons, when the river was up, the trade would always go to the river far west? Yes; but most of the northern country would send here if the railway came to Hillston.

1880. You do not think that the proposed railway would be the great draw that the Commissioners contemplate? No; it only skirts the good country.

1881. Do you think that the traffic would continue to go to the main line centres? Yes.

1882. What is the total tonnage here? About 1,200 tons. I think we pay £3 6s. 8d. between Hillston and Carrathool.

1883. Do people suffer much inconvenience in getting to the railway, or is the road a good one to travel? The roads are fair, but far.

1884. You made some reference to the halves system? The Victorians are renting land from the squatters and growing wheat upon terms. They give the holder of the land so much, and keep so much; but it would pay them better to take up Crown land. They would not continue to be the tenants of private people if they could get Crown land.

1885. *Chairman.*] With what place do the people of Grenfell want to be connected? At the time I was there there was an agitation for a connection with Cowra.

1886. What is the country like between Grenfell and Cowra? It is pretty rough.

1887. Would it be a heavy line to make? Not a very heavy line.

1888. What is the country like from Grenfell to Young? It is very similar. There is some nice agricultural country between Grenfell and Young. It is not so rough as from Grenfell to Cowra.

1889. What is the country like between Grenfell and Forbes? It is really good land. I have ridden over it.

1890. Your knowledge of the country appears to be limited to a line west from Wyalong? Yes. My knowledge extends to a distance of 70 miles east.
1891. You do not know the country between Temora and Wyalong? No.
1892. Wyalong lies pretty well west of Grenfell, and if there were an easterly connection from Hillston we should have to consider whether it would be better to go easterly to Grenfell or south-easterly to Temora? Yes. I cannot tell you anything about the country between Grenfell and Wyalong.
1893. One hundred and thirty miles of new line at £2,200 a mile would cost, roughly, £300,000? Yes.
1894. The area of country within 20 miles of such a line would be about 1,500,000 acres? Yes.
1895. Four per cent. on £300,000 would be £12,000 a year? Yes.
1896. That would be something over 1d. per acre for the total area benefited? Yes.
1897. Do you think the rent could be increased to the extent of 1d. an acre if the line were made? I certainly think so.
1898. What does a conditional purchaser pay for land close to a railway? Anywhere now he has to pay 2s. per acre deposit.
1899. What is the average rent of conditional leaseholds? 1½d. per acre. All the people round here have been paying 2d. If the rent is fixed at 1½d. or 1¼d. they consider themselves pretty well off.
1900. Can you tell us what the selectors pay for their conditional leaseholds in other parts of Riverina, where the land is similar to this, and within 10 miles of a railway? They pay as high as 3d. and 4d. an acre. In many places they are paying 3d. an acre and are using the land for grazing.
1901. They could pay more than that if they were using it for agriculture? Yes. I know land for which rent is paid for grazing which has been assessed at 3d. an acre.

Mr. R. W. Stewart.

17 Sept., 1896.

Mr. William Cowley, Government Land Tax Assessor, Hillston, sworn, and examined:—

1902. *Mr. Hassall.*] Have you been assessing the land in this district? Yes.
1903. For how long? For the past two months.
1904. What is your opinion as to the value of the land here? It varies considerably.
1905. Are you assessing its value for grazing purposes only? For grazing and for agriculture. I am simply assessing the purchased land and the land in course of alienation.
1906. What is that land suitable for? The land on the northern side of the river is almost all pastoral land.
1907. And likely to remain so for some years to come, because of the tenure? Yes.
1908. What about the land on the southern side of the river? From 15 to 20 miles to the south of Hillston there is a good deal of agricultural land.
1909. Have you had any experience in valuing land in other parts of the country? No; but I have had a good deal of experience in working land.
1910. How does this land compare with land similarly situated in other portions of the Colony? There is a great deal of land south and south-east and east from here which is very suitable for wheat growing.
1911. What would the waste Crown land in this district be worth if it could be utilised for agricultural purposes,—what rental could you fairly ask for it? The value would be considerably increased if the land were within reasonable distance of a railway.
1912. Supposing there were a prospect of the railway coming to the district? I think that a good deal of land would be worth from £1 to 25s. an acre.
1913. You think that the rental could be based upon a capital value of from £1 to 25s. an acre? Yes; speaking with regard to a great part of the land.
1914. You think that the land in this district would be taken up if railway communication were afforded? Yes.
1915. Do you think that settlement would increase here? Yes; there is a good deal of land available which would be taken up.
1916. By whom? I could not say where the people would come from; but I believe that the land would be taken up if there were proper facilities for getting the produce away.
1917. You have no knowledge of the intention of Victorian or South Australian farmers to come here? No.
1918. If the line were taken on the northern side of the river, would that add to the value of the land on the southern side? Not a great deal, because the people here would not be much nearer the line than they are now.
1919. The only way to develop this country would be to construct the railway either from Grenfell or Hillston, or from some point on the southern line running on to Hillston? Yes.
1920. Do you think the proposed deviation would be of any great advantage to the district? I dare say it would.
1921. Not so much as a connection by another route? It would not pass through such good farming land.
1922. You think there is a larger area of good farming land between Hillston and Temora or Grenfell than in the direction taken by the proposed line? Yes; there is a very large extent of farming country between Temora and Hillston, though there is a piece of that country that I have not been over.
1923. Have you been over the country west from Hillston? Yes, for about 40 miles.
1924. Is that country equally good? That is the pastoral country.
1925. The agricultural country extends south and east from here? Yes.
1926. There is a very large area of land available which would be taken up if better means of communication were afforded? I think so.

Mr. W. Cowley.

17 Sept., 1896.

Mr. Arthur Caldwell Sawtell, sergeant of police, Hillston, sworn, and examined:—

1927. *Chairman.*] What are the boundaries of your district? It includes Lake Cudgellico, Euabalong, Mount Hope, Gilgunnia, Gunbar, Mossiel, and Ivanhoe.
1928. What is the distance between Euabalong and Ivanhoe? Roughly speaking, about 150 miles.
1929. What is the distance from Mount Hope to Gunbar? 120 miles.
1930. How many people are there in this district? I should think there are 900 in Hillston, and I would allow 300 for every other town; but I could give you no idea as to the number of people on the stations.

Mr. A. C. Sawtell.

17 Sept., 1896.

1931.

- Mr. A. C. Sawtell. 1931. Do you know the country along the route of the proposed line? I know Mount Hope, Ivanhoe, Wilcannia, and Silverton.
- 17 Sept., 1896. 1932. How does the country east from the Willandra and Mount Hope, going towards Condobolin, compare with the country from Hillston east? It is not nearly so good for agricultural purposes.
1933. Do you know the country between Hillston and Grenfell? No; I only know the country for 40 or 50 miles in that direction. That is all good land. It is better than the country to the north.
1934. How would you describe the land to the north? It is pastoral country, and scrubby in places, with mallee.
1935. You have no doubt that it is inferior to the land lying east and south-east of Hillston? I have no doubt about it. It strikes me as anomalous to run a line across to Broken Hill, seeing that federation is in the air, when Broken Hill is only 200 miles from Port Pirie. With regard to the settlement of the country about Hillston, I believe that there is a great exodus from Victoria here. I base that opinion upon what I have seen at Jerilderie. The land here is not quite so good as at Jerilderie, but there is more of it available. Nearly all the land in the Jerilderie district has been alienated.
1936. Is any of the land there leased? Some of it is leased under the new homestead leasing system at 6d. per acre.
1937. Is it readily taken at that? Yes. Its capital value is assessed at £2 an acre.
1938. How far is it from Jerilderie? Out towards Berrigan. About Berrigan they are asking £3 an acre for land.
1939. What area do they hold for farming purposes down Berrigan way? 640 acres is considered a large area for a farmer. 320 acres is, I think, ample there.
1940. 640 acres would be ample here? I think so.

Mr. Samuel Nixon, farmer, Gunbar, sworn, and further examined:—

- Mr. S. Nixon. 1941. *Chairman.*] I understand that you desire to make a statement to the Committee? I may state that during the summer months I have been appraising special areas on the Murray, and I have had many opportunities of speaking with people inquiring for land. I have spoken to them of this district, and its capabilities, but they say they have an objection to coming here because of the distance from market. At that time there was some agitation for a line, but there was great uncertainty as to whether it would come here. I am satisfied that if people knew that a line was to be made here, they would come in large numbers.
- 17 Sept., 1896. 1942. And they would be willing to pay rent for the land? Yes. This land would be readily taken up at a capital value of about 17s. 6d. an acre. That would be its value from an agricultural point of view if a railway were constructed. Without a railway it is valueless. It costs about 6s. an acre to get your wheat to market, so that you cannot cultivate here to any advantage. About Gunbar we are paying from 2½d. to 3d. an acre rent.
1943. Is the land similar to this? Yes.
1944. How far is that from Carrathool? Forty miles.
1945. Is much land available at Gunbar? No; there is no land available at the present time.
1946. Could the land all be leased for 2d. or 3d. an acre? Yes, readily.
1947. Is it reasonable to suppose that if a railway were brought here land could be leased at a fairly high price? I think it could be leased for 3d. or 4d. an acre. That is land within 10 miles of the line.

Mr. Thomas Cadell, Inspector of Stock, Hillston, sworn, and further examined:—

- Mr. T. Cadell. 1948. *Chairman.*] You have a statement to make with regard to the rainfall of this district? Yes. The average rainfall at Lake Cudgellico for eleven years has been 19.48 inches; at Hillston for eight years 17.72 inches; and at Gunbar for four years 19.31 inches. If the line were brought through what we know as Munya Gap, 20 miles east from here, through which a line has been surveyed from Temora, 500,000 acres of Crown land suitable for wheat growing would be served. The country between it and the Cudgellico Range is almost dead level.
- 17 Sept., 1896.

FRIDAY, 18 SEPTEMBER, 1896.

[The Sectional Committee met at the Court-house, Hillston, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Robert Walter Stewart, Mayor of Hillston, sworn, and further examined:—

- Mr. R. W. Stewart. 1949. *Chairman.*] I understand that you desire to supplement the evidence which you gave yesterday? I wish to supplement my evidence with regard to the present position of the Hay line. For some considerable time, owing to the fact that from Narrandera to Hay the line passes principally through pastoral country, and runs parallel to a navigable river, that railway has not been paying, but lately the business has increased, and the line is now regarded as a paying concern. Companies owning sheep and wool in the district are entering into business relations more with Sydney than they have done in previous years, and both wool and fat stock are being sent to Sydney. For one man alone I paid £368 for trucks. That was in the month of August, and before October is out I shall have to pay another £160. He is a small man.
- 18 Sept., 1896. 1950. *Mr. Trickett.*] What do you call a small man? He is a homestead lessee. I have sent away some 7,000 sheep for him. He has more than 10,000 acres. The sheep do not cross into Victoria now because of the stock tax. I do not know of any sheep having gone to Victoria for the last two years.

1951.

1951. *Chairman.*] Because of the stock tax? Yes; and because the price of sheep in the Sydney market is improving.

1952. Can you tell us the cost of freight from Hay to Melbourne and from Hay to Sydney? It costs us 4s. 6d. to land a sheep in Melbourne from here, but we can land sheep in Sydney for 2s. 2d. each.

1953. What does it cost to drive them from Hillston to Carrathool? £1 a hundred if the number is large. That comes to 2½d. a sheep.

1954. If the railway came here you would be able to send your sheep to Sydney for 1s. 10d. each? Yes; but we would send by rail, even if the rate were as high as it is now, rather than drive the stock to Carrathool.

1955. *Mr. Hassall.*] Was the country the Committee were taken to see yesterday afternoon a fair sample of the country for some distance round Hillston? Yes. I suppose for 30 miles south and 70 miles to the east the country is the same.

1956. The Committee saw several farms yesterday;—I presume that the other farms in the district are similar in character? Yes; they are all good.

1957. *Chairman.*] Is there anything further you wish to add? With regard to Mr. Cadell's evidence, although the area referred to by him embraces a larger area than that under his control, a line to Hillston would obtain wool from other parts of the district besides its immediate neighbourhood. Gunbar is only 30 miles from here, and we would get that wool. We would also get wool from as far as Uabba and Merri-Merrigal.

1958. *Mr. Fegan.*] What timber have you here? Pine, principally.

1959. What is it used for chiefly? For building purposes almost entirely.

1960. Is there any timber about here which is fit for railway sleepers? Timber suitable for that purpose is not plentiful very near to Hillston; that is, if gum is required.

1961. Pine would not make good railway sleepers? No. It is good lasting timber in the ground; but it will not stand being spiked.

1962. How much per 100 feet is pine sawn at? Dressed, from 12s. to 13s., and in the rough for as little as 7s.

1963. Are there any saw-mills about here? Two.

1964. Are they doing a good business? There is always as much wanted as they can cut.

1965. Personally, you are not interested in the trade? No.

1966. How much timber is cut in the year? I could not say. The rate for wool from Carrathool to Sydney is £3 13s. 4d.

1967. *Chairman.*] What is it to Melbourne? I have heard that it is £3 15s. a ton.

1968. I suppose they are both cut rates? Yes; they are not always fixed.

1969. *Mr. Fegan.*] Can you give the Committee an estimate of the cost of making a close pine fence? That pine fencing—stubbing it is called—is dear fencing, and costs from £56 to £60 a mile. It is not so lasting as wire fencing, because the young timber rots and requires renewing. It would last about ten years, whereas the life of wire fencing might be taken as twenty years.

1970. It is not so good as wire fencing? No. It is not very substantial. It leans sometimes, and then the rabbits can get over it or through it. Wire-netting is much cheaper than it was. It can be landed here and erected for from £32 to £35 a mile, while the fence would cost about £25 a mile, making the total cost £55 a mile.

1971. *Chairman.*] The rate from Hay, per ton, is £3 11s. 7d. for dumped scoured wool, £4 3s. 9d. for undumped scoured wool, and £3 4s. for greasy wool? Not much undumped wool would be sent, except by small holders who have not the means of dumping it. New South Wales would be placed in a splendid position, as far as competition with Victoria is concerned, if there were a railway to Hillston. It is estimated that it now costs from £7 to £8 a ton to land the wool at either capital, and if the railway could take it from here for £5 10s. or £6 a ton there would be not only the saving in freight, but the saving in time and less risk. They will not have to cut the rates when the railway comes here. With regard to the land tenure in the Western Division, 10,240 acres is the maximum area of a homestead lease. 1d. per acre is paid as a deposit upon application, and the rent is then appraised by the Board.

1972. What is the usual rent charged? From 1d. an acre upwards. Across the river the rent is as high as 2d. an acre. The minimum area of a homestead lease is 640 acres. In the Central Division 640-acre blocks have been taken up as homestead selections, and they are let at a capital value of £1. If you comply with certain conditions—that is, if you fence or put up a house and live on the land yourself you pay 1½ per cent. on the capital value for the first five years, and at the end of that time you are entitled to a grant, and you pay a rental of 2½ per cent. upon the capital value of the land. A deputy pays 2½ per cent. on application.

1973. What would be the actual rental for the first period? About 3d. an acre.

1974. What about the scrub leases? The scrub leases run for ten years, with conditions and tenant right of improvements, and an extension of eighteen years can be obtained by asking for it.

1975. What do those lessees pay? The rent is fixed by appraisalment. Some pay 1½d. per acre, and others less. With regard to conditional purchases—in the Central Division it is usual to apply for 640 acres, and to take three times that area as a conditional lease, but there is nothing to hinder anyone from applying for the whole area as a conditional purchase, because he has a right during the term to make the whole area a freehold. The conditional lease runs for twenty-eight years.

Mr. James Macbeth Fullerton, storekeeper, Hillston, sworn, and further examined:—

1976. *Chairman.*] I understand that you wish to add to your evidence? Yes. With regard to the carriage of goods, there is at the present time an advantage of £1 a ton in favour of Melbourne. That is for general goods. The wool traffic is worked by rebate.

1977. When wool is at Ulay, how much cheaper is it to send it to Melbourne than to send it to Sydney? At present there is a cut-throat rate, and it seems to me that if you had a good quantity to send you could pretty well make your own terms.

1978. Do you think that at Hay the Victorian people can beat the New South Wales railway system? Certainly not, if our railways were working on proper lines, which they are not doing. We have practically only one agency now to take charge of goods—Messrs. Permewan, Wright, & Co. 1979.

Mr. R. W.
Stewart.

18 Sept., 1896.

Mr. J. M.
Fullerton.

18 Sept., 1896]

- Mr. J. M. Fullerton. 1979. What do they charge to take goods to Melbourne? I could not tell you.
1980. We are informed that they charge £7 10s. per ton? A great deal less than that.
1981. £2 15s. a ton from Hay, and 5s. commission? It can be done for less than that.
- 18 Sept., 1896. 1982. What does it take to send goods from here to Sydney through Hay;—we are informed that it costs £8? The down rates are much cheaper than the up rates.
1983. What is a fair ruling rate? They do not charge commission to Melbourne. I could land wool in Sydney for £5 10s.
1984. If the railway were extended to Hillston, would there be any chance of wool paying £7 10s. a ton, and still going to Melbourne? No; the wool would go to Sydney then.
1985. What wool would go to Sydney if the line were constructed? Wool would go from Cowl Cowl, 20 miles down the Lachlan.
1986. The railway would serve an area bounded by a line extending from Cowl Cowl in a westerly and northerly direction past Ivanhoe, and then in a northerly and easterly sweep towards Gilgunnia; thence the boundary would come south-east to Mount Hope, and down to the Willandra Billabong? Yes; I feel thoroughly convinced of that.
1987. How many sheep are there in that area? I do not know; but there must be nearly 1,000,000.
1988. *Mr. Fegan.*] What is your opinion about compulsory legislation in regard to the rabbit pest? I would be in favour of it if the Government made itself liable for the rabbits upon Crown lands. It is a very annoying thing when you are killing your own rabbits to see other people allowing theirs to breed.
1989. What does the destruction of rabbits cost you? Last year it cost me £73 on a 10,240-acre block.
1990. You would be against compulsory legislation if the Crown were relieved of its responsibilities? Yes.
1991. Any compulsory legislation must apply to the Government? Yes. There should be no exemptions at all.

Mr. Thomas Cadell, Inspector of Stock, Hillston, sworn, and further examined:—

- Mr. T. Cadell. 1992. *Chairman.*] You heard the last witness describe the area which he thought a railway to Hillston would serve;—does it approximately cover the distance over which you exercise control? It is a little larger than that district.
- 18 Sept., 1896. 1993. How many sheep do you estimate that there are within that area? About 1,000,000.
1994. How many fat sheep would be likely to come off that country yearly? 70,000 to 80,000. It takes in a considerable area of good country.
1995. Would they use the railway at Hillston? Yes; they would come to Hillston if there were a railway here.
1996. Would the wool come here? Yes.
1997. Do you think that a railway to Hillston would beat the Victorian railways? That would depend upon the rates charged. On the Cobar line they charge extra rates, while others are charged special rates in order that they may send their wool in that direction.
1998. What is the freight from Hillston to Carrathool? About £3 a ton.
1999. If the Victorian and New South Wales railway systems are fighting at Hay, it stands to reason that if you save £3 a ton the New South Wales system will have an advantage to that extent? Yes.
2000. Would the New South Wales system be able to hold its own at Hillston? Yes.

Mr. Frederick Milthorpe, near Lake Cudgellico, sworn, and examined:—

- Mr. F. Milthorpe. 2001. *Chairman.*] Where do you live? Near Lake Cudgellico.
- 18 Sept., 1896. 2002. Do you know the country from Lake Cudgellico to Grenfell? I have been through it. I know more about Lake Cowal.
2003. What is the country like between Marsden and Grenfell, passing to the south of Lake Cowal? Grey box country—very good country.
2004. Is that what they call the Bland country? Yes.
2005. What is the country like from Grenfell, past Wooyeo, Marsden, Rankin's Springs, to Hillston? Grey box, hilly country. The great proportion of it is good, but there are some barren hills.
2006. Is it fairly level? No, a good deal of it is hilly.
2007. From Wyalong to Grenfell, what is it like? It is hilly for about 30 miles. Then you get on to good country.
2008. What is the first 30 miles from Wyalong east? Grey box and pine. It will grow wheat, but it is a bit quartzly.
2009. What is it for the rest of the way? It is hilly—passable country.
2010. Is the country between Wyalong and Grenfell better than the country between Wyalong and Temora? It is pretty much the same. The Bland country is better country than the Temora country.
2011. Do you think a line from Grenfell to Wyalong would tap better country than a line from Temora to Wyalong? The country is very much about the same. I do not see that it is any better.
2012. Where do the Grenfell people want the railway to come from? I cannot say.

Mr.

Mr. George Milbourne Marsh, acting Crown land agent, Hillston, sworn, and examined:—

2013. *Chairman.*] I understand that you have some information to give us with regard to the tenure of land here? I have some information which may prove of interest to the Committee. The following table shows the number of applications for land for some years past:—

Mr.
G. M. Marsh.
18 Sept., 1896.

<i>Homestead leases.</i>					
Year.	No. of applications.				Area applied for.
1890	24	141,718 acres.
1891	5	29,955 "
1892	6	22,324 "
1893	5	16,644 "
1894	5	14,508 "
1895	2	8,100 "
1896	3	10,800 "
					244,049 "
<i>Homestead selections.</i>					
1895	6	3,527 "
1896	6	3,840 "
					7,367 "
<i>Settlement leases.</i>					
1896	2	4,748 "
<i>Conditional purchases.</i>					
1893	1	320 & C.L. 960 acres.
1894	1	45 135 "
1895	3	464 450 "
1896	2	140 1,220 "

2014. What is the price of the conditional purchase land? £1 an acre. There are a few special areas here.

2015. What is the maximum area of the conditional purchases? 2,550 acres.

2016. And of a homestead lease? 10,240.

Mr. William Shakespeare Hook, farmer, near Hillston, sworn, and examined:—

2017. *Chairman.*] What area of land have you? 500 acres.

2018. How much have you under wheat? 150 acres under wheat and 30 under barley.

2019. What do you propose to do with your wheat? I will send it to Sydney.

2020. How? By road to Carrathool and then by rail.

2021. What will it cost you to get it from where you are to Carrathool? From 1. 6d. to 2s. a bag. That is what I have been paying.

2022. What would it cost you to bring it to Hillston? Not very much.

2023. How does wheat do here? It grows very well, so far as I have seen.

2024. What has been your return in the past? The highest return I have had is 32 bushels to the acre. That was from 50 acres on the farm on which I am now living.

2025. What kind of country is it? Pine country, with sandy soil.

2026. Is there much soil of this kind about the district? Any amount of it. It is timbered country, but the best you can get after it is cleared. I had 80 acres under cultivation, but part of it was older land, and was sown later. It gave me 20 bushels to the acre. The 32 bushels to the acre came off new land.

2027. Do you know the country going towards Temora and Grenfell? Yes, for about 50 miles.

2028. Is not that land pretty well as good as yours? After you go about 30 miles from here you get into the ranges, the land between here and there is as good as mine. The land in between the hill is almost superior to the land here, because it gets a considerable amount of rain from the hills, and a good deal of stuff is washed down on to it.

2029. Do you think a great deal of this land will be taken up when there is a railway here? I am positive of it.

2030. Is there anything else you would like to tell us? I am in favour of compulsory rabbit destruction, and more especially do I think the Government should be compelled to kill their rabbits. I have had a very bad neighbour in the Government for years.

2031. At what can you grow wheat? I think it would pay fairly well at 2s. 6d. a bushel, taking one year with another. I have only had one failure of crop for fourteen years. Except in that year I have always made my expenses.

2032. Where did you come from? Heathcote in Victoria.

2033. Would you as soon grow wheat here as at Heathcote? Yes; you can grow as good, if not better, crops here than where I came from.

2034. What is the wheat-growing land at Heathcote worth? At that time wheat was worth 2s. 6d. a bushel. The land was taken up at £1 an acre; but now it is worth £10 an acre. It is used now principally for dairying.

2035. You cannot tell us what is the capital value of the wheat land in Heathcote? No.

2036. Can water be obtained all over this country? On this side of the river you can get fresh water almost anywhere you sink. It may be deep, but it can be got, and the soil makes good holding ground. I have a well 110 feet deep, and there has been 90 feet of water in it for the last seven years.

Mr.
W. S. Hook.
18 Sept., 1896.

SATURDAY, 19 SEPTEMBER, 1896.

[The Sectional Committee met at the homestead, Roto Station, at 7.30 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Thomas W. Hyndman, book-keeper, New Zealand Loan and Mercantile Agency, Roto Station, sworn, and examined:—

- Mr. T. W. Hyndman.
19 Sept., 1896.
2037. *Chairman.*] What is the area of this run? The leasehold area is about 155,000 acres, and the resumed area about the same.
2038. Are you doing anything with the resumed area? Nothing whatever. It has been thrown up.
2039. How many homestead lessces are there on Roto? None.
2040. What about Willandra Station? That is held mostly under pastoral and homestead lease.
2041. How many homestead leases are there? Four or five.
2042. The rest is within the leasehold area? Yes.
2043. West from that is North Merrowie? Yes.
2044. How many sheep are there on Roto at present? About 22,000.
2045. You have had more than that at times? Yes; we have shorn up to about 60,000.
2046. What is your average carrying capacity? Since 1890, we have not shorn more than 22,000.
2047. How is that? The land will not carry more.
2048. How do you account for that? By the presence of the rabbits, and the drought.
2049. You have not stocked up again since the bad seasons? No; we could not carry more. We would carry more if we could.
2050. Do you know the proposed line as surveyed by the Department? I know approximately where it comes through Roto.
2051. Can you describe the country passing in an easterly direction from Roto to the western boundary of Uranaway? Yes; it is all good country. That is about the edge of the good country. None of that land is inferior.
2052. What is the country like on Uranaway? The greater part of it is inferior.
2053. What about Gunninguldrie? I have described that as fair.
2054. What about Roto north-east? Bad; it is mostly all mallee.
2055. What about Murrin, north of the line? It is principally covered with small scrub, such as salt bush.
2056. What is the soil? Very good.
2057. What is the soil of Roto north-east? Sandy, with mallee.
2058. What is the country like at the back of Booberoi? That is beyond my knowledge.
2059. You see the line marked "A. B." on the plan—north from that what is the country like? From Coan Downs south towards our northern boundary the country is mostly dense mallee.
2060. Will you describe the country extending 20 miles north of the line A B? All the southern end of Coan Downs is dense mallee. On the edge of Marooba you come on to a dense sheet of mallee, then you come into more open country again.
2061. What about Tara? I think that all of Tara is good country. There are belts of ranges with nice open flats, though last time I was there the pine was springing up pretty thickly.
2062. What kind of soil is the southern part of Tara? Sandy.
2063. Is it good agricultural land? I think so, for wheat or anything like that.
2064. What is Dine Dine like? That is all good country; it used to be cattle country.
2065. Has the mallee belt run to the boundary of Coan Downs and Tara? Yes.
2066. Where does it get to on Murrin? In Murrin there are patches of mallee, but not much. It is mostly undergrowth—hop bush, ti-tree, and turpentine bush.
2067. From Roto, going east from about 30 or 40 miles, and a little to the north of the surveyed line, the country is principally mallee at times, for a width of 20 miles, with fingers of better country running up into it? Yes.
2068. When you get on to Murrin and north from Euabalong the country improves considerably? Yes.
2069. A considerable portion of the country is red soil, and might be utilised some day for agriculture? Yes, if they go to the expense of clearing.
2070. It is not a hopeful country? I should not think it was a hopeful country.
2071. *Mr. Hassall.*] Where does your wool go? We send it direct to Melbourne. The best goes in the grease, but we scour a certain portion of it. We send it to Carrathool, and thence by boat or train. It is taken by Messrs. Permewan, Wright, & Co.
2072. What is the freight? We are getting it down this year from £6 5s. right through.
2073. By river? Yes.
2074. What is the road carriage? The road carriage from here to Carrathool generally runs about £2 13s. 4d. The distance is about 105 miles.
2075. Do you regard that as a low rate? Yes. This year we are paying £3 7s. 6d. for uploading here from Carrathool.
2076. The boat and railway charges to Melbourne amount to £3 10s. 8d.? Something like that.
2077. Where does the mallee of which you have been speaking extend to? It extends through Marooba, and thence through Coombic, taking a small portion of Trida. Then it goes through Moullah and Yallock, which is poor country. Coombic is ridgy and rough, but there is some fair country there. The original line goes past our mulga block, and on to fair country, right through a homestead lease and part of Wangaron and Wangaroo.
2078. What is the country like between the Willandra and down on the Lachlan? That is all good grazing country with open plains. There might be an odd sand-hill or pine ridge. The timber is principally box and wilga.
- 2079.

Mr. T. W.
Hyndman.
19 Sept., 1896.

2079. The Willandra Wier throws the water up as far as Mossgiel? Yes.
 2080. How often does that weir run the water up as far as you are? The weir was only completed in 1891.
 2081. Have you had water ever since? No. The creek was dry last year.
 2082. How often, and for how long has it been dry since the weir was completed? Twice.
 2083. If the weir were raised 2 feet what effect would that have? I think the supply of water would be more permanent. The creek has been running since April, but it has not got to the Willandra Dam yet.
 2084. By the Morrowie Weir it is proposed to send the water up Middle Creek and into the Merrowie Creek, thence into Box Creek, and so into Lake Pitar Pungur and Lake Pika, the water eventually reaching the Lachlan again some 20 miles above Balranald? Yes.
 2085. With a good high fresh does the water run right through there now? Yes, with a good fresh, but I do not think it would go so far down.
 2086. Is there any danger of the line being interfered with by flood-water? Not that I am aware of. North of us there might be some swamps, but nothing to hurt the line.
 2087. What is the rainfall here? It averages a little over 15 inches. The following table shows the rainfall from 1878:—

Year.	Inches.	Year.	Inches.
1878	18	1887	24.46
1879	20.27	1888	8.84
1880	11.95	1889	24.35
1881	14.50	1890	17.56
1882	14.94	1891	20.39
1883	11.95	1892	13.72
1884	8.33	1893	11.99
1885	15.34	1894	24.00
1886	15.41	1895	10.60

2088. What are your rates of carriage? We get up general goods from Sydney to Carrathool for £5 a ton.
 2089. What is the rate for wool to Sydney? I cannot say. Our wool goes to Melbourne, but it costs us £6 5s. a ton.
 2090. Is that greasy wool? Yes.
 2091. The rate from Carrathool to Sydney is £3 4s. 9d. You are paying £3 10s. 6d. to send to Melbourne? Yes.
 2092. What would it cost you to get wool from here to Hillston? £1 a ton.
 2093. If there were a railway at Hillston, would it pay the owners of the station to send their wool to Sydney? I should think so.
 2094. How many tons of wool do you send away? The average for the last few years has been 30 tons.
 2095. So that if there were a railway at Hillston you would save £1 13s. on your road carriage, or about £50 on your clip? Yes.
 2096. Would that saving be sufficient to induce the company to send their wool to Sydney? It might; but these properties are under the Melbourne branch of the firm. They might transfer them to the Sydney branch.
 2097. Do you think it reasonable to suppose that wool from these stations and others in the locality would use the railway at Hillston? I think it would. At one time Coan Downs and other stations used to send their wool this way; but now they send to the western line. Coombie and Yathong send their wool to Melbourne. Coombie is 45 miles north of us.
 2098. *Mr. Egan.*] Did you get your stores from Melbourne before this year? No; we dealt locally. In bulk goods local people are very reasonable, and they suited us because we could get from them just what we required, and no more. No doubt, if the train were brought to Hillston, we would deal with Sydney.
 2099. *Mr. Trickett.*] How long does your lease run? It expires in 1918.
 2100. But half of the run is available at the present time for settlement? Yes.
 2101. I suppose the best land is in the leasehold areas? I think so, generally.
 2102. What are the prospects of this country from an agricultural point of view? Unless there is a long tenure the cost of land carriage and the bad seasons do not allow anything to be made out of it. The seasons here are very uncertain. You could not expect to get more than one crop in four.
 2103. Do you grow any crop? Yes; principally wheat. We had 70 acres in the year before last, and we only got about 16 tons of hay. Most of the wheat was barely a foot high. We have 70 acres in again this year.
 2104. Do you know what is the experience of farmers at Hillston? Some of them have done fairly well, and others have not. I think that the generality of them have not done well.
 2105. Do you think that from Hillston eastward there is sufficient rainfall to enable people to do tolerably well by growing wheat? I think so.
 2106. On this side of the Lachlan the rainfall is too small? Yes.
 2107. Do you consider that the land from Hillston westward is suitable for pastoral purposes only? Yes; this is a very dry belt. You may expect rain, but it never comes.
 2108. How have the homestead lessees got on out this way? I think most of them have been rather unsuccessful, but I believe that that is because they started on the borrowing principle. Those who started with a clean sheet have been very successful, but those who borrowed have gone down. We have experienced one or two bad seasons, and that has thrown them back. Of course they suffer just as the larger pastoralists suffer.
 2109. Is this the kind of country where you could fatten sheep for market? No; it is not a good fattening country. It is mostly good for store stock. You could breed sheep here.
 2110. The carrying capacity of this country will always be small? Yes.
 2111. It is absurd to think that the wool freight from out here would give a sufficient return to the railway? The return would be very doubtful. As you get towards Mossgiel and Kalferia, and out by Dundarra and Alma, you get good fattening country. The sheep fatten there quickly. North from here

- Mr. T. W. Hyndman. I never saw any fat sheep. You get good sheep, but the sheep are not equal to those that are fed on the plains. Very few send fat stock from these places.
- 19 Sept., 1896. 2112. *Mr. Fegan.*] How do you deal with the rabbits? In the summer we poison them wherever we can along the frontage. We have only a few tanks on the run, and in the dry season we give the rabbits water poisoned with arsenic. We used to use poisoned wheat very largely; but now we use phosphorised pollard, which is very effective. When the grass gets a little dry they take the pollard readily.
2113. How many acres were required for a sheep before the rabbits came here? Conn Downs was not heavily stocked when I went there, and they had about 30,000 sheep then, and they increased the number to 140,000 when they got it all fenced in.
2114. How many acres were there in their holding? They had then six 10-mile blocks. Here they generally allow five sheep to the acre.
2115. Have you rabbit-proof fencing here? Yes; it is all wire netted.
2116. How much a mile did it cost? It was very expensive, and cost about £33 a mile. We have not put up any lately, but I daresay we could get it now for £25 a mile.
2117. You are speaking of the wire netting apart from the fence? Yes.
2118. Are you able to keep the rabbits down? We have kept them in check; but I think the seasons have helped us a good deal. In 1890 the rabbits were so thick that at dusk you could knock them over with a stick.
2119. How much have you spent in destroying rabbits? We reckon that it has cost us something like £800, not including the wire netting.
2120. What do you use your wheat for? We grow it to get hay for the stock.

MONDAY, 21 SEPTEMBER, 1896.

[The Sectional Committee met at the homestead, Big Willandra Station, at 8.30 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Arthur Laird, manager of Big Willandra Station, sworn, and examined:—

- Mr. A. Laird. 2121. *Chairman.*] How long have you been here? Three years.
2122. What is the area of the holding? 197,000 acres leasehold and 83,000 acres freehold.
- 21 Sept., 1896. 2123. How much is there in the resumed area? It is about the same as the leasehold area.
2124. How is it held? Mostly by homestead lessces.
2125. Do you grow any crops here? Only for hay.
2126. What crops have you had? We have had one good crop in the three years I have been here. 1893 was an average year, 1894 a good year, and 1895 a bad year.
2127. How many crops of wheat would they get here on the average? They might get one out of three.
2128. The soil will grow wheat? Yes; but the rainfall is very irregular.
2129. How far are you from Hillston? Thirty-five miles.
2130. How far from Hay? 110 miles.
2131. What is the freight to Hay? £3 a ton.
2132. What would it be to Hillston? £1 or 25s. a ton.
2133. If you could save £2 a ton would you make use of a railway at Hillston? I do not see how it would pay us. I expect the freight would be about £5 12s.
2134. I suppose you would send either to Sydney or Melbourne, according as it was cheaper? Yes; it would simply be a matter of cost.
2135. What stock have you? The average carrying capacity of the station would be about 70,000 or 75,000 as nearly as possible. I could shear 85,000 sheep in a good year. We are shearing 61,000 now.
2136. What would an average fleece weigh? I think the grown sheep would average about 7 lb. this year. Six and a half pounds is about the general average.
2137. *Mr. Fegan.*] What do you pay for rent? £1,197. We are appealing against the assessment.
2138. What does it cost you to kill the rabbits? £1,200 a year, and in addition there is the cost of wire netting.
2139. What does that cost a mile? It costs £56 a mile to put up the fence and to net it.
2140. *Mr. Trickett.*] Do you look upon this as good pastoral country? Yes.
2141. That is, if it is moderately stocked and the rabbits are kept down? Yes.
2142. Are the noxious weeds troublesome? They are in some years. They come in good seasons. The daisy-weed renders the country where it grows useless. The stock will not touch it, even in the very worst years.
2143. You carry on the destruction of rabbits systematically? Yes; we use every known method of destruction—poisoned pollard, poisoned water, and everything else.
2144. What do you think of the Rabbit Bill which is now before Parliament? I think it will be very hard if those who have wire-netted their runs have to pay a tax for the destruction of rabbits.
2145. You think that those who have done their best to keep the rabbits down should be exempt? Yes; if their holdings are netted in, and they can show that they are doing their best to keep down the rabbits.
2146. You would approve of legislation making the destruction of rabbits compulsory? Yes.
2147. Do you think it would be of benefit to the district if the Willandra Weir were raised a foot or two? I think it would; I think it would send more water down the creek. At the same time I think that something ought to be done to regulate the dams along the creek. I think that the holders along the creek should be allowed to know whether they can put dams and by-washes or overshot dams in the creek. There is a lot of work of that kind which I should like to do. The creek will be useless unless we are allowed to dam it.

2148. Is the water in the bed of the creek absorbed very quickly? Yes; even where the dams are. There is a dam on the Merrowie which will be dry before the present summer is over, if water does not come down the creek pretty quickly. Mr. A. Laird.
21 Sept., 1896.

2149. But water can be got by sinking? Yes; at a depth of 119 feet on the average.

2150. Is that good water for drinking? Most of it is. On the salt-bush country the water is brackish. The sheep do not do well on the salt water and salt bush together.

2151. During the last eighteen months you have been depending upon wells? Mostly upon wells; but in one or two of our paddocks we have had water in the tanks.

2152. *Chairman.*] Have they ever put down an artesian well here? They put down one at Holy Box, between Mossgiel and Ivanhoe; but it was not a success. They think it is not possible to get artesian water about here.

2153. *Mr. Fegan.*] You would give the rabbit inspectors power to act should a station neglect to wire net? Yes, I think so.

2154. You would have no objection to such a provision in the Act? No. I think it should be made compulsory for everyone to do his best to clear the rabbits. Of course, where there are sand hills and lignum country, it is very difficult to deal with the rabbits. They will not take the poison very well in the lignum.

2155. Have you any stock besides sheep on your holding? Only about 60 head of cattle. We have paid for as much as 80,000 rabbits a month at 1d. per scalp. These are the figures for those months in 1894, when we were paying for scalps:—

Month.	Scalp.	Month.	Scalp.
March	23,400	July	52,807
April	21,618	August	36,000
May	21,408	September	55,393
June	35,851	October	87,077

In November and December, and until the following March, we were poisoning with wheat and water. The figures above given refer merely to the number of scalps paid for. This year we paid for

Month.	Scalp.	Month.	Scalp.
March	728	July	13,745
April	1,368	August	13,338
May	3,573	September	8,700
June	3,410		

Since August, 1893, we have sent 348,000 skins to market; we have killed as many as 7,000 in two nights at one tank.

Mr. John Cumming, surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

2156. *Mr. Trickett.*] You are at present occupied in surveying the line from Condobolin to Broken Hill, and are located near Big Willandra station? Yes. Mr.
J. Cumming.

2157. You know the country between Hillston and Mossgiel? Yes. 21 Sept., 1896.

2158. It is quite level country, similar to that the Committee are now travelling through? Yes.

2159. And suitable for the construction of a light line of railway? For any kind of railway. There will be light earth works.

2160. You are of opinion that it would be advisable to use slight earth works, in order to prevent damage being done to the line by water lying on the ground after heavy rainfall? Yes.

2161. Do you know anything of the country westward? Not between here and Menindie. I know the country between Menindie and Broken Hill.

2162. What kind of country is it? The earth works will be very light. There are 16 miles of hilly country, and about 50 miles of level country.

2163. Will any box-drains or culverts be required in the level country? Not many.

2164. How much work have you done on the line? The 70 miles from Broken Hill to Menindie. I am only just starting on this section.

2165. What is the country like from Broken Hill to Menindie? The first 16 miles from Broken Hill is hilly.

2166. Is it timbered country? There is some box along Stephen's Creek for about 7 miles. The box might do for sleepers. Then there is shingle for ballast.

2167. What about the next stretch of country? The next 50 miles is hard flat country, with no timber on it that is of any use.

2168. Is there sufficient box to provide sleepers right through? I think so, as far as Lake Menindie.

2169. And in the first 16 miles there is plenty of shingle for ballast? Yes, in the bed of Stephen's Creek. I cannot say how deep the shingle is without trying it; but it must be several feet deep.

2170. What is the character of the occupation between Broken Hill and Menindie? Pastoral. The runs are very large. There are a few homestead leases on Stephen's Creek now.

2171. But when you get nearer to Broken Hill the pastoral holdings become very large? Yes.

2172. Is there any cultivation there? I did not see any.

2173. It is all dry country? Yes. The soil is good, but there is very little rain.

2174. Does the line of railway go close to the road? It goes within a mile or two of the old Menindie to Silvertown Road.

2175. I suppose there is very little traffic along that road? Very little. The coach traffic goes further to the south.

2176. *Mr. Hassall.*] What places are there between Menindie and Broken Hill? There is a hotel at Lake Speculation, then there is Kar's station, about 20 miles from Menindie, the "Quandong Hotel" about 35 miles from Broken Hill, and six selections on Stephen's Creek, about half way between the hotel and Broken Hill.

2177. *Mr. Fegan.*] Is there any population between Mossgiel and Menindie? Only at the station homesteads.

TUESDAY, 22 SEPTEMBER, 1896.

[The Sectional Committee met at the Court-house, Mossgiel, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Alexander Cameron, grazier, Mossgiel, sworn, and examined:—

Mr.
A. Cameron.
22 Sept., 1896.

2178. *Chairman.*] How long have you been here? I have lived in the district for twenty-two years.
2179. Are you interested in the district at the present time? Yes.
2180. Where is your holding? Thirty-three miles north from Mossgiel.
2181. What area have you? 10,000 acres.
2182. How many sheep have you? The number of sheep varies from time to time. I represent 20,000 acres, because my brother has a holding adjoining mine. We carry from 5,000 to 7,000 sheep.
2183. *Mr. Fegan.*] Have you any land under cultivation? Ten acres to grow feed for the use of the horses. I grow wheaten hay. I have never thrashed any wheat.
2184. How many bad seasons have you had since you have been in the district? The bad seasons vary so much in intensity.
2185. How many failures have you had through droughts? I should think one crop in three would be a failure.
2186. What is the average fleece? About 7 or 7½ lb.
2187. Where do you send your wool? To Melbourne usually.
2188. What is your nearest railway station? Hay.
2189. How many miles is it to Hay? 135 miles.
2190. What does it cost to send from here to Hay? Upon an average it costs about £4 a ton.
2191. What does it cost to send the wool to Melbourne? About £7 a ton on the average, including everything.
2192. Have you ever sent any wool to Sydney? I sent some to Sydney last year, and if there were a railway I would send to Sydney, even if the rate of carriage were a trifle higher, because of other considerations.
2193. What did it cost you last year to send your wool to Sydney? Last year road carriage was cheaper than usual. It cost a shade under £6 a ton.
2194. Why was road carriage cheap? Because there was plenty of feed. Last year I paid £3 5s. a ton for road carriage, and I have paid £5 10s. a ton. Last year I could have sent to Melbourne for £6 a ton. There was not much between the cost of sending to Melbourne and the cost of sending to Sydney.
2195. Then why did you send to Melbourne? There are business reasons. Last year I got a better price in the Sydney market. Then, too, I had bought sheep, the wool of which had always been known in Sydney, and therefore I sent it to Sydney.
2196. Are you troubled much with noxious weeds? No, we are almost free from them.
2197. Have you any poisonous weeds on your run? We have no weeds that are absolutely poisonous. There are some which provide very good food under ordinary circumstances, but which kill sheep if they are hungry. Clover will kill the sheep if they are very hungry and eat too much of it, but it is excellent feed.
2198. How do you get water? We sink tanks.
2199. I suppose you are not near the Billabong? No.
2200. How many tanks have you? We have about five tanks on the 20,000 acres.
2201. And plenty of water? Yes, we have never been short of water.
2202. How deep do you sink to get the water? We have no wells. We make our tanks 12 or 15 feet deep, and they fill with the drainage from the surface.
2203. Have you ever tried wells? No; but there are lots of them in the neighbourhood.
2204. Have they been a success? Yes. We get an ample supply.
2205. Do you not think that they are better than surface tanks? I do not think so. There is always a certain amount of expense in working wells.
2206. I suppose the tanks get dry in the summer time? Occasionally, in a very bad drought.
2207. What is the rainfall at your place? The average rainfall for the last five years has been about 14·80 inches, I think.
2208. Do you not think that that is a sufficient fall for wheat-growing? Yes, if it falls at the proper season of the year.
2209. Is the district prosperous or otherwise? It is not too prosperous, owing to the low value of our produce.
2210. Is that the only drawback? That and difficulty of transit are the only drawbacks.
2211. The want of railway communication has nothing to do with it? Decidedly it has. We are under a very big handicap at present because, in times of drought, we cannot get our stock away to districts where there would be feed. In 1888, when I was renting a good deal more country than the 20,000 acres which we now hold, I lost 7,000 sheep from pure inability to get them away. There was plenty of grass in other districts, so that if there had been a railway I would not have lost them. The losses which occur from droughts are enormous.
2212. You think that the district would be far more prosperous if you had railway communication than it is at present? Yes.
2213. Do you know the country between here and Ivanhoe? Yes.
2214. What is it like? It is splendid grazing country, and a good deal of it is fit for wheat-growing.
2215. How much of it is fit for wheat-growing—one-third or one-half? I should say at any rate one-third.

2216. South of Mossgiel, between here and Hay, what kind of country have you? It is all open downs country—good country.

2217. What kind of soil? Chocolate soil and black soil. It varies.

2218. With a fair rainfall it would grow anything? Yes.

2219. With railway communication this would be a very good district to live in? Very good indeed.

2220. Where do you get your supplies from? I always buy my supplies locally.

2221. Do you know the country west of Mossgiel? Yes, to within about 50 miles of Menindie. For the first 15 miles west of Ivanhoe it is open country, something like you see here, but with, perhaps, a little more timber scattered about it. Then you get into country still more timbered, and for 20 or 30 miles you go through heavily timbered country, the trees being principally belar and pine, and then the country opens up again. Here and there you have open country, and then belts of timber. Every acre of the scrub land is wheat-growing country; but not very good grazing country.

2222. Is that country leased? Yes; and lately homestead leases have been taken up within 70 miles of Menindie. That is an evidence that the country is fairly good.

2223. Are there any conditional purchases along there? No.

2224. With a ready market and railway communication, you could put more stock on the run? Yes; if I was quite certain of getting them away when I got into a difficulty. At present, if a drought occurs, I am practically yarded, and my stock must die, because I cannot get them away. I tried to get stock away in 1888, but they nearly all died because of the bareness of the roads and the great distance. Even if they are as fat as whales when they start, they lose a lot of condition in travelling.

2225. What is the country like between Mossgiel and Wyalong? The country is open plains pretty well to Hillston. In my opinion, it is all good country from here to Hillston. From Hillston, if you go up the river, you go through fine land until you leave the river and go east. From there it is timbered country.

2226. What is the timber? I think belar is the reigning timber. It is all excellent soil. I should think that at any rate one-half of the country between Wyalong and Hillston was wheat-growing country.

2227. Is it level country? Very level country.

2228. Are there any engineering difficulties in it? I should not think so. There is one little range which the railway would go through, but I do not think there are any engineering difficulties.

2229. Have you gone from Wyalong to Temora or Grenfell? No. I do not know the country much further than Wyalong.

2230. Have you been in the Bland country? No.

2231. Do you know anything of it by hearsay? Yes; I have always heard it spoken of as good country. I also know the country up to Euabalong. I consider that that would be all good country if it had means of transit for its produce.

2232. Have you been as far as Condobolin? I have been within 40 miles of it.

2233. Are you in favour of the deviation? So far as I know, I do not think there is much to choose between the two routes; but if I had to express an opinion it would be in favour of the southern route.

2234. Do you think that a railway from Wyalong would be better for the district? No, I think the line from Condobolin would be better; though as far as this district is concerned, I do not think it matters whether the railway comes from Temora or from Condobolin. I would be opposed to the construction of a line through Mount Hope, because such a line would go through very inferior country.

2235. You are aware that some people are agitating for a line from Grenfell or Wyalong to Hillston? From Temora to Hillston.

2236. But so far as you are concerned, you do not care whether the line goes from Wyalong or from Condobolin, so long as it comes near enough to Mossgiel to serve you? Yes. It does not concern me where it comes from.

2237. Are you personally much troubled with the rabbits here? Yes, we have been very seriously troubled with them.

2238. Is your run wire-netted? Yes, with the exception of a small area, which I hope to enclose very soon.

2239. What mesh do you use? $1\frac{1}{2}$ inch and $1\frac{3}{4}$ inch. I think that $1\frac{1}{2}$ inch is the very largest mesh that should be used.

2240. What is your opinion with regard to the Rabbit Bill now before Parliament? I consider it a fairly good Bill.

2241. Are you in favour of making the destruction of rabbits compulsory? Yes. The Bill says that the State should contribute from a fund voted by Parliament; but that leaves a loophole for escape, because it is our experience that Parliament will not always vote this money.

2242. How much would it cost you to deal with the rabbits? I should say that on the average it costs me £100 a year.

2243. That does not include fencing? No.

2244. What does your wire cost? It is a long time since I put up wire-netting. I think it cost me about £36 a mile.

2245. What would it cost now? To put wire-netting on an existing fence would cost about £24 a mile.

2246. I suppose you employ the usual methods of poisoning? Yes.

2247. Do you lose any sheep from poison? A few occasionally. They sometimes take the pollard; but of course we adopt means to prevent them from getting to the water. One factor that ought to have a good deal of weight with the Committee in coming to a decision in regard to the proposed railway, is the existence of an enormous area of unoccupied land to the north of Mossgiel. Between here and Cobar there are a great many acres of land which are now absolutely thrown up, and are not occupied by anybody. It will devolve upon the State, so long as these resumed areas are abandoned, to kill the rabbits upon them; but with a railway that land would be taken up, and the State would be relieved of the responsibility. The land in question is inferior for grazing purposes, but plenty of it is good wheat-land. At the present time it does not pay to keep sheep upon it.

2248. If a railway were made, would there be a prospect of that land coming into use again? I think so. The lands I speak of are 60 or 70 miles north from here. In times of drought they could not get stock away, and they would always have to pay high rates for the carriage of their wool. That takes away any small margin of profit there might otherwise be. At the present time these lands are the breeding-ground for rabbits and wild dogs, and a standing menace to the better land in the district.

Mr.
A. Cameron.
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- Mr. A. Cameron. 2249. The only way to deal with the rabbits is to have these lands taken up, and to have closer settlement? Yes. Even if they were taken up by the pastoral lessee, he would kill the rabbits; but, if they are not taken up, the State will have to kill the rabbits, and the expense of doing so will be enormous.
- 22 Sept., 1896. 2250. I suppose the rainfall on this country is not so large as the rainfall about Mossgiel? I think it is greater. As you go north-east from here the rainfall increases.
2251. *Mr. Trickett.*] Do you know that there is any quantity of abandoned land close to the railways of the Colony? Yes; but it may be much inferior to the land of which I am speaking.
2252. You do not think it probable that there will be small settlement upon the land you speak of? No; I would not say that it would be taken up in small holdings.
2253. If the railway were brought to Mossgiel, from how far west would it attract traffic? From 60 to 70 miles west.
2254. You told us that if there were a railway here you would be willing to pay more to send to Sydney than to send to Melbourne. Do you really mean us to believe that? Sydney is slowly but surely becoming a better market than Melbourne, and that would induce me to send to Sydney. Of course if the difference in freight was very large, that would get rid of the advantage to be derived by sending to a better market.
2255. You speak only of wool, not of wheat? I have never had very much to do with agriculture.
2256. You would not send wool to Sydney merely from patriotic sentiment? No; though if I could induce people to do a little to bring Victoria to her senses with regard to the stock tax I should be very glad.
2257. What is the country between Wyalong and Mossgiel suitable for? Most of the land between Wyalong and Hillston I passed over had a good deep soil, but it was rather heavily timbered for grazing purposes. When cleared it will be splendid country for wheat growing. I do not think I ever saw better land.
2258. And you think the rainfall is sufficient for wheat? I think the rainfall is quite good enough for wheat. It has proved itself sufficient at Hillston and at Gunbar, and further east it is still better.
2259. Do you know whether the station owners through whose property the line passes would be prepared to give the necessary quantity of land? I do not.
2260. What is there to make a railway here pay? I think that the increased production of wheat would be a very large factor in the traffic.
2261. You have not gone in for wheat growing? No, because the distance from market is too great; on my own holding I have grown as fine a crop as I ever saw in my life.
2262. How much do you get to the acre? I did not thresh out the wheat; but it gave about 3½ tons of hay, and would have threshed out a good lot of wheat.
2263. Is the rainfall here too precarious for successful wheat growing? I do not think so.
2264. It has been stated that the carrying capacity of this country has decreased 25 per cent. by reason of the bad seasons and the presence of rabbits? I think it has decreased to quite that extent by reason of the presence of rabbits; but, of course, there have always been droughts.
2265. We hear that everything is going back, whereas some years ago everything was prosperous? Then the value of our produce was greater, and we had not the rabbits to contend with. I think that will explain the whole thing.
2266. Do you think that the rabbits have come to stay, or do you think that they can be stamped out, and that the district will thus be brought back to a prosperous condition? I think that the rabbits, if they cannot be stamped out, can at least be reduced within manageable limits by closer settlement.
2267. Is the country good enough, considering the present prices of produce, to stand the expense of dealing with the rabbits? I think it is good enough, because the present prices are not likely to last for ever. We have had bad times in the past, and I think we will get good times again.
2268. Your opinion is that if hard-working men stick to the country, the country will stick to them? Yes, I think so, though some are unfortunate through no cause of their own.
2269. *Mr. Hussall.*] Do you not think that there is some other reason besides the want of railway communication, for the abandonment of these resumed areas? Yes; but the want of railway communication is a large factor.
2270. Do you think that if there were a railway there would be an influx of homestead leases? No, I do not think so; but I feel certain that the resumed areas would be taken up by the holders of the adjoining leaseholds.
2271. Do you know Gunninguldrie? Slightly.
2272. Are you aware that the resumed area there is assessed at 5s. per section;—If a man cannot make a living when that is all the rent he is charged, the country cannot be very good? I do not think the rent has much to do with it where there are other great disabilities.
- 2273-4. At Urana, Roto, and Willandra, the resumed area has been thrown up? Yes.
2275. Do you not think that if the State offered that land on long leases at a peppercorn rental, people might be induced to do something with it irrespective of a railway? I do not think so.
2276. But the construction of a railway would have the effect of opening it up? I think so. I think it is certain that a large number of resumed areas now out of occupation will be occupied if the railway is made.
2277. Do you think the country would be justified in constructing a line if there were to be an annual loss of £40,000 upon it;—would you go into a speculation of that kind? I would look at all the surroundings of the case, and I would consider whether a railway would not pay the community on a dozen different grounds. The State might lose in some ways and gain in other ways. I think that the proposed line would be a distinct gain to New South Wales, not only from a local but from a national point of view.
2278. Does that remark apply to the through line to Broken Hill? Yes; apart from local considerations the line ought to be made.
2279. For what reason? Well, in times of war, which may come upon us at any moment, such a line would be of immense benefit to the country.
2280. Then you look upon it as a national line? Yes; but, I think, that upon local considerations it should be made.
2281. The local considerations being what? That it would enable a lot of people who are now scarcely able to make a living to live better, and it would throw a large amount of land into occupation which is
now

now idle, and upon which the State will have to spend a large amount annually in the destruction of rabbits.

2282. Would not the State offer such conditions as would induce people to take up that land? There is land within 50 miles of my holding which, if it were offered to me to-morrow for nothing I would not accept. It is too far from a railway, and too full of scrub and rabbits to make it payable.

2283. What is the smallest area upon which a man can make a living;—I am speaking of land near the proposed railway? I suppose 1,000 acres would maintain a family if it were farmed, and from 10,000 to 15,000 acres if it was used for grazing purposes. I reckon a 10,000-acre holding much too small for grazing.

2284. Therefore, before people could do anything with the resumed area the land would have to be let in double sized blocks? The abandoned resumed areas will only be put into occupation by the holders of the leaseholds adjoining them. They would not be taken up for small settlements for a very long time, even if there were a railway. I do not think you can offer them any terms in the way of lowness of rent that will induce them to take up the land.

2285. *Mr. Fegan.*] What is the difference between the present selling price of your wool and the price at which it was sold a few years since? It is about 30 per cent less now.

2286. What is the average price now? From 6½d. to 7d. per lb.

2287. At one time you got over 1s. a lb.? I do not remember that we ever got 1s. in this neighbourhood, because it is very heavy wool; but we have got 10d. and 11d.

2288. If they got 4d. more for their wool it would make a great difference in the position of the graziers to-day? Yes.

2289. In appraising the land, I suppose the presence of the rabbits is taken into consideration? It was at the last appraisalment, but not before.

2290. If there were no rabbits you would have to pay more rent for your land? Yes.

2291. This reduction in rent is equivalent to allowing you a certain sum to cope with the rabbits? I suppose it could be considered so.

Mr. Robert William Broughton, Acting Inspector of Stock, Mossiel, sworn, and examined:—

2292. *Mr. Hassall.*] How long have you held your present position? Three months.

2293. How long have you known the district? I have been backwards and forwards to it for the last twenty-five years.

2294. Have you any statement as to the number of stock in the district? Yes, I can give you the stock returns from the office books.

2295. Where does your district extend to? It goes from here to Jumping Sand Hills, about 25 miles south, and takes in Trida, Moolah, Yallock, Keewong, Paddington, Nekaboo, Tiltargara, and Bulla. I run 80 miles towards Cobar from here.

2296. The district is about 100 miles across? Yes, it is about 100 miles by 100 miles.

2297. Do you join the Hillston stock district? Yes.

2298. What district have you on the west? Menindie.

2299. What number of stock have you in the district? According to the returns for 1895, there are 1,910 horses, 2,272 cattle, and 740,703 sheep. I suppose those are the lowest returns we have had for many years. Last year there were serious losses. The number of sheep shorn the year before last was 810,000.

2300. In addition to what went away as fat stock? Yes. It was estimated that 1,875 tons of wool were sent from the district, and about 75 tons of lambs' wool, or 1,950 tons altogether. In 1894, there were 500 tons more wool sent away. 389,793 sheep passed through the district during 1895.

2301. Where does the stock and wool go to principally? From one part of my district a good deal goes to Cobar.

2302. Where does the stock go? Principally to Victoria.

2303. In spite of the stock tax? Yes, they go to the boiling-down establishments, and to Victoria.

2304. Where does the wool go? To Victoria from this side of the district.

2305. To what place on the border does it go? To Balranald, Swan Hill, Hay, and some of it to Wentworth.

2306. The river is used to convey the wool to Victoria? Yes.

2307. Whenever it is navigable, and there is plenty of grass and water it will be used to a very large extent? Yes.

2308. Do you know anything of the country near Condobolin? No.

2309. Where does the country you know commence? At Euabalong.

2310. What is the country like running down to Hillston? I think that until you get to Gunninguldie it is good grazing and agricultural country. From the top boundary of Gunninguldie the country is inferior for grazing purposes. The country through Uranaway and Gunninguldie is inferior. It consists of mallee scrub, rocky ridges, and inferior grass country. You come on good open country again at Willandra, and then it is good grazing country right through Mossiel, until you get about 15 miles the other side of Kilfera.

2311. Then you get into inferior grazing country? Yes.

2312. So you have a stretch of good grazing country running from Willandra through Moolbong, Mossiel, Clare, and Kilfera? Yes. I do not know the country after you pass the Kilfera boundary.

2313. What is the carrying capacity of this country? About 10 acres to the sheep.

2314. What is the average carrying capacity of first-class country? About 5 acres to the sheep—5 to 6 acres.

2315. Do you get good sound heavy fleeces? The country grows good sound wool.

2316. Is the country itself sound? Yes, very sound, the soundest country I know. It grows good, sound, heavy wool.

2317. How does the selling price of this wool compare with that of other wool? The wool may not bring so much per lb. as wool grown down south, but there is a gain in weight.

2318. Has the carrying capacity of this country decreased or increased? Decreased.

2319. What is the reason for that? I think it is entirely due to the rabbits.

Mr. R. W. Broughton. 2320. Is the country thickly infested with rabbits? The rabbits are not as thick as they were; but the country has been overrun with them. Some of the country seems to me as if it would never recover. I think that the scrub country has suffered far more than the plain country. A few years ago the returns from some of the areas showed 30,000 to 35,000 sheep; but now those places are returning only from 8,000 to 10,000 sheep.

2321. In your opinion it will be many years before the country recovers, if it ever recovers? Yes.

2322. I suppose that nothing is done to try and eradicate the rabbits on the waste lands? No.

2323. Do you think it should be incumbent upon the Crown to adopt some measures for clearing the rabbits off the waste land? Yes. I think the Government should do their share in assisting those who have settled upon the land. The abandoned areas are the breeding-places for rabbits and dogs, and the nearer you are to such land the less valuable your property is. They first started throwing up the country 90 miles from here, and now they are gradually throwing up country closer and closer in. In the scrub country the expense of fighting rabbits is too heavy, so the holders keep on throwing it up.

2324. Is it possible for anyone living on land adjoining waste land to successfully cope with the rabbits? What ruined most people was the expensive way in which it was worked at first. We were bound to put on a certain number of men and to pay them whatever price was fixed by the Government. On my place I was compelled by the Government to spend more in destroying rabbits than I was receiving from the holding. When the new Act came into operation the people had already found cheaper and better ways of coping with the rabbits. They can deal with them now for one-fourth of what they used to pay, and every year they are getting better plans for destroying them. The rabbits will always be a big expense, though they will be able to keep them down.

2325. You think that those whose holdings are enclosed with wire-netting fences will be able to deal with the pest? Yes.

2326. Were you consulted by the Government with reference to the new Rabbit Bill? No, I am only acting temporarily.

2327. With the exception of a few spots on the resumed areas, no land will be available for settlement in this part of the country for twenty years, because the leaseholds do not expire until 1918? There is a great deal of country still open to homestead lease. People are very frightened to put stock upon this land, because they know that if a drought occurs they will not be able to shift their stock. On a big holding they have 5,000 or 6,000 fat wethers and the buyer buys them in one lot; but the small man cannot afford to drive what he has to market, because, with a small lot, the expense of taking them to Hay is too much. If there were a railway they could get their sheep away much more cheaply. I have seen good strong sheep start from here in good condition and die before reaching Hay, for want of something to eat. The stations are now running all their fat sheep down to the railway, because they dare not hold them.

2328. Have you any knowledge of the number of small holdings in the district? There are about fifty homestead lessees.

2329. Do they confine themselves entirely to pastoral occupations, or do they combine those with other pursuits? Some of them may have teams on the road; but I have not been here long enough to know.

2330. What do you know of the carrying capacity of the scrub country before the rabbit invasion? At one place where I was part owner and manager for eight years, I never shored less than 10,800 sheep, and I had 96,000 acres of inferior scrub land. During the last five years they have only run 1,000 sheep on the same property. In another place, where they used to shear as many as 40,000 sheep, and from 30,000 to 35,000 sheep on the average, during the last five years they have not shorn 8,000 sheep on the average. The area there is 128,000 acres. On Yallock, before it was nearly all fenced, they used to shear from 20,000 to 27,000 sheep, and one 10-mile block was never touched. During the last five years they have not averaged 5,000 sheep a year until last year, using all the blocks.

2331. What description of scrub do you speak of? Mixed scrub—hop-bush, mallee, ti-tree, yarran, pine, and box.

2332. Is the scrub spreading? No; the rabbits have killed all the edible scrub, and the country is clearer now than it was ten years ago, except for the pine.

2333. If the rabbits were got rid of what would the country carry? I have seen similar country which was eaten out, but, after being spelled for three years, it grew thicker grass than other country. At Paddington there are certain kinds of country which, after the rabbits have killed off all the low bushes, grow more grass than they did before; but it takes from two to four years spelling for that country to recover itself.

2334. The rabbits would have to be entirely eradicated, and the country would have to be spelled for three or four years before it would come back to its natural state? Yes. Some kinds of country recover more quickly than other kinds. The rainfall at Keewong averages over 15 inches. A record was kept there for twelve or fifteen years. The finest crops I have seen in Riverina were grown on Paddington, and between there and Cobarr. Once you get out that way you find country very suitable for agriculture, and better than the country here is. They supplied all their neighbours with wheat for poisoning rabbits, and carted some into Cobarr and sold it there. Paddington is 90 miles from Mossgiel.

Mr. Richard Haydon Cheriton, farmer, Mossgiel, sworn, and examined:—

Mr. R. H. Cheriton. 2335. *Chairman.*] How long have you been here? I took up this land in 1885; but I did not take possession until 1887.

2336. Where do you live? My land commences about 7 miles from here, at the junction of the stock route and the Willandra Creek.

2337. What area have you? 10,240 acres in my own name. I occupy 5,000 acres belonging to my sons.

2338. How many sheep do you run? Between 4,500 and 5,000. I scarcely ever go up to 5,000.

2339. What does your clip average? It varies very much. Some years we do not average more than 6 lb. I think a fair average is 7 or 7½ lb.

2340. Therefore, you have about 15 tons of wool to send away? Yes.

2341. What is your freight from here to Hay? I have paid various sums. One year I paid as much as £4 10s. a ton. Last year I paid £3 a ton.

2342. Is £3 a ton a fair thing? I think so.

2343. What would the freight be to Hillston? I have paid £2 and £2 10s. That was for carting flour, pollard, and timber.

2344.

2344. Would £2 a ton be a fair thing for wool? I think so, if we could get supplies from Hillston as well.

Mr. B. H. Cheriton.

2345. From here to Sydney by railway, if the proposed line were constructed, would be about 500 miles? About that.

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2346. We understand that it costs about £3 10s. a ton to send wool from Hay to Melbourne? That is not my estimate. I think it costs about £2 17s. 6d. to send it from Hay to Melbourne.

2347. What does it cost you to send your wool from here to Melbourne? I have not sent any to Melbourne the last few years.

2348. What would it cost to send it from here to Melbourne now? From my place about £6 a ton, including insurance.

2349. That would be about £3 a ton from Hay to Melbourne? Yes.

2350. The rate for greasy wool from Bourke to Sydney is £4, and it is reasonable to suppose that if a railway were brought to Mossiel it would be the same from Mossiel to Sydney;—that would mean a saving of £2 a ton to people living here? Yes.

2351. A railway would be valuable to you in enabling you to shift your stock? Yes, or to send away fat stock.

2352. Have you grown any wheat in this district? Yes.

2353. For how many years? I have grown wheat for hay ever since I have been here—about nine years.

2354. How many times did you get a crop? I cannot say that I have had a total failure in that time. I have selected land adapted for a dry climate.

2355. How many good crops have you had out of the nine? I think that four years out of the nine the crop has been fairly good.

2356. Every second year you get a reasonably good hay crop? Yes.

2357. Would it be the same if you were growing for grain? I think so.

2358. A farmer here might reasonably expect to get one crop out of two? Yes.

2359. On what kind of land do you grow wheat? On sandy soil mostly. I would not grow wheat on black soil.

2360. Nor on these wide open plains? No.

2361. Would you grow it on timbered country? Yes. There is nothing better than belar and pine country for wheat.

2362. It is not possible to send wheat away from here? I could not grow wheat in competition with farmers nearer a railway.

2363. How much have you under wheat? 120 acres. There is no local demand except for a bit of seed.

2364. If the railway came here more wheat would be grown? Yes; it would pay better than rearing sheep. With a railway I could get my stock to market. This is a greater advantage to the small holder than to the large holder. The small holder has only a few sheep to send.

2365. Have you been successful in obtaining water? Highly successful. I put two wells down in 1888. One is 96 feet deep, and the other 120 feet.

2366. What is the water like? Absolutely fresh. In the second well I had to go through 40 feet of rock after I got down 80 feet.

2367. Two bores have been put down in this country? Yes; one at Holy Box, and the other at Dolderei.

2368. With what result? I maintain that they have never had a fair trial.

2369. What capital would be required to take up a homestead lease in this district? No man can take up a homestead lease unless he has £2,000. A man is very heavily handicapped when he has to borrow. The great drawback to this district is that men have rushed in who have had insufficient capital. I have had to furnish four homestead leases for my sons, so that I know pretty well what it costs. A railway would bring about a great deal of settlement in this district, especially in the scrub land. I believe that the whole of that country is adapted for agriculture, and that hundreds of men will come from the more settled parts of the Colony to avail themselves of this agricultural land. I have been twenty-three years in this Colony, and for some years I was farming in Deniliquin. Men there were paying very large sums for rent, and were taking up land on the halves system. Some paid as high as 10s. an acre as rent. I think that the rainfall here can compare with that of any other wheat-growing district, such as the district to the north of Adelaide.

2370. But it would be better to have a few more inches? Yes. I have always maintained that where grass will grow wheat will grow. Our rainfall is not even; but it is better than the rainfall in parts of South Australia. Their average yield is from 5 to 7 bushels to the acre, but the average here is 15 or 16 bushels. In 1854 I reaped 5 bushels to the acre, but then prices were very different from what they are now.

2371. Is wheat-growing very profitable there? Well, people manage to exist; but land, however good it may be, will not grow wheat for ever, and when it becomes poor you must push out into fresh fields.

Mr. Alexander Wilson, farmer and grazier, Arlington, near Mossiel, sworn, and examined:—

2372. *Mr. Trickett.*] How long have you been here? Since 1891.

2373. Have you had experience in other parts of the Colony? Yes; I have been twenty-three years in different parts of Riverina.

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2374. Why did you come here? Some years ago I had to travel my 7,000 sheep to summer country, and I lost all of them but 1,400 before I could get to a country in which there was grass. A friend of mine had about the same number, and he trained them to the same summer station and did not lose 2 per cent. For those sheep he got 9s. 6d. three months afterwards.

2375. How much land have you? About 9,000 acres.

2376. How many sheep? 5,500, including lambs. I rent the adjoining lease.

2377. What do you consider the carrying capacity of this land? That depends a good deal on the management. My brothers have been up here since 1884. They were about the first to wire-net, and they almost exterminated the rabbits. They increased the carrying capacity of their country very considerably.

2378. To what extent? Last year they had 8,000 sheep on two leases. They were the first to sell to the Freezing Company.

2379.

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2379. Their run is improved throughout? Yes; the quality of the bushes and of the grass has improved since the rabbits have been kept down. They have more summer grass there now than other people have.
2380. Is theirs average country, or is it particularly good? It is average country; one block is average country and the other is a little better.
2381. What water have they? Mostly wells. A test with the American boring machines has proved that at a depth of 130 or 150 ft. a large body of very good water can be met. They are irrigating an orchard from one of the wells. All through this country an enormous body of clear water is to be met with at a depth of 200 or 300 ft. There is an enormous supply of water in the district.
2382. Not an artesian supply? No; the water must be pumped. If you pump there is any quantity of water.
2383. Is not pumping expensive? Yes; but the machinery is becoming less costly every year.
2384. What are you doing on your holding? I am rather a newcomer in the district; but my experience is that it is hardly fair to ask anyone to speak about the capability of this country for wheat growing or for oat growing, because it has not been fairly tried. All that has been done is to chance a few acres for hay. At Arlington I have a piece of ground which is similar to the scrub country—a chocolate red ridge, close to the house. This ground, with proper cultivation and a very light sowing of seed, will grow wheat in the driest seasons, and it produces the finest quality of grain that I have ever seen. My father had a flourmill for twenty-five years, so that I know a little about wheat. The soil will not grow the heavy yields that they get about Wagga and Cootamundra. I do not think there is any doubt whatever that the resumed areas that are now the home of wild dogs and rabbits would be taken up for agricultural purposes if there were a railway. The country in its natural state does not seem to grow a first-class grass, but it is splendid country for crops.
2385. What is needed is population and the means of communication? Yes; I think the railway will bring population. The rush for land in Australia is getting so enormous that when people hear of this agricultural land they will come and settle on it.
2386. People would sooner take up land close to a market? Yes; but the case with which this land can be worked may lead to its being taken up before country nearer a railway.
2387. Have you ever engaged in wheat growing as a means of living? No, I have grown wheat for seed.
2388. You think that there is a large tract of country about here which is suitable for wheat growing, that the rainfall is sufficient, and that with access to market farmers would be induced to settle here? Yes. The scrub country is at present a menace to us because of the wild dogs there. The Government are breeding dogs to kill our sheep.
2389. You think that the State should take upon itself the duty of destroying these pests? Yes. The private individual would help the State greatly if a railway were made.
2390. *Chairman.*] You heard the evidence that only one crop out of two could be depended upon? Mr. Cheriton and myself differ very much in our style of sowing wheat; but as he is the older farmer I defer to him. I think with light sowing you could always get a fair crop—from 10 to 15 bushels a year on the average. There is a terrible amount of loss in sending fat stock to market. Wethers weighing 70 lbs. on the run will only weigh 40 lbs. when they get to market.
2391. People cannot afford to breed sheep because they cannot send them away? Yes. A great many people try to keep on what they call the safe side. The runs are not carrying as much stock as they could carry if there were a railway here.

Mr. J. Abrahams, storekeeper, Mossgiel, sworn, and examined:—

Mr.
J. Abrahams.
22 Sept., 1896.

2392. *Mr. Fegan.*] How long have you been in this district? 11 years.
2393. Do you get your goods from Melbourne or from Sydney? We get them from Melbourne, but recently we have got them from Sydney.
2394. What do they charge to bring goods from Melbourne? It all depends upon the class. Wool-packs and salt are carried at a shade lower on the New South Wales railways than on the Victorian railways. They cost us £3 5s. a ton from Melbourne and £2 19s. 10d. a ton from Sydney. All goods are sent from Melbourne for £3 5s. a ton, but from Sydney general goods are sent for £5 10s. a ton.
2395. Then why do you get your goods from Sydney? The drawback is not equivalent to the duties. In soft goods and fancy goods we can buy more cheaply in Sydney than in Melbourne, and in that way we save the difference in freight.
2396. How many tons a year do you get up? Roughly about 500 tons.
2397. That at £5 a year a ton would be something like £2,500 a year. Yes.
2398. What does it cost you to get things from Hay? From last December until June we were paying £6 a ton. Now we are paying £3.
2399. What is the reason of the reduction? This is a better season. Up to last June there was no feed upon the track.
2400. Is the district as good now as when you first came? I think so.
2401. Has any progress been made in it? Certainly since 1885.
2402. Has there been constant progress? During the last two years it has gone back.
2403. Owing to what? Owing to the low price of stock and of wool.
2404. Has the amount of your tonnage decreased? Yes, a little.
2405. Through what? There is not so much work going on now in the district.
2406. Have people left the district? A number of working men have left.
2407. Tank sinking and fencing is not being done now? Yes; but of course improvements will have to be made in the future.
2408. Do you keep a waggon going between here and Hay? No, we do not do any carrying.
2409. Is there a great amount of traffic between here and Hay? I think that altogether there are 200 teams.
2410. They carry wool and produce of every description? Yes.
2411. Supposing you sent a load of wool or merchandise from here, would it be taken for £3 a ton? At times you might get it taken for a little less.
2412. If the carrier was guaranteed a return load? Yes, and if there was plenty of grass along the route.

2413. Is there any water on the road? There are Government tanks, and 50 miles from here you cross the river.
2414. How do they get water between the river and Hay? From the Government tanks.
2415. Between the river and Hillston there are Government tanks? I have never been on that track.
2416. Are you conversant with the country between Hay and the river? Fairly well.
2417. What kind of country is it? Something similar to this in places—open country and chocolate soil.

Mr.
J. Abrahams.
22 Sept., 1896.

Mr. Angus Duncan MacInnes, storckeeper and homestead lessee, Mossgiel, sworn, and examined:—

2418. *Mr. Hassall.*] How long have you been in this part of the country? Between six and seven years.
2419. How long have you been storekeeping? Not three months yet.
2420. You heard the evidence of the last witness? Yes, I agree with his evidence.
2421. What area have you? I have one lease of 10,000 acres.
2422. How far from Mossgiel? About 21 miles north-west.
2423. What description of country is it? There is what we call red ground, salt-bush country, and on the creek a little lignum.
2424. No scrub? Practically no scrub. There are a few bushes, but no scrub country.
2425. What is your carrying capacity? On the average we run about 3,600 sheep all the year round. That is what I have carried since I have been there.
2426. Is it good sound country? Yes.
2427. Does it grow good wool? Yes, the wool is strong enough; but it is inclined to be light. I think the salt-bush has something to do with that. The fleeces are good, but the wool does not weigh as heavily as wool further south.
2428. What is the average weight of a fleece? I do not know. This year I have shorn 500 wethers already, and their fleeces average $7\frac{1}{2}$ lbs.
2429. Do you do any fattening? Yes, last year I had 4,000 wethers; I bought them about 1st February and I sold them about the middle of August fat.
2430. What were they when you bought them—good stores? Yes. I kept them during the autumn, and they got fairly low, but when the rains came they fattened again. They were the first fat sheep in the district. I sold them to the boiling-down proprietor. He took delivery at the homestead.
2431. Where did they go to? He trucked 2,500 in Hay and sent the balance to Moama.
2432. Are there many homestead lessees round you? Yes. The country from where I am to Mossgiel is pretty well settled by homestead lessees. There are, I think, thirteen just round me, and in between there and Mossgiel.
2433. Are you the original holder of your lease? Yes.
2434. Are the leases in this district generally held by the original lessees? Some of them are not.
2435. Have they been sold to other homestead lessees? Yes. The Act does not allow pastoral lessees to take over a homestead lease.
2436. Have you been fairly successful? Yes.
2437. Do you think the country is suitable for any other occupation besides grazing? Yes, in parts, if there were a market. In its present state it is not, because there is no market. The red ground will grow a fair crop. It will not grow a really good crop except in exceptional seasons. The distance from market precludes people from using it.
2438. With better means of communication people would be induced to go in for agriculture? I daresay they would.
2439. The question of cost would enter very largely into consideration? Yes. My idea is that the cost of carriage from here would be too great. I think other places would be able to compete against you.
2440. You are under the impression that people nearer the central market would beat you? Yes.
2441. So that there would be little inducement to enter upon agricultural pursuits, even if there were better facilities for sending produce to market? Yes. If the country became more populated there would be a market in our immediate neighbourhood. No doubt if facilities were given to people to settle here a local market would be created.
2442. But if people came here and proved the soil they would supply their own requirements? Yes; but under favourable circumstances a population might be settled here which would not be directly dependent upon agriculture for its livelihood.
2443. What other pursuits could people enter upon in this district? With a railway, the pastoral industry might be helped to a great extent, and a lot of country at present unoccupied would be taken up for homestead leases.
2444. Do you know the country that has been abandoned? I know some of it.
2445. Have you travelled much along the route of the proposed railway between here and Menindie? No, I have not been any distance to the north-west. I have not been more than 20 miles beyond Kilfera.
2446. What capital had you when you commenced as a homestead lessee? I laid out £1,100 upon the lease and fencing, and in making a tank, wells, enclosing yards, building a house, and in other necessary improvements.
2447. Did you have to make your fences rabbit-proof? I spent a little in wire netting. There are six leases there which are netted in a group.
2448. Have you coped successfully with the rabbits? We have been successful to a certain extent, and we do not now look upon the rabbits as a serious drawback. The bad season last year helped us considerably in destroying the rabbits, and at present they are not serious. Of course we cannot say that they will not increase again.
2449. Do you set apart a certain sum every year for the destruction of rabbits? No. When the rabbits are thick we give them phosphorised pollard and poisoned water. As far as we know those are the best means of dealing with them.
2450. I suppose there will be no chance of getting rid of the rabbits until some means are taken to destroy them upon the waste land? Yes; they breed on the waste land, and then go on to other land.
2451. Can they get into your holding, even though you are wire netted? Some of them do; but the netting is a great protection. The smaller rabbits get through, and some rabbits get over.

Mr. A. D.
MacInnes.
22 Sept., 1896.

- Mr. A. D. MacInnes. 2452. With regard to the sheep that you sold, how did they stand the journey in? The man who bought them gave me £25 more for them than he cleared. He lost that on the speculation. He said they wasted on the road.
- 22 Sept., 1896. 2453. Has he bought any from you since? Yes. Of course, though he loses on some, he makes it up on others.
2454. Would the construction of a railway increase settlement here? It would be a great benefit to the district. A railway would enable people to send away their fat stock, and the people with only a few sheep could send away a truck or two at a time.
2455. How many train-loads would be sent from this district in twelve months? I think over 100,000 fat sheep would be sent from this district in a good season.

Mr. Cecil Joseph Parsons, grazier, Mossgiel Station, sworn, and examined:—

- Mr. C. J. Parsons. 2456. *Chairman.*] How long have you been in this district? Fifteen years.
- 22 Sept., 1896. 2457. What is the extent of your holding? I occupy altogether 172,000 acres.
2458. What is the resumed area? 5,000 acres.
2459. What has become of the residue? It has all been taken up in homestead leases. The portion that is left is merely the stock route.
2460. How many sheep do you shear? Generally about 60,000, including lambs.
2461. Will you make a brief statement, from the pastoralists' point of view, as to the benefits likely to accrue from the construction of a railway to this district? I think that a railway here would be of immense benefit to the pastoralists generally, in enabling them to get their produce to market more cheaply and more quickly than they can at present, and in allowing them to send their stock away in times of drought. The losses from drought in this district have been something terrible in years past; but a railway would do a great deal to minimise them. It would also enable us to obtain horse-feed in bad times at much lower rates than we could get it at present. We have had on several occasions to depend upon outside places for horse-feed, and we have had to pay as much as £16 and £20 a ton for it. I spent £1,000 upon horse-feed one year.
2462. But the coming of the homestead lessee, who is partly an agriculturist, must do a lot to undo the evil you complain of? Yes; they frequently have hay for sale. The railway would be of great assistance to us in taking fat stock to market, and on this point I would like to speak of the enormous waste that at present occurs when stock are driven to market. Last year I sent 11,000 fat wethers to market. 5,000 of them I had frozen at Narrandera, because of the low prices prevailing in Sydney. Those wethers when they left here would average 70 lb., as I proved by killing and weighing some. At Narrandera, however, when killed, they only weighed 47 lb. without the fat, and the fat weighed about 10 lb. It is only reasonable to suppose that the sheep that were sent on to Homebush wasted in the same way.
2463. The loss would be equivalent to the loss of 1,800 sheep? About that. A great deal of this loss would be saved by the construction of a railway here. The loss occurs between here and Carrathool, and happens almost every year, because the state of the stock routes does not allow us to get our sheep to market in good condition. I have here some estimates prepared in view of the visit of the Committee, which, with your permission, I will read. With regard to the tonnage of the district, we have estimated that from the Ivanhoe sheep district, described by Mr. Broughton, the imports and exports amount to, approximately, 5,200 tons, including wool, and holdings bordering upon the district would probably send another 1,000 tons. There are about fifteen homestead lessees within easy distance of the line. The probable number of fat stock which would be carried from the district would be 100,000 per annum, or, allowing eighty sheep to the truck, about 1,250 truck-loads. It is very hard to say what the passenger traffic would be; but we put it down at fifty persons a week. Parcels and produce not already mentioned, including such things as chaff, timber, fat, tallow, hides, &c., we have put down as giving a revenue of £2,000 a year. That is only a guess, but we thought that it would be within the limit. We have also estimated the probable revenue from the 100 miles of line within the district. 5,000 tons at 24s. a ton equals £6,000. Then there would be 1,250 tons coming into the district from (say) Hillston and that direction, where timber and flour is obtainable. That at 12s. a ton would amount to £2,000. The passenger traffic to the district, allowing for it as 2d. per mile per passenger, would give £2,000; the wheat, chaff, timber, and produce would give another £2,000; making in all £12,000 as the probable revenue from that part of the line running from the eastern to the western border of the sheep district.
2464. The Commissioners only expect to get £22,500 from the line altogether? I think it is probable that if they came out here they would modify their views. I myself generally pay from £1,000 to £1,100 a year for carriage;—half of that would go to the railway. By far the greater part of the produce I have spoken of now goes to Melbourne; but it would go to Sydney if the proposed railway were constructed, and stores would come from Sydney. The benefit to the graziers in times of drought would be enormous, because they would be able to remove their stock to more favourable districts. There are approximately 1,000,000 acres within 40 miles of Mossgiel which are suitable for wheat-growing. Then, too, no doubt, freezing and boiling-down works would be established here immediately upon the construction of the line. A large revenue would also be derived from the carriage of rabbits to the metropolis. Then, too, in the northern part of the district there is a large area of unoccupied Crown land, which, no doubt, would be made use of if the railway were made. The line would also open up the Broken Hill market to us. In the event of war, it would be invaluable as a means of concentrating the troops at any point within the eastern colonies. I think that is a very important matter, and, in my opinion, the Government should not lose sight of the immediate prospect of war and of the necessity of being prepared for it. The proposed line would also shorten the mail-route between Sydney and Adelaide, and would be a step towards connecting it with the railway system of Western Australia.
2465. Is it a fair thing to allow 14 bales of wool for 1,000 sheep? I think 15 bales is the minimum.
2466. How did you fix your rate? We took one-fifth of the through rate. We have only taken the stations within the sheep district.
2467. The homestead lessees would benefit by the construction of the railway in the same way as the pastoralist would benefit? Yes.
2468. How would a railway benefit the agriculturist? I think a railway would make it possible to grow wheat in this part of the world at a profit. I do not say that it would be done, because we have heard that

that there is an enormous area of land suitable for wheat growing nearer the metropolis. Still that will not preclude this country from being occupied, and it is possible that wheat may be grown here at a profit.

Mr.
C. J. Parsons.
22 Sept., 1896.

2469. But not yet? I think it might be grown now at a profit.

2470. Do you recognise the great amount of competition that this district will have to meet? Yes.

2471. It is not likely that the land here will be much occupied until the population of the Colony becomes greater? In America they grow wheat in the western states and carry it to the eastern states, a distance of 2,000 miles, at a profit. If they can do that, we should be able to do it.

2472. What effect would the railway have upon the reclamation of the waste lands of this district? I think it would make it possible for a great part of these waste lands to be worked at a profit.

2473. Can you tell us how this country can be reclaimed? I have seen small areas reclaimed, and I take it that if the thing can be done in a small way it can be done in a large way. I have seen small areas which have been cleared of rabbits go back to a better state than they were in before the rabbits came here.

2474. On what terms could you afford to take this land from the Crown? I should expect to get it for nothing if I undertook to put certain improvements upon it, and to bring it back to a state of productiveness.

2475. What term of lease would you expect? I do not think it would pay anyone to touch it unless he got a lease of seven or ten years.

2476. Would you want tenant right in improvements? Yes, in permanent improvements such as water, and clearing of scrub.

2477. If the State gave a man fifteen or twenty-one years lease of this land, would it pay him to take it without tenant right in improvements? That is a question very hard to answer offhand. My idea is that if the Government were to give this land for a certain number of years for nothing men would be found to put money into it and to bring it into a better state than it was in before. I think, however, that the tenant-right in improvements should be recognised.

2478. You heard the evidence about the way in which the rabbits had depreciated the value of this land. Did you think it was correct? Quite correct.

2479. You heard it stated that the country wanted a rest, in order to recover from the injury the rabbits had done, and that after a rest it would return to a better state than it was in originally? Yes; that statement refers to the scrub country.

2480. What effect have the rabbits had upon the frontage? They have completely cleaned out the frontage. I have seen these plains looking as if they had been swept with a broom, but the rabbits do not permanently injure the plain-country. They kill the salt-bush and the cotton bush, but the country comes back quickly.

2481. But it is injured to some extent? Yes; the edible bushes are destroyed.

2482. What pasture was here when you first came? It was all cotton and salt-bush country, with the usual grasses. There was corkscrew grass, silver grass, star grass, Mitchell grass, blue grass, and other grasses of which I have not heard the names.

2483. With the exception of corkscrew grass, almost all the original pasturage has disappeared? I can hardly say. The cotton-bush and salt-bush have almost disappeared; but grasses have come in their place.

2484. What is your present grass? This year the principal grasses are silver-grass, trefoil, and barley-grass. We have not had sufficient rain to bring up any of the good grasses that usually come at this time of the year.

2485. Are the white flowering plants we have seen edible? They are not bad fodder. They will last right through the summer, and sheep will keep in good condition upon them. If rain falls, however, they turn black and lose their nutritive qualities.

2486. They are better than nothing? I would say that they are a good second-rate feed for stock. Stock get very fat on a lot of these flowering herbs; but they are not so permanent as grass.

2487. They are not altogether valueless? No. The daisy that you speak of is very objectionable when it gets very thick, and for many years past the whole country has been taken up by dense crops of it.

2488. It takes the place of better pasturage, but it is not altogether valueless? I think that will describe it. It has been suggested to me that nothing would tend to bring the waste lands of this district into use more than a railway.

Mr. Francis Samuel Brush, grazier, near Mossgiel, sworn, and examined:—

2489. *Mr. Trickett.* You have been in the room most of the day—do you agree with the statements that have been made, or would you like to add anything? I agree with most of the statements that have been made. What I wanted to touch upon was the proposed route of the line. The northern route goes right through my holding, but I fail to see why the line should be brought across the Willandra. The district would be equally served if the line went direct to Ivanhoe. That would be a shorter and less expensive route, and it would not be necessary to cross the Willandra.

Mr.
F. S. Brush.
22 Sept., 1896.

2490. Would the line be likely to be affected by the billabongs? Not if it went as I suggest.

2491. The question with you is whether the advantage of getting to Mossgiel is worth the trouble and expense of crossing the billabong? Anyone who has been over the deviation will know that it is the most expensive line to make. It goes through flooded country, but we want a line that could be made as cheaply as possible.

2492. A line further north would be constructed in the same way as a line from Condobolin to Euabalong. It could be a regular surface line? Yes.

2493. What is the population of this place? I do not know. It is a floating population and consists mostly of carriers. It would be inconvenient to have the line coming through my holding. The question was asked this morning whether the lessees would give their land without compensation. I should be very much against doing so. I would claim compensation at every possible chance I got, because the more we do the more we are charged by the Crown. They have raised our rents all round, although we have done more in this district to destroy the rabbits than they have done anywhere else.

2494. You think that if a line is made you will have the betterment principle applied to you in the shape of an increase in rent? Yes. Any saving in carriage that the railway might allow of would not compensate for the loss of land.

2495.

- Mr. F. S. Brush. 2495. Where does your wool go now? To Melbourne, through Hay and Echuca.
2496. If the railway were made to Sydney would you send the wool there? I do not think there would be much difference in freight at the prices quoted, and I would send it in the cheapest way.
- 22 Sept., 1896. 2497. Do you think there would be any objection to a surface line of railway, unfenced, going through your run? Yes, it would interfere with the stock and there would be a chance of the grass being set on fire.
2498. Are you favourable or otherwise to the construction of a railway? I am very unfavourable to the construction of the proposed line.
2499. Do you think that the construction of a railway in this district would be an advantage or otherwise? It would be an advantage to the individuals in the district.
2500. Would it be remunerative to the State? I do not think so.
2501. Mr. Fegan.] What land have you? 73,000 acres of Crown land and 6,000 acres of stock route, I am renting 10,000 acres besides.
2502. What are you paying for the stock route? I do not remember just now.
2503. If your land was free from rabbits, how much would your rent be increased? I reckon that the cost of destroying the rabbits is about equal to what we are paying for rent.
2504. What is your present rental? About £450 a year.
2505. If the rabbits had not taken possession of your land, do you think you would be getting it for £450 a year? Well, I would not do any good myself if I had to pay more.
2506. Perhaps somebody else could? No, they could not.
2507. You are not in favour of a railway passing through your property in any shape or form? No.
2508. Could not a railway come from Hillston without touching your place? Yes.
2509. Do you know the proposed line all the way from Condobolin? From about Euabalong.
2510. Do you know it between Euabalong and Hillston? Fairly well.
2511. What would the engineering difficulties there be? Flooded land. The water goes all over the country to the south of the river. You cannot tell where it will go, it spreads out on to us at Mossgiel.
2512. Is it flooded about Hillston? Yes.
2513. Is the proposed route flooded? Yes, all about there.
2514. Would the line be flooded if it were taken further south, or if it were taken north of the billabong? It is all flooded country from Hillston close up to Mossgiel, where the deviation joins the original survey. The worst part is from Euabalong to Hillston and about half way to Mossgiel.
2515. How high does the water rise? It comes on to the stock route and they have to cut the fences and come in upon our land. That is a terrible thing for us now that we have the rabbits.
2516. Could the line be taken by any cheaper route than that suggested? I think it should be taken north of the creek.
2517. Would not such a line be away from the populated area? North of the creek the country is all well settled.
2518. Is not a large portion of it held under lease until 1918? Yes; but it is just the same on the other side of the billabong.
2519. South of the river at Euabalong there is a lot of land open for settlement? There may be land available in the Central Division.
2520. That must be considered in constructing a line? Decidedly.
2521. Do you know how far the country is flooded out from the river? No; but I know that all the country from the junction of the Willandra and the Lachlan is flooded country, and you are never safe on it. It is all subject to floods. The dam which they have constructed is doing just what it was expected not to do. It has stopped the water from running down the Willandra, but it was intended to keep the Willandra full.
2522. A line from Grenfell to Hillston would avoid a great deal of the flooded country? Yes, so far as the Lachlan is concerned. I was referring to the land fronting the Willandra.
2523. How often is that country flooded? I cannot say, but you never know when it will not be flooded I have been a constant visitor here for years, and resident for over twelve months.
2524. During that time how often has the country been flooded? I have seen it flooded three times.
2525. Has much damage been done by the floods? The roads get blocked and we lose stock. It would be much more serious if there were a railway.
2526. You think that the line should go to Ivanhoe instead of to Mossgiel? The Hay line serves all the country 50 miles up above Booligal. If the proposed line were taken further north it would serve more country.

Mr. Alexander Cameron, grazier, Mossgiel, sworn, and further examined:—

- Mr. A. Cameron. 2527. Chairman.] You recognise that a considerable portion of the dotted line shown on the map may be located on flooded country, and that a considerable portion of the direct line is also on flooded country? Yes.
- 22 Sept., 1896. 2528. If it were necessary to locate the line on firm ground, would it have to be kept on the north side of the Willandra? Yes, you would have drier country if it were kept on the north side of the Willandra; but a line there would not suit the district so well. If the line went direct to Ivanhoe it would escape the flooded country, but it would not suit the district so well.

Mr. Henry Capewell, senior constable of police, Mossgiel, sworn, and examined:—

- Mr. H. Capewell. 2529. Mr. Fegan.] What is the extent of your patrol? It extends 45 miles east, 35 miles west, 35 miles north, and 30 miles south of Mossgiel.
- 22 Sept., 1896. 2530. What is the population of that district? The figures for December, 1895, showed the population to be 531, including twenty-five Chinese.

WEDNESDAY, 23 SEPTEMBER, 1896.

[The Sectional Committee met at Cane Grass Swamp at 2 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.]

Mr. Albert George Little, surveyor, Railway Construction Branch, Department of Public Works, sworn, and examined:—

2531. *Chairman.*] You are engaged in locating the line from Condobolin to Menindie? Yes.
 2532-3. You are engaged now purely as a surveyor, and have no information to give us in regard to engineering matters? None whatever. All engineering matters are decided by the Engineer-in-Chief.
 2534. Did you start at Menindie? Yes.
 2535. Will you describe the country you have come through? From Menindie to Bulla Bulka the country is very inferior. The line passes through a large area of flooded country, covered with lignum, until it reaches the Talywalka Creek. Thence on to Bulla Bulka the country is one stretch of heavy sand, with fair pastoral patches in places. From Bulla Bulka to Mossgiel it is good average western pastoral country.
 2536. What grades are you getting? One in 200 is the ruling grade.
 2537. Can you get that grade as far as Mossgiel? Yes. The limit of curvature is 20 chains.
 2538. The line as you are locating it lies north from that laid down by the Department? I understand that the line originally laid down is subject to revision upon actual survey. We are not bound by the line shown on the map. That line shows only the exploration made by Mr. Stawell. We have to locate the line in the best possible place, connecting with certain points, such as Menindie, Bulla Bulka, and Mossgiel.
 2539. *Mr. Trickett.*] What is the extent of flooded country? I suppose that altogether it would be 5 or 6 miles.
 2540. To what depth does the flood-water cover that country? I suppose that for 3 miles there would be only about 6 inches of flood-water.
 2541. What embankments will be required? I cannot say how the Department intends to build the line. The Engineer-in-Chief will decide all important engineering matters. The timber on the line is generally belar, pine, sandalwood, mulga, mallee, and needlewood, and the usual shrubs—blue-bush, salt-bush, spinnifex, &c. There are belts of box, but the timber there is useless for sleepers. On the banks of the Darling there is red gum.
 2542. But you think it is extremely doubtful that any good timber will be obtained until the Darling is reached? Extremely doubtful.

Mr.
A. G. Little.
23 Sept., 1896.

[The Sectional Committee met at the homestead, Kilfera Station, at 8 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. George Williamson, storekeeper, Ivanhoe, sworn, and examined:—

2543. *Mr. Fegan.*] How long have you resided in the district? Twenty-seven years.
 2544. What is your nearest railway station? Hay.
 2545. What does it cost you to bring goods from Hay to Ivanhoe? The rate of carriage varies with the season. At the present time we can get goods carried for £2 10s. a ton. We held a meeting at Ivanhoe the other day, at which a statement was prepared with a view to its incorporation in the evidence. That statement, with the permission of the Committee, I should like to read. It is as follows:—

Mr. G.
Williamson.
23 Sept., 1896.

At a meeting held at Ivanhoe on the 7th September, 1896, it was unanimously agreed that a deputation should wait upon the Works Committee, who are shortly to visit the district for the purpose of taking evidence upon the proposed construction of a railway from Condobolin to Broken Hill, and that in the event of the Committee not visiting Ivanhoe, as is reported, that the deputation should wait upon them in transit (probably at Kilfera Station). A good deal of information in reference to the proposed line has been collected, and a committee of local gentlemen has been deputed to place it before the Sectional Committee in the form of evidence. The substance of the information collected is as follows:—

- 1st. That it is understood that the main object in the proposed construction of this line is to obtain the most direct route from Condobolin to Broken Hill, and also the route that offers the least obstacles to its construction, such as water-channels, flooded and swampy country, &c.
- 2nd. That, in the opinion of such an authority as Mr. C. A. Goodchap (late Chief Commissioner of Railways in New South Wales), only by following the most direct route, and the one which would be the cheapest of construction, could this line be constructed on a payable basis.
- 3rd. That a direct route from Condobolin to Broken Hill (as proved by the map) is by way of Ivanhoe; and, moreover, the least expensive, as by following this route the line would cross all high red ground, and would avoid the many creeks, low flooded country, and other obstacles that would have to be contended with in following the route at present under trial survey—viz., by way of Hillston and Mossgiel.
- 4th. That a line constructed by a direct route would divide the country between the South-western and Cobar railway in its centre, thereby opening up a greater area of country and bringing railway communication within reach of a larger area of rich agricultural land.
- 5th. That this Committee are of opinion that this portion of the district, being surrounded by a number of stations on highly profitable land, is entitled to some consideration, and would therefore suggest that it is desirable that a trial survey be made of the direct route, so that it may be proved which is the better line to follow.
- 6th. That, in conclusion, we feel it our duty to point out that the present trial survey is being taken through a vast area of flooded country and innumerable creeks and swampy land, which makes the construction very expensive, as the flooded country would necessitate the building of long bridges and embankments.

Mr. G.
Williamson.

The following table shows that a large amount of wool and a large number of sheep (exclusive of large stock) would be tacked annually in the event of this line being constructed :—

23 Sept., 1896.

Name of Station.	Distance from Ivanhoe.	Number of Sheep.	Wool-clip in Tons.	Stock Exported.	Goods (Tons) Imported.
Mount Manara	45	20,000	60	5,000	10
Baden Park	60	40,000	120	10,000	20
Marfield	35	44,000	132	10,000	22
Kew	86	16,000	48	4,000	10
Yallock	60	24,000	60	5,000	10
Kajuligah	40	16,000	48	4,000	10
Ticehurst	12	24,000	72	6,000	12
Conoble	28	60,000	180	15,000	30
Trida	45	30,000	90	7,500	15
Murrumbong	35	7,000	21	2,000	5
Mossiel	32	60,000	180	15,000	30
Boondara	40	35,000	105	9,000	18
Gardenia	10	24,000	72	6,000	12
Abbotsford	8	14,000	42	3,500	7
Kilfera	15	100,000	300	25,000	50
Clare	50	90,000	270	22,500	45
Manfred	52	90,000	270	22,500	45
Homestead lessees		100,000	300	25,000	50
Ivanhoe township					200
Totals.....		770,000	2,310	223,000	591

NOTE.—All figures to average.

Estimated exports in addition to above, and exclusive of cereals, about 200 tons per annum.

2546. How far do you know the country round about Ivanhoe? I suppose for 150 miles.

2547. What is it like? It is good agricultural country, the whole of it.

2548. Will it grow wheat? Yes.

2549. Is it all taken up? No.

2550. What kind of soil is there? Red soil chiefly.

2551. Wool is your chief export? Yes. We also sell sheepskins, rabbit-skins, tallow, hides, and so on.

2552. Is the country 9 miles from Ivanhoe flooded? It is not all flooded country. Sometimes it is flooded within a few miles of the town.

2553. To what depth? To a considerable depth in places.

2554. What is the chief reason why you want a railway—to give greater facilities for getting to market, or to encourage settlement? We understand that the Government intend to make a railway from Con-dobolin to Broken Hill, to secure the traffic of Broken Hill.

2555. I suppose you have been for some time trying to secure better means of communication for yourselves? No; this is the first agitation for a railway that we have made. We thought before that however much we agitated we would not get a line. It is only because the Government contemplate making a line to Broken Hill that we are moving in the matter.

2556. Have you paid more than £2 10s. a ton to have goods brought from Hay? I have paid as much as £12 a ton.

2557. Not recently? Within the last twelve months we have paid £6 a ton. We are getting things cheaper now, because there are so many wool-teams going down.

2558. How far are you from Hay? 135 miles. This is the only time that loading has been so cheap. The average rate of carriage from Hay is £3 10s. a ton.

2559. Where do you get your stores from—Melbourne or Sydney? Chiefly from Sydney.

2560. What does it cost per ton from Sydney to Hay? £6.

2561. That makes £9 10s. from Sydney to Ivanhoe? Yes.

2562. With a railway to Ivanhoe you would expect to get things more cheaply than that? Yes.

2563. Do you think that the climate is suitable for the growth of cereals? Yes.

2564. What is your rainfall? I suppose the average rainfall is 12 inches.

2565. Is that a sufficient quantity for wheat? I believe that it would grow wheat.

2566. Are any people here trying to grow wheat? Yes.

2567. On a large scale? No.

2568. Only for hay? Yes.

2569. It is not sent to market? No, it would not pay.

2570. Do you think that if a railway were constructed people would put more land under cultivation? A railway would open up any amount of country.

2571. Do you think that with 12 inches of rain people could grow wheat at a profit? Yes, if the rain fell at reasonable intervals.

2572. You have had very little rain for the last few years? Yes.

2573. With seasons such as you have passed through, do you think you could grow wheat? I think so.

2574. Have any holdings in this district been thrown up? Not that I am aware of. I should be likely to hear of it if any were thrown up.

2575. So that the people are fairly prosperous? Yes.

2576. Then why do they want a railway? They have been waiting years for the chance of getting a railway.

Mr. Francis Villa, general storekeeper, Ivanhoe, sworn, and examined:—

Mr. F. Villa. 2577. *Mr. Hassall.*] How long have you been residing at Ivanhoe? About eight years.

2578. What is the population of Ivanhoe? About 100, including everybody.

2579. What are the occupations of the people there? There are carriers and general workers—contractors who go out to take work and leave their families in town.

2580. What quantity of goods do you import yearly? About 100 tons.

2581.

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2581. Do you supply the surrounding stations? Some of them partly.
2582. And the homestead lessees? Yes.
2583. And the population of Ivanhoe generally? Yes.
2584. Do you know the country pretty well? I know it well between Ivanhoe and Hillston, and Ivanhoe and Hay.
2585. Do you know it towards Menindie? No.
2586. Do you know the country north from Ivanhoe? Yes, for 40 or 50 miles.
2587. What is it like? Red sandy soil mostly. Some of it is rich red loam. It is all scrubby land.
2588. What kind of scrub? Belar, Yarran, needlewood, and many other varieties.
2589. Any salt-bush? Yes, in places.
2590. Is it good grazing land? I do not know much about grazing; but it is covered with good edible scrub.
2591. Is it better or worse than the country between here and Ivanhoe? I think it is somewhat better. The country between Ivanhoe and Hillston, following a straight line to Roto, is much better than the country following a straight line from Mossgiel to Hillston. The soil is better and the country is more level, and it is not subject to flood.
2592. Are there no ridges or creeks to cross? No.
2593. Are there no engineering difficulties? No, none of any sort. I have travelled that road.
2594. Do you think the country is suitable for close settlement? Yes.
2595. Is there any chance of the resumed areas being taken up? I think it will not be long before the resumed areas all along the line from Ivanhoe to Roto will be taken up.
2596. Do you know if any of the resumed areas have been abandoned? I think in some parts the rabbits have done such serious damage that the station-owners have withdrawn their sheep.
2597. Are you aware that the resumed area of Albermarle has been abandoned? No. Albermarle is outside our sphere.
2598. What about Tolarno? That is also outside our sphere.
2599. Can you tell me why people would take up land here if a railway were made when at the present time they are abandoning it? Although the land is of very little use for grazing, it could, if cleared, be put to very profitable use for agriculture. At present, however, there is no market for agricultural produce.
2600. Are the soil and climate suitable for agricultural pursuits? Yes.
2601. Have you taken into consideration the fact that millions of acres of equally good, if not better, land are available much nearer to the metropolis? Yes; we are not agitating for a railway, but we find that it is proposed to construct a railway to Broken Hill, and that the trial survey takes a detour from Kilferra South. We cannot see what advantage a line 30 miles to the south of us will do, especially when by taking the line straight across a better and cheaper route can be obtained. If the Committee had travelled by the southern route in flood-time they would have seen what I mean. The country in the north is dry even in flood-time, and there are no engineering difficulties to be encountered. Then, by keeping the line to the north, you intercept a lot of traffic which would otherwise go on to the Darling, and so to Adelaide. Further, a line to the south would take traffic from the Hay line. I think the balance of advantage is in favour of the northern line. We are not here to advocate the claims of Ivanhoe to a railway, we are here simply to ask that the safest and best line may be made. Of course, there are only about 100 people at Ivanhoe; but we think that it would be better for the country generally that the line should be taken by the route I suggest. Speaking from a personal knowledge of the country between Ivanhoe and Hillston, I say that there can be no question as to the immense advantage of keeping the line on the higher ground. The soil there is better.
2602. *Chairman.*] What does it cost you per ton to bring stuff from Adelaide and deliver it in Ivanhoe, as compared with the freight from Sydney or from Melbourne? For the last six or seven years the average freight has been £10 a ton from Sydney. From Melbourne, if you get it up by river, you can land it in Ivanhoe for about £8 a ton. From Adelaide, the last lot I got up cost me £5 10s. It is only the uncertain state of the river that prevents me from always getting things from Adelaide. The agents can land my stuff from Melbourne to Hay for about £3 10s., but the freight from Adelaide to Wilcannia varies from £1 10s. to £2 a ton. Sometimes it is less than £1 10s. a ton. I have paid £2 10s. a ton, £1 being the railway charge and 30s. being the steamer charge.
2603. What is the rate of carriage from Wilcannia to Ivanhoe? From £4 to £5 a ton.
2604. What is the rate *via* Wilcannia to Melbourne? I could not tell you. They take goods for nothing from Adelaide to Melbourne.
2605. Does any stuff at all come from Melbourne, *via* Wentworth, to Wilcannia? Yes; but I deal straight with Adelaide. The charge from Ivanhoe to Adelaide, *via* Wilcannia, is £6 10s. per ton.
2606. You do not know what it would be from Ivanhoe, *via* Wilcannia, to Melbourne? No; but Sydney and Melbourne firms will land most stuff in Adelaide for nothing.
2607. So we may assume that it would be about the same from Melbourne as from Adelaide? About the same.
2608. *Mr. Hassall.*] Do you say that it will be more expensive to bring the line across the billabong? I have not the slightest doubt that from Ivanhoe to Roto would be the straightest route.
2609. The line could be constructed more cheaply by that route than by any other? Yes.
2610. What is the timber along there? I have seen good pine, belar, mallee, and box.
2611. Is there any timber on it suitable for railway sleepers? We have discussed that point. Some people say that it would not be big enough for sleepers, and others say that it would. In my opinion a lot of it would be valuable for sleepers; but I do not know much about the matter. I have pulled up belar which has been under the ground for a number of years, in flooded country, and it has been as sound as when it was first put down. With regard to ballast, near Roto there are many places where there are small stones, and in the vicinity of Ivanhoe there is a lot of metal.
2612. Is the Ivanhoe district in a pretty sound condition;—are the people fairly well to do? I think it would compare favourably with any other district.
2613. You have no cause of complaint, so far as your business is concerned? Storekeepers in Ivanhoe have been seriously affected by the parcel-post arrangements; but the district is fairly sound, and would compare favourably with any similar district in the Colony.

Mr. F. Villa. 2614. *Mr. Trickett.*] Do you think that any traffic would come to Sydney from west of Ivanhoe if a railway were constructed? I do not think so. Beyond Ivanhoe it would be cheaper to send to Adelaide.
 23 Sept., 1896. 2615. *Chairman.*] Have you any idea as to the amount of ballast that could be obtained in any place;—can you give us any definite information on the subject? No. I have seen it in different places, but I never took any exact account of it. I think the railway would take all the traffic from the country halfway between Ivanhoe and Wilcannia every year; and when the Darling was not navigable, all the traffic would come to the line.

Mr. John Cameron, manager, Marfield Station, near Ivanhoe, sworn, and examined:—

Mr. J. Cameron. 2616. *Mr. Trickett.*] How many years have you been here? Eleven years.
 23 Sept., 1896. 2617. What is the area of your run? We have about 247,000 acres of leasehold.
 2618. And how much freehold? About 1,700 acres.
 2619. How many stock do you carry? 38,000 sheep. That is a fair stock for the present season.
 2620. Was any of the resumed area taken from you? We threw up the resumed area.
 2621. It is now lying idle? Yes.
 2622. In what way has your run been improved? It is subdivided into 5-mile paddocks, and tanks have been put in each paddock.
 2623. Is it wire-netted? Yes, the whole of the leasehold is wire-netted.
 2624. Where do you send your wool? To Wilcannia when the river is running.
 2625. How far is that? Ninety-four miles.
 2626. When there is no river where does it go? We send it to Hay—171 miles. The freight to Wilcannia is £3 5s. a ton, and to Hay £4 10s. a ton. The average price of carriage to Hay is £6 16s. 1d. a ton.
 2627. How far would you be from the proposed railway? If the railway went 9 miles south of Ivanhoe, I should be 43 miles from it.
 2628. Do you think that your wool would be sent by the line instead of going to Wilcannia? Yes, there is no doubt about it.
 2629. Can you give us the name of other stations nearer you, the wool from which would come to the railway? I think Mr. Lloyd would send his wool to the proposed railway instead of sending it to Cobar. Then there would be the Kajuligah and Yallock wool, and wool from other places through here.
 2630. What is the distance from Cobar to your station? 164 miles.
 2631. We were told by the stock inspector at Hillston, that the carrying capacity of this country had decreased very much of late—is that your experience? Yes.
 2632. To what extent? Between 30 and 40 per cent.
 2633. For what reason? In the first place, on our station we have lost all the cotton and salt-bush and blue-bush.
 2634. How? Through the rabbits and by overstocking.
 2635. Has the depreciation been chiefly due to the rabbits? In my opinion it is principally due to the rabbits. The 1888 drought seems to have had a great effect upon this country.
 2636. Have you done much to cope with the rabbits? Yes, we are always working at them. We have always a staff employed to deal with them.
 2637. About what do you put down for rabbit extermination every year? It would cost about £350.
 2638. Do you see any probability of their extermination, or will this be a permanent charge? I think it will be an annual tax upon the station. You can keep down the rabbits so that they will not affect the feed to any extent, but they will be an annual tax.
 2639. What benefit would a railway be to you? In a bad season, when the stock got low, we could send them away quickly without serious loss. At the present time we are often unable to shift them.
 2640. Are you prevented by reason of your distance from market from sending away fat stock? Yes, to a certain extent, in some years. This year if we had had fat stock we could have got them away, because the stock routes were in fairly good order.
 2641. When feed is bad, to what extent does the stock depreciate by being driven to market? I should say fully 25 per cent.
 2642. With better means of communication you would be able to stock up more, and to get rid of your fat stock rapidly? Yes, providing we got the season. If we got two or three droughts we would not be able to do much.
 2643. What is the average number of good seasons here? About one good season to three bad seasons. That has been my experience for nineteen years.
 2644. Then this is not likely ever to be a very thickly populated country? Now that the rents have been reduced, the lessees might go in for ringbarking to some extent. There have been substantial reductions in rent.
 2645. Have you made any improvements of that kind? No; I have not started yet.
 2646. Have you done any ringbarking or scrubbing? Not to any extent, except in the smaller paddocks, such as the horse-paddock.
 2647. Do you go in for cultivating any part of your run? I generally put in about 120 acres.
 2648. For what purpose? I grow hay for the use of the station.
 2649. Is any part of your holding suitable for agriculture? Yes.
 2650. How much of the 200,000 acres? I think that in fair seasons any of it would grow fair hay.
 2651. Would it grow wheat? I have never tried it to any extent. I tried a little once, and threshed it out. It came out all right. That was in an exceptionally good season—1889.
 2652. Has anyone else gone in for wheat-growing in this district? Yes; I have seen very good wheat grown in the district.
 2653. Regular crops or casual crops? For two or three years they have threshed the crop.
 2654. Would it be only one crop out of three that would be good? I have had a crop worth cutting for hay every year since 1889. I daresay about one in three would be a good crop with rain.
 2655. Would one crop in three pay the farmer? I think it would pay him if he cut it for hay.
 2656. To send to Sydney? Yes; or to places along the line where the crops happen to have failed.
 2657. You talk about having to send your sheep away in bad seasons;—would that often occur, and would it bring much revenue to the railways? I think so. In that respect, a railway would be of great advantage to the back country.
 2658.

2658. Do you think that legislation should be passed to compel every one to deal with the rabbits? I certainly think so.
2659. All your wool goes to Melbourne? Yes.
2660. None of it to Sydney? Not at the present time.
2661. You heard the last witness say that the railway would not be likely to pay anywhere west of Ivanhoe; that that trade would continue to go to the river? Yes; I dare say it would.
2662. How are you supplied with water? Principally by tanks. We have two wells on the holding.
2663. Has there been any boring for water? The station bored for water to a depth of 860 feet, but they did not strike anything.
2664. *Chairman.*] Were they in bed rock at that depth? They got on to rock which the machine was not strong enough to go through.
2665. *Mr. Trickett.*] Do you think the district has gone back of late years? I think so.
2666. Does that remark apply to both large and small land-holders? I think it will.
2667. I suppose it is chiefly attributable to bad seasons and to the rabbits? Yes.

Mr.
J. Cameron.
23 Sept., 1896.

Mr. Herbert Lloyd, manager, Baden Park Station, sworn, and examined:—

2668. *Chairman.*] How far are you from Ivanhoe? I am 60 miles north of Ivanhoe.
2669. What stock do you carry? Between 30,000 and 40,000 sheep.
2670. What area have you? 208,000 acres leasehold and resumed area.
2671. You are in occupation of the resumed area? Yes?
2672. What are you charged for it? $\frac{1}{4}$ of 1d.
2673. What is your tenure? We have applied to have the resumed area attached to the leasehold area until 1918, and I believe that that is being done.
2674. You agree with what Mr. Cameron said in regard to the difficulty of moving stock in dry seasons? Yes. In addition to that I might say that buyers of stock will not come out as far as I am, because of the difficulty of travelling. We are subject to heavy loss in times of drought, and we are cut off from the ordinary trading facilities which people who reside near a railway have.
2675. Have you had any experience in farming operations? I have had a good deal of experience in Victoria, and a little here.
2676. How many crops have you had? We have had crops for eleven years past.
2677. How many crops have been successful? Five out of the eleven, I think.
2678. You heard Mr. Cameron say that wheat growers here might expect one crop in three. Is that evidence correct? I do not consider this a fit country for growing crops. The seasons are too precarious. I do not think that a person could make a living by growing wheat here unless he had irrigation. The rainfall is not sufficiently good.
2679. What does the rainfall average here? For the last ten years it has averaged 11 inches.
2680. What is the largest amount that you have paid for the killing of rabbits in any one month? The largest amount paid for the destruction of rabbits was up to 1888, when the Government insisted upon bonuses being paid.
2681. What is the largest number that you have paid for in any month? In January and February, 1893, we destroyed about 40,000 rabbits.
2682. Do you agree with what Mr. Cameron said in regard to the deterioration of this country in consequence of the rabbits? Yes. I think it has deteriorated about 50 per cent.
2683. What was the run carrying when you first came here? Up to 64,000 sheep. At present we carry about 30,000 sheep. The country is not good enough for cattle. In the early days we had abundance of salt and cotton-bush, and edible scrub was available.
2684. If the rabbits could be exterminated, how long would the country take to recover? A couple of years. The salt and cotton-bush will never come back, but equally good grasses might come.
2685. *Mr. Hassall.*] The cotton-bush and salt-bush are absolutely destroyed? Yes; every vestige of them has disappeared.
2686. *Chairman.*] After two or three years' rest you believe that the country would recover? Yes; but it will never be such country as it was when there was salt-bush.
2687. Do you use salt now? Yes; a little.
2688. Does the wire fence stop the rabbits? I do not think so. I do not believe in the present wire netting fences at all. They are not rabbit-proof.
2689. Do you think the mesh should be smaller? On these large areas, once the rabbits are there it costs as much to keep them down inside the netting as if you were not netted at all. I have had proof of that on a 10-mile block.
2690. Will the ordinary wire net fence stop the rabbits? It will stop the great body of them, but some are sure to get through.
2691. What is the rate of carriage from Ivanhoe to Wilcannia? I should think about £4 10s. a ton.
2692. And to Hay? It would average about £5 a ton.
2693. What would it be from Wilcannia to Adelaide? The rate fluctuates a good deal. I have known it to be as low as 35s. a ton, but £2 a ton is a fair thing.
2694. That would make it £6 10s. a ton from Ivanhoe to Adelaide? Yes.
2695. What is the rate from Hay to Melbourne? I do not know.
2696. What is the rate from Wilcannia to Melbourne? About £2 10s. a ton.
2697. Therefore, from Ivanhoe to Melbourne via Wilcannia is about £7 a ton? Yes.
2698. Any wool going from Ivanhoe to Sydney would have to be brought for less than £6 10s. or £7 a ton? Yes.
2699. What is the freight from Ivanhoe to Hillston? About £2 10s. a ton, I believe; but I have no definite information.
2700. If there were a railway to Hillston, and wool was carried from there at £4 a ton, you would be able to get it to Sydney for £6 10s. a ton, which seems to be the cheapest rate at present? Yes.
2701. If the railway were brought to Hillston, would the people in this district use it? I for one would not use it; but if the line were taken to Broken Hill as proposed I should make use of it.

Mr. H. Lloyd.
23 Sept., 1896.

Mr.

Mr. Richard Cappur Webb, part owner and manager of Kilfera Station, sworn, and examined:—

- Mr. R. C. Webb.
23 Sept., 1896.
2702. *Mr. Hassall.*] What is the area of Kilfera? 832,000 acres, including the leasehold and resumed areas.
2703. Have you had any homestead leases taken up? We have had one conditional purchase.
2704. What stock do you carry? Generally from 80,000 to 100,000 sheep.
2705. Is it good sheep country? Only part of it. Less than one-fourth is good sheep country.
2706. Is it sound country? Very.
2707. Does it grow a good quality of wool? Yes, when you get the grass.
2708. And good fleeces? Yes, in good seasons. Everything depends upon the seasons. You could grow the finest sheep in the world here, if you could feed them.
2709. Have you any difficulty in getting your fat stock away? In ordinary seasons we cannot send them away after the end of October. For eight months of the year we are practically prevented from sending stock away because of the want of feed on the stock routes.
2710. What is the rainfall here? The average for twenty-four years is 12 inches.
2711. Has the carrying capacity of this run deteriorated very much? Yes.
2712. Since when? Since the end of 1887, or the beginning of 1888.
2713. Was that the time of the first rabbit invasion? That was the time of the great rabbit invasion.
2714. Then you had the drought of 1888? That did not affect us so much. The rabbits did all the harm.
2715. What steps did you take in the first instance to deal with the rabbits? We trapped them and paid bonuses for their destruction.
2716. What has been your annual expenditure in destroying this pest? Our expenditure on account of rabbits in 1887 was £12,679 19s. 9d. That represents approximately 1,000,000 or 1,500,000 rabbits.
2717. Are you in favour of the provisions of the Rabbit Bill now before Parliament? Partly. I believe that men who are netted in should be left alone. You cannot deal with the rabbits where you have to employ labour. We could not deal with them here if we had to employ men in large numbers to dig them out or to trap them.
2718. What do you find the best way of dealing with them? In 1889 we started to give them poisoned water, and when I saw the results I said that that was all we could ever do. It is the only way to deal with them in this country.
2719. Perhaps you are exceptionally well situated as to the operation? In the worst years we have had 150 miles of frontage to the Willandra, taking all the little lagoons and lakes off it to fence.
2720. Did you erect 150 miles of fencing? We erect temporarily about 50 miles every year. Two good men will do a mile and a half a day.
2721. Since you began to poison the water are you able to cope successfully with the rabbits? It depends upon the summer. If we have a showery summer it upsets us; but if we get December, January, and February dry we can clear off the great mass of rabbits. The rabbits will then probably not trouble us to any great extent for two years.
2722. Where does your wool clip go? To Melbourne.
2723. What is the cost of conveyance? This year the lowest price is £3 10s. from here to Balranald and £2 12s. 6d. from Balranald to Melbourne.
2724. Is Balranald better for you than Hay? It is about the same to both places. The rate for greasy wool is £6 2s. 6d. and for scoured wool £6 12s. 6d.
2725. Have you sent to Sydney? No. This is the first year that we have sent to Hay. Before we have always sent to Balranald.
2726. Did you ever send to Wilcannia or to Wentworth? No.
2727. Do you get your return goods from Melbourne? No; we get a good deal from Sydney. We are practically equally distant from Balranald, Hay, Menindie, and Wilcannia, but the road to Hay is better than any of the other roads. It is better country and better water. Hillston is 35 miles nearer.
2728. Do you think that the construction of a railway to this part of the Colony will tend to its further development? Not in the immediate future.
2729. Do you think there is any prospect of agricultural settlement taking place in these outlying places? It would be impossible unless there was a gold-field or something of that kind to supply it.
2730. The people here could not compete with others nearer a market? No.
2731. Do you know the route that the proposed line will take? I know it fairly well.
2732. Do you think that the country a little further north is better than that through which the line runs? Further to the north the country is better for railway construction, but it is not such good land for settlement.
2733. It is higher ground, level, and not subject to inundations? Yes; but it is pretty well all scrub country. It is inferior country.
2734. For agriculture? It is inferior whichever way it is regarded.
2735. The resumed areas of several of the stations along the route have been abandoned? Yes.
2736. Do you think there is any possibility of their being taken up under present conditions? Not the slightest.
2737. The men who used to hold them would be quite as likely to do something with them as anyone else? Yes. As a rule they have left thousands of pounds worth of improvements upon them.
2738. But, finding it impossible to cope with the difficulties they had to surmount, they abandoned the land? Yes. The country is too heavily timbered. The soil is good enough, but it would never pay for the labour of taking off the scrub.
2739. Is the country thickly infested with rabbits? If you took off the timber you could manage the rabbits.
2740. Do you know the country from Hillston in towards Temora? No; not at all.
2741. In the event of a railway being constructed to Hillston would it be of any benefit to this district? It would if the rates would compare favourably with the Melbourne rates. Such a railway would help us in removing our stock a good deal.
2742. From how far west would people use the line? I do not think that people much further west than we are would use the line.
2743. Would the people of Ivanhoe use it? Yes.
2744. From how far south would people go to Hillston? From below Mossgiel. Mossgiel would probably

probably be on the dividing line. Running north towards Cobar the country is so inferior that you could not expect very much traffic from it. No doubt if the line came in this direction we would send our wool by it to Sydney. We are trading more and more with Sydney every year. If the line went to Broken Hill wool would come from places west of us.

Mr.
R. C. Webb.
23 Sept., 1896.

2745. You heard the evidence given to-night—do you practically agree with what has been said? No. I do not agree with what Mr. Lloyd said about the country recovering. This country was all salt and cotton bush when I came here fifteen years ago. Of course, if you have any very choice grass stock will always eat it out first. The salt bush and cotton bush have not disappeared through overstocking. We can carry in an ordinary season from 80,000 to 100,000 sheep. The stock all deal with the worst grass last. They like the cotton bush best of all, and they like the salt bush worst. Once the sheep eat the salt bush off, once they eat the leaves off it, it never grows again. That is on the red soil. On the blue clay the sheep can eat it down and it will grow again from the roots. In bad years the sheep simply live on their fat for five or six months. In such seasons they will eat belar or in fact anything. For two years after I came here, and up to 1887, we carried from 180,000 to 210,000 sheep, and carried them fairly well. 1887 was the best year I ever saw. We had 185,000 sheep here rolling fat; but in 1888 we lost 53,000 sheep. The country that has had the worst usage since I came here—country that has been greatly overstocked and has always had the most rabbits—is now the best we have if we only get good falls of rain. It has been trodden up like a ploughed field, and nearly always overstocked, but after a good fall of rain it will carry three sheep to the acre. The country is better to-day than it was fifteen years ago, so far as carrying sheep in fair seasons is concerned. I am speaking of the open country. I look upon the scrub country—the thick scrub country—as simply useless. Baden Park is one of the best runs about here, with nice pine ridges. There is no thick pine. On timbered country, once you eat out the grass it never seems to grow again to any extent.

2746. *Chairman.*] With regard to the scrub country the rabbits have eaten it out and it will take some years to recover; but they do no harm to the open country? Yes. The country round Hay was similar to this country twenty years ago. It was covered with salt bush and cotton bush. The salt and cotton bush country lasts the longest, because the sheep leave those shrubs to the very last.

2747. In the open plains once the rabbits have destroyed the country it is as good as ever? It is not as good as ever, because it will never have the salt bush and cotton bush again.

2748. *Mr. Hassall.*] The rabbits destroy valuable edible bushes which never grow again? Yes, the rabbits have spoilt the country as a lasting country. It is now simply a grass country. If we get a bad season there is nothing to stand by, but when the rain comes the grass comes.

2749. Before the rabbits came you had a lot of saline shrubs which kept the sheep in good condition, but since the invasion of the rabbits those shrubs have disappeared? Yes. We have much finer grass now; but we have not the shrubs as a stand by.

2750. Is any ballast or timber obtainable in the district? There is timber about Hillston and Mount Hope. You can get ballast on Manfred, and on this run about 14 miles direct north from the line. The ballast I speak of is a sort of granite rock. You can get conglomerate water-worn rock, but it is further away.

2751. Would there be much stripping? No; but the rock is rather large. It is not gravel. On Manfred you would get ballast within 4 miles of the line.

2752. *Chairman.*] Do you believe that the question of artesian water has been thoroughly tested in this vicinity? I know of it only from hearsay. I do not believe that it has been thoroughly tested.

2753. *Mr. Hassall.*] Do you think another trial might advantageously be made? Yes. I think they should go down 3,000 feet.

2754. Do you say that in face of the fact that the geologists believe that they have got down to the primary rock? We have found the geologists wrong in many points before, and they may be wrong again. From what I have heard it pays the contractors to go about 1,200 feet and then stop. The bore gets a bit crooked and difficult to work, and then it is time to stop.

2755. Do you think the district has never had a fair trial in this respect? Yes; and there may be some truth in the report that the men do not want to go any further.

2756. Is there a mallee belt extending from the north of Euabalong West, about 8 or 10 miles north from Willandra, to some place north of Mossiel? That belt of mallee runs right down to the South Australian border. As far as my knowledge of the country goes, the map before the Committee (Hay district map) is correctly noted.

2757. I believe you are a great believer in wire netting? Yes; I do not contend that it absolutely prevents the rabbits from getting across the country, but it checks them. It stops all waves, though a few will get through. We have a 100-acre paddock in which we could grow a good hay crop, though there are thousands of rabbits outside.

2758. How, in your opinion, should the State deal with abandoned areas in the western country? It is difficult to devise any scheme under which they could be occupied advantageously to the State. We have only recently purchased a station known as Yallock. The resumed area was abandoned; but there are 138,000 acres of leasehold completely fenced and watered with a valuable well, woolshed, and all necessary buildings. The plant on the place could not be put there for less than £1,000. It embraces engines, saw benches, pumps, drays, ploughs, scoops, and household furniture and utensils. We paid £700 cash for the whole property, including some horses and sheep. This property was sold in 1886 or 1887 for £32,000.

SATURDAY, 26 SEPTEMBER, 1896.

[The Sectional Committee met at the homestead, Bulla Bulka, at 7.30 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Angus McCallum, overseer, Tolarno Station, sworn, and examined:—

- Mr. 2759. *Chairman.*] What is the area of Tolarno Station? A little over 900,000 acres.
A. McCallum. 2760. How many sheep does it carry? About 100,000.
26 Sept., 1896. 2761. How long have you been here? About nine years.
2762. Have you grown any crops here? No; I cannot give you any information with regard to the crop growing here.
2763. Where have you seen crops grown? At Tolarno.
2764. What sort of crops do you get there? Very inferior.
2765. Is the climate suitable for growing crops? No.
2766. The country which the Committee have passed through to-day appears to be open belar country and undulating plains? Yes; to the south there is inferior country, with mallee and small belar belts.
2767. The good country seems to extend about 6 or 8 miles beyond Bulla Bulka—beyond that what is the country like? It is covered with mallee and porcupine, and small belar flats.
2768. And from there to Menindie? Box flat country, principally.
2769. Fairly good country? Yes.
2770. What is the rainfall here? Twelve inches is about the average for the last five years.
2771. With regard to the lake system here, I understand that there is a dam intercepting the water coming down the Tulyawalka from the Darling, and sending it along various creeks until it reaches Ratacatcher's Lake—how often have you known the water to enter Ratacatcher's Lake? I have no definite information; but, I believe, about six times during the last ten years.
2772. Do you know the country south from Sayer's Lake towards the Willandra? No.
2773. Would there be much difficulty in joining Sayer's Lake with the Willandra? I could not say.
2774. How many tons of wool do you expect to get from your 100,000 sheep? This year we have shorn only 86,000 sheep, and we will get about 1,350 bales of wool,—900 greasy and 450 scoured. The greasy wool weighs about 3½ cwt. a bale, so that there would be about 6½ bales to the ton. The scoured wool weighs about 2½ cwt. to the bale, and about 8 bales go to the ton. Therefore, we will have about 150 tons of greasy and about 56 tons of scoured wool, or a little over 200 tons altogether.
2775. What is the ordinary freight from Menindie to Melbourne? This station sends its wool to Port Adelaide.
2776. What is the cheapest rate to Port Adelaide? I do not know.
2777. What is the rate from Menindie to Melbourne? I have seen wool taken from £2 5s. a ton.
2778. That is a low quotation? About £3 a ton is the ordinary quotation.
2779. Is it cheaper to send to Port Adelaide? I think so, but I would not be quite certain. This is a South Australian owned station, and no wool has ever gone from here to Melbourne.
2780. *Mr. Hassall.*] You know the country through which the proposed line will run? Yes.
2781. What do you think of the project? I think it is a very stupid one. I do not see what benefit the line would do to anyone.
2782. Do you think it would serve neither pastoralist nor agriculturist? No.
2783. Are there many homestead leases on the resumed area of Tolarno? Yes, a great many on the Darling.
2784. They have river carriage? Yes.
2785. Are there any homestead lessees in the back country? Yes; four homestead leases were taken up this year about 25 miles from here. They are about 70 miles from the river.
2786. Are they improving the land? No, they are not doing anything.
2787. *Chairman.*] How do you get to Port Adelaide? By river as far as Murray Bridge, and thence by railway.
2788. How far is Murray Bridge from Port Adelaide? I think about 90 miles.
2789. What is the freight from Menindie to Murray Bridge? I cannot tell you.
2790. *Mr. Hassall.*] How will the homestead lessees out back get to a water supply? They will have to sink tanks.
2791. Is it good holding ground? Yes.
2792. What sort of grass country is it? Very good grass country. It will carry a sheep to 10 acres. If you improve it and subdivide it it will carry so many more sheep.
2793. Is this good drought-resisting country? No.
2794. In times of drought your pasture fails quickly—you have no good grass here that will stand tugging at? No.
2795. Where do you truck sheep going to Adelaide? At Mingary.
2796. How far is it from here? About 170 miles.
2797. What is done with them at Adelaide? They are sold at the sale yard.
2798. How far is it from here to Broken Hill? About 125 miles.
2799. You could truck from there? But it is cheaper to truck at Cockburn.
2800. Where do you send your live stock? To Broken Hill and to Adelaide. This year we sent a lot to Sydney.
2801. Which way would stock go to Sydney? They were trucked at Carrathool.
2802. How far is that from here? I am informed that it is about 200 miles.
2803. Did you send many sheep there? Only one flock—3,000 altogether.
2804. I suppose they deteriorated very much in going down? Yes.

2805. How much per cent? I could not say. I was not on the station at the time.
2806. Do you think the railway would be of any advantage in enabling you to move starving stock? I cannot see that it would. As a rule, anyone who has sheep up here for sale in bad seasons sells his strongest sheep because he gets a better price for them. They put the sheep they want to sell into the best paddocks. None of the stations round here would ever bother about sending sheep away.
2807. It would not pay? I do not think so.
2808. In a bad time I suppose a squatter hangs on to his stock until it is too late to send them away? Yes; they would not be worth sending away.
2809. *Chairman.*] What would you have to pay to send wool from here to Menindie? The sheep carry their own wool from here to Tolarno. They are all shorn at the head station on the banks of the river.
2810. *Mr. Trickett.*] Do you see any possibility of this back country being used for agriculture? I do not see the slightest chance of it.
2811. The rainfall is too small? Yes.
2812. To what depth have you sunk wells in order to get water? I do not know what sort of wells they have on this side of the river; but on this station there are no wells to speak of because of the lake.
2813. How far do you drive your sheep to get them to water? About 8 miles is the greatest distance. In other places they have to be driven 14 miles.
2814. Are you using the resumed area? Part of it.
2815. Is it fenced or improved in any way? It is fenced.
2816. What do you pay for it? I cannot say.
2817. Have any attempts been made to obtain water by boring? They are making their second bore now, and are down about 1,100 feet. The first bore went down 1,500 or 1,600 feet, and then they gave it up. There have been no results from the second bore yet.
2818. *Mr. Fegan.*] Are the resumed areas watered by dams? Yes; part of the land is improved.
2819. If anyone took up the land that was improved he would have to pay for the improvements? Yes.
2820. Have many of the edible shrubs disappeared in consequence of the advent of the rabbits? Yes.
2821. I believe that while the daisy-weed is not absolutely valueless it takes the place of more valuable pasture? Yes.
2822. How many horses on the run are blind? I could not tell you. My theory is, that the horses eat the rabbit-dung which gets mixed in with the grass at the edge of the lake. I believe the disease is not contagious, and it does not affect horses drinking at a tank. Horses, when they come in for water at a lake, stop to feed close by; but when they come to a tank they simply take a drink and go away again, because there is no grass round the tanks.
2823. Would 6,000 head of stock be sent away from here in the year? That would depend upon the year. In a good season I suppose quite that number would be sent away; but a good season may occur only once in five years.

Mr.
A. McCallum.
26 Sept., 1896.

Mr. George Jamieson, station employe, Tolarno Station, sworn, and examined:—

2824. *Chairman.*] How long have you been living in the district? Since 1879.
2825. What is your opinion with regard to the possibility of agriculture here? I should not think that the country was adapted for agriculture, because of the small rainfall.
2826. Have you seen any wheat growing in the district? No, not in this part.
2827. Is wheat ever grown here for hay? Yes.
2828. With what result? Sometimes there is a fair crop. About once in five years there is a fair crop.
2829. Have you seen the lakes dry? Yes.
2830. All of them? Yes; all the lakes on this and the adjoining run.
2831. Have you seen Ralcatcher's Lake dry? Yes.
2832. Have you seen Sayers' Lake and Bulla Bulka dry? I saw Bulla Bulka dry in 1885 or 1886, and it was nearly dry in 1879.
2833. When was the dam put on the Talywarka? I cannot tell you. Before I came here.
2834. Do you know the country between the end of the Willandra and south of Sayers' Lake? I know the country well between here and Killera.
2835. Is it low-lying and swampy? In most places.
2836. Would there be any difficulty in joining the head of the Willandra with Sayers' Lake? I do not think so. I believe it is all level country, but I have no information which would enable me to give a definite opinion upon the subject.
2837. How many fat stock have you sent away every year? Last year we sent 3,000 to Sydney, and about the same number to Adelaide.

Mr.
G. Jamieson.
26 Sept., 1896.

TUESDAY, 29 SEPTEMBER, 1896.

[The Sectional Committee met at the Court-house, Menindie, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Willie Davies, Accountant and Secretary to the Menindie Boiling Down and Meat Preserving Company (Limited), sworn, and examined:—

2838. *Chairman.*] How long have you been living here? Two years. Five years previously I was living near Broken Hill, which is practically in the same district.
2839. Where do you send the produce of your works? Hitherto we have sent to Adelaide.
2840. What is the freight from here to Broken Hill? From 50s. to 65s. a ton. Sometimes it has been impossible to obtain carriage at all.

Mr.
W. Davies.
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Mr.
W. Davies.
29 Sept., 1896.

2841. What is the freight from Broken Hill to the Border? The freight from Broken Hill right through to Adelaide is about 37s. 6d. a ton. That is for skins and wool. The consignees have always paid freight.
2842. Then from here to Port Adelaide by that route the freight would be about £5 5s. a ton? Yes, quite that.
2843. What is the freight from here to Murray Bridge? 15s. per ton.
2844. What is it from Murray Bridge to Adelaide? It depends upon the class of goods. The freight for tinned meat averages about 15s. a ton.
2845. That would be £1 10s. a ton for the whole distance? Yes.
2846. Do you send anything to Melbourne? No, the duty shuts us out of Melbourne.
2847. What would be the wool freight from here to Adelaide via Murray Bridge? It would be practically the same.
2848. Would £5 5s. represent the wool freight to Port Adelaide by way of Broken Hill? I think so.
2849. Do you send anything from here to Port Pirie? No.
2850. Can you get stuff to Adelaide as cheaply as to Port Pirie? Not quite. I think the freight to Port Pirie would be about 10s. a ton less.
2851. That would make it about £1 15s.? Yes.
2852. Do you know how much the Silverton Tramway Company get? No.
2853. From how far up the Darling does wool go to Murray Bridge? From nearly as far as Bourke.
2854. Is there one rate right through? The wool is carted to Wilcannia, and the rate is from Wilcannia.
2855. Is the rate the same from Wilcannia to Murray Bridge as from Menindie to Murray Bridge? It might be within 10s. a ton. It depends upon the height of the river.
2856. Have you any statement to make with regard to the enterprise with which you are connected? I have made it my business to ascertain the available surplus of stock in the districts to which we have access. By looking up the Government returns for the year before last, which are the latest printed returns available, I find that in the Menindie district there are 1,910,060 sheep.
2857. What district does that join on the east? I think it takes in Albemarle and Tolarno. Albemarle extends 50 miles east from the river. On the west the district extends to the South Australian border, a distance of about 130 miles.
2858. How far does it go south? To the bottom of Netley Station, about 45 miles from here.
2859. And how far north? To the northern boundary of Corunna, about 150 miles from here. South of the Menindie district is the Wentworth district. We draw sheep from that district because the South Australian and Victorian stock duty put up a barrier against their entry into those colonies. The number of sheep in the Wentworth district is 676,979, in the Wilcannia district 1,972,252; in the Wanaaring district 1,528,213; and in the South Western Queensland district 1,500,000; or in all 6,720,504.
2860. Do I understand that meat works are in existence at Wilcannia and at Bourke? Yes; but we have drawn supplies from all the districts I have mentioned. The natural increase of the sheep is at least 40 per cent. That gives an annual surplus of about 3,000,000 sheep. We estimate that we could buy 10 per cent. of that number, if we had facilities for getting our produce away from the works. We have not been able to do as much work as we could have done with proper facilities. Our operations comprise boiling down and meat preserving. New works have recently been erected and machinery is now being put up to increase the meat preserving business. If we bought 10 per cent. of the surplus sheep in the districts I have named, we should have an output of about 5,000 tons. The average weight of meat in a sheep is 6 lb., of fertiliser 10 lb., of tallow 10 lb., and the wool and skin should weigh 10 lb. Therefore, 300,000 sheep would give 5,000 tons of produce.
2861. What would be the tonnage of your inward supplies? We import meat cases, tin plates, tallow pipes, and now and again machinery. That comes to about 750 tons of packages.
2862. Would there be anything in the way of feed? There will be breadstuffs, &c., to maintain the population that the works will draw round them; but I have no definite figures about that. We could also preserve fruit and vegetables with the appliances that we use for dealing with meat. The processes are identical.
2863. Where do you propose to get your supplies of fruit and vegetables? Other witnesses will point out what can be grown here, and the irrigation aspect of the case.
2864. Do you deal in rabbits? Yes; during the last six months from 2,000 to 3,000 rabbits have been delivered every week.
2865. Is there a demand for potted rabbit? Yes, a greater demand than for any other form of preserved meat.
2866. Supposing a vast number of rabbits were available, could you sell them as tinned meat? We had inquiries the other day for 10,000 cases of rabbits. Forty-eight full-grown rabbits go to the case.
2867. Is there an unlimited demand for tinned rabbit? Yes, and there has been for the last two years. Ever since I have been at the works there has been a continual demand for tinned rabbits. We cannot get nearly enough rabbits.
2868. Why? There are no means of getting the rabbits brought in from a greater distance than 15 or 20 miles, and then only along the main road. The men engaged in the business of catching rabbits have so many difficulties to contend with. The rabbits often go bad before they get them to the works.
2869. You also deal in wild fowl? Yes; there is a great demand for preserved game.
2870. What sort of a supply have you? It is very irregular, and depends upon the state of the river. When there is plenty of water, wild fowl are abundant.
2871. Does the trade amount to much? It has not amounted to much in the past, because the river has been very low and there has been nothing to bring the wild fowl about.
2872. How many men will you employ at the works when they are completed? At least 200.
2873. What do you pay for the rabbits? One penny each for carcasses. The men keep the skins and get on the average about $\frac{1}{2}$ d. each for them.
2874. Can they live on that? They can make very good wages. One man has been making £3 a week. He is an expert trapper and has had five years' experience. If we had ready means of obtaining them we would enter into large contracts.
2875. Do you know what the state of the Darling has been for a period extending over a number of years? I know nothing of the condition of the river prior to my arrival here.

2876. How long does it take to get to Menindie from Murray Bridge, when the Darling is in good condition? From eight to fourteen days. I have known stuff to be three months coming up the river.
2877. Has the river been up pretty well during the last three years? No; it has been down nearly the whole time. For eight months last year navigation almost ceased, or else freights were up £4 per ton, so that it was almost impossible to send away anything at a profit. I came here in October two years ago, and from then to the following February the river was good. During that time 131,000 sheep were killed at the works.
2878. What freight did you pay when the river was good? From £1 5s. to £1 10s. Navigation ceased in April, and we were not able to ship anything then until January of this year. During that time all the stuff had to be sent by team to Broken Hill, and tallow, pipes, and woolpacks were brought out from Broken Hill. This meant turning away a lot of business, and although the stations round about were very anxious to have their sheep treated, it was impossible for us to undertake the work.
2879. If the railway had been constructed you would have used it to get either to Sydney or to Adelaide, whichever paid you best? Yes; we would have sent the produce to the best market.
2880. If Sydney had been a better market you might have paid a little more to get there? Yes.
2881. When the river was up, would you use the railway? It would be simply a question of freight and the interest on the value of the produce in transit. If you had a very valuable consignment of goods which it might take weeks to send down the river you would probably find it more profitable to send it quickly to market by railway.
2882. What is the freight from here to Echuca? About the same as to Murray Bridge. The South Australian and Victorian railways compete against each other for the trade.
2883. Are there any other works in the Western District similar to these at Menindie? Yes; works owned by the same company have recently been erected at Wilcannia.
2884. What effect would the railway have upon them? It would enlarge the scope of operations.
2885. Produce from Wilcannia would probably make for Menindie rather than Cobar or Broken Hill? Yes.
2886. Could they get to Menindie more easily than to Cobar or to Broken Hill? Yes; the distance is less, and the road will be better.
2887. Do you know what the carrying rate is from Wilcannia to Broken Hill? From £5 15s. to £20 a ton, according to the state of the road. I never heard of it being less than £5 15s.
2888. What would be the road carriage to Menindie? We have done that work with our own teams; but I have not heard any rates quoted. It would be done, I expect, for about £3 10s. a ton.
2889. What would be the rate from Wilcannia to Cobar? I do not know.
2890. What is the rate by river from Wilcannia to Menindie? From 12s. 6d. a ton. That is the rate we always pay.
2891. If the river were up you would use it? Yes.
2892. The river must beat the road carriage to Broken Hill? Yes.

Mr.
W. Davies.
29 Sept., 1896.

Mr. Ryan Charles Besley, manager, Menindie Boiling Down and Meat Preserving Company, sworn, and examined:—

2893. *Mr. Trickett.*] How long have you been here? I have been living here about three years, but I have been in the district for about seven years.
2894. As a grazier? As a grazier and stock-buyer generally.
2895. How long is it since you commenced operations in connection with meat-preserving? It must be nearly four years.
2896. You commenced in a small way? Yes, in a very small way; simply boiling down at first and canning the tongues. We fellmongered some of the skins, and sent the wool away scoured.
2897. You are now enlarging your business? Yes.
2898. How much are you spending? We are spending over £20,000 in plant, machinery, and buildings to carry on meat-preserving, fellmongering, and the working up of by-products.
2899. What can you turn out? From 5,000 to 10,000 cans a day. We can make and preserve that number of tins in a day. Of course, if we are filling 6-lb. tins we turn out fewer in a day than if we are filling 1-lb. or 2-lb. tins. We can make any shape and any size tin.
2900. Do you think this will be a continuous industry in good and bad seasons? Yes.
2901. What is your reason for thinking so? In very dry seasons like the present we would have more difficulty in getting sheep than at any other. We are now able to keep going both with sheep and cattle. The cattle come principally from Western Queensland. We buy them on the runs, and they follow down the Paroo, and from Wilcannia come along the river. We can always get them that way because there is always water in the river. We have purchased 5,000 cattle to be treated here, and these cattle are now on the way from Queensland. If we wished we could buy from 50,000 to 100,000 cattle straight away. At present, however, we cannot take large contracts, because we are not sure that we shall be able to deliver upon the date specified. In a good season we have an abundant supply; but even in a bad time we can get quite enough to keep us going. The stations round here are hemmed in. They cannot send stock to either South Australia or Victoria, because of the Border tax.
2902. Your industry may be looked upon as providing a good outlet for surplus stock in good seasons, and for all stock in bad seasons? Yes. In bad seasons they have to send their stock to us, and in good seasons they have such a large number that they are glad to sell us the surplus.
2903. It has been stated that the proposed railway, if constructed, would be valuable in carrying away thousands of starving stock to other parts of the Colony? A large number of stock could be sent away; but the class of stock that we kill are to a great extent old stock, which it does not pay to send away. It would not pay to send away old ewes or wethers.
2904. If the meat is sent away in tins the railway will not obtain so much revenue as if it carried live stock? No; but our works will consume a very small portion of the entire live stock of the district. We may boil down 500,000 or 600,000 sheep; but there will be tens of thousands of other sheep to be sent away.
2905. Is not a drought generally universal? Then the sheep die on the runs.
2906. But suppose they were sent away by railway? They would be sent to the various meat-works.
2907. Not to better grazing-land? They would send a good many away to other parts, because there are places which can carry more stock in these dry times than we can.

Mr.
R. C. Besley.
29 Sept., 1896.

Mr.
R. C. Besley.
29 Sept., 1896.

2908. Is it your experience that the shifting of stock pays? It pays sometimes to shift stock from the north of South Australia to the south. A big rain, say 2 inches, may come at any time, and then they can bring them back again.

2909. You are convinced that the industry in which you are engaged will be successful? Yes, I am sure of it. It will increase to three times the size that it is now if we are able to get the stuff away. This year we refused a contract with the Indian Government and several English contracts because we could not make sure of getting the stuff away in time. In all these contracts they bind you to send away so many thousand cases per month. Of course, if the river goes down, and you are prevented from sending your stuff away, that cannot be regarded as an excuse for breach of contract. One of these contracts amounted to thousands of pounds, and would have suited us very well. It was simply for the supply of beef and mutton.

2910. Are the figures given by Mr. Davies correct, so far as you know? Yes, I think so. It would be impossible to send stuff to Cobar from Wilcannia. You could not get it there for less than £8 or £10 a ton, and we could not afford to pay that.

2911. What could you pay a ton to send stuff to Sydney by railway? It would pay us to give the railway from £2 10s. to £3 a ton rather than continue to send it at the present rates to Port Adelaide. Large consignments run into a big sum of money, and we are completely out of this money until the stuff gets to Port Adelaide. If you could put it into Sydney in a day or two you could draw against it, and thus get the money to buy more stock. With a railway you could turn over your money more quickly.

2912. You could afford to pay even a higher freight to send to Sydney by railway than you now pay to send to Port Adelaide? Yes. Then, too, at Murray Bridge the goods get knocked about a good deal; whereas, if there were a railway, we could put them on the trucks ourselves, and they would go straight to their destination without handling or transhipment. At the present time our goods are very often left exposed in the hot weather, and tallow will not stand that.

2913. Could anything be done to prevent the trade going down the river? If the river was not snagged the traffic would have to go to the railway. From here to Wentworth the river is getting very bad. They are putting up the rates of insurance and everything else.

2914. If the river were left alone people would use the railway? Yes. In my opinion it will take half as much to snag the river as would make the railway. You have to keep working at the snagging all the year round.

2915. From what distance would graziers send stock to your works? In ordinarily fair seasons we get large quantities of stock from distances of 400 and 500 miles. We buy and sell our stock. At Bourke they buy nothing; they simply boil down on contract, and work for the good of the stations. We could take large quantities of stuff from southern Queensland, and we have now the offer of a great many sheep which we think of bringing down from there.

2916. In dry weather, can the sheep travel any distance? Coming from Queensland they follow the Paroo to Wilcannia, and then they follow the Darling.

2917. How far could you bring sheep from outlying stations? We could bring them from South Australia, and from places 50 or 60 miles to the east. All the Albemarle sheep came in from Victoria Lake to the river to be shorn this year, although it is a very bad season. The track that the Committee came over is an exceptionally bad one for stock.

2918. On what run is Menindie situated? On Kinchega.

2919. Is most of the land that the railway would pass through taken up by graziers and homestead lessees? A lot of it is open for selection, but it is held by the stations. I am quite sure that a very large quantity of wool would be sent in from here. At the present time wool is often carted from Menindie to Broken Hill. Although the freight is as high as £3 a ton it pays. Whenever the river was down the wool would go to Sydney, if there were a railway. It would never pay people to send to Broken Hill, and then to Adelaide. Adelaide is a small place, and there are not the same number of buyers there that there are in Sydney. Then, too, a great quantity of goods would be brought over the line. Sydney being a free port we can buy more cheaply there than in Adelaide, and, indeed, we buy a great quantity of our stuff there now. All our machinery was bought in Sydney, but everything bought in Sydney has to come *via* Adelaide.

2920. What do you think of this country as a grazing country? I think it is a first-class grazing country. We are subject to droughts; but it is first-class country. A proof of that is the number of sheep in the district. We have now had three really bad winters, so that this is the worst year we have had for fifty years. In ordinary seasons this is sound good country for sheep. They are subject to no diseases, and their wool is second to none.

2921. Could you assist grazing with agriculture here? Yes; I am satisfied that there is a good deal of this country which could be irrigated at very little cost.

2922. Then why has it not been irrigated? I do not know. We have got the Government to offer us a lease of Lake Pamamaroo. If the country was flooded it would afterwards carry ten times the number of stock that it now carries. Some of these lakes are very large, and go back from the river 15 or 20 miles.

2923. The inhabitants of Menindie once advocated a railway from Menindie to Broken Hill;—does that project still find favour? Yes. Both the Broken Hill and the Menindie people are very anxious to have a line made. At Broken Hill an immense quantity of wood is used, and they would use ten times as much there if the cost could be reduced from 18s. to about 10s. a ton, as it could be if there were a railway. They use wood in the furnaces in place of coal, and no doubt they would be able to get sufficient timber along the line to keep Broken Hill going for many years.

2924. Which way would goods go to the seaboard if a railway were made right through? They would go to Sydney if the freight were the same. The Silverton Tramway Company and the South Australian Government have cut their rates lately. The strong opposition of these people is a proof of what a railway to Sydney would do. There is very strong opposition to the proposed line. I feel certain that a line from Menindie to Broken Hill would pay well from the start. With regard to the other portion of the proposed line, I do not know much about it.

2925. A line from Menindie to Broken Hill would take timber, hay, and produce from the river to Broken Hill? Yes. Vegetables, fruit, and produce could be grown in abundance along the banks of the river if the Broken Hill market were available. Then, too, if the line were constructed, large quantities of low-grade

grade ores would be treated in Menindie. Of course, if the line stopped at Menindie the river would have to be snagged, and it would have to be kept snagged. Nearly the whole of the wool from Western Queensland comes down to Wilcannia, and a through line to Sydney would catch all that traffic. Wool which gets in early obtains higher prices than wool coming in late in the season, and people would be willing to pay extra freight in order to be in time for the first sales.

2926. Have you had any experience with irrigation? Only on a very small scale.

2927. Do you think irrigation would be successful here? We have told the Government that if they will offer us the Pamamaroo Lake for twenty years at a fixed rental we will spend £500,000 upon it as an experiment in irrigation.

2928. At the end of the term would you want to be paid for the improvements you have made? We should want a renewal of the lease. We would not care about handing it back again.

2929. Do you know of any accidents having occurred through the bad state of the Darling? Yes. Only a fortnight ago there was an accident near Tolarno, when a great many bales of wool were considerably damaged. As far as the river trade goes, we have been able to get the rates down to 15s. a ton. When we came here it used to be £2 10s. and £3 a ton; but as we had a large quantity of stock to send, and kept two boats going, we were in a position to have our rates very considerably reduced. It is hardly fair to call the rate I have spoken of the general ruling rate, because other people cannot have their goods taken at the same price. The ordinary grazier has to pay a much higher rate.

Mr. Wellington Coates, meat expert, Menindie Boiling Down and Meat Preserving Company (Limited), sworn, and examined:—

2930. *Mr. Fegan.*] How long have you been employed at the meat-works? Between three and four years.

2931. Have you had other experience? Yes; I was in the Adelaide meat-preserving works from 1872 to 1877. From there I went to Mr. Connell. I started the preserving-works for him.

2932. What information have you for the Committee? I think Mr. Davies and Mr. Besley have touched upon every subject that I could have spoken upon, and I entirely corroborate what they have said. There is, however, one thing I should like to mention, and that is the producing power of this country in good seasons. The first season I came here it was a most beautiful sight to see these flats which are now covered with dry dust covered with beautiful grass up to one's knee. The first lot of sheep that came from Tolarno—8,000—arrived in very low condition, and were turned on to a patch of this country about 2 or 3 square miles in extent. They were only out about six weeks, and were then put through, and they realised about 16lb. of tallow each. They were the first that we put through. They were converted in a few weeks from almost crawlers to fat sheep. With irrigation you could produce large quantities of fruit and vegetables—quite enough to supply the Broken Hill market; and I have no doubt that thousands of pounds are paid to South Australia every year for fruit and vegetables to supply Broken Hill, because there they have to depend entirely upon outside sources.

2933. Where do you get your fruit here? It comes from the Hill. A little is grown locally, but nothing worth mentioning. I have seen some of the finest vegetables in the garden attached to the boiling-down establishment that I have ever seen anywhere.

2934. It does not speak very well for Menindie if the people here have to get their fruit from Broken Hill? Well, no one seems to have sufficient enterprise to grow anything. They seem to think that because there is no market it is not worth while going in for things on a small scale.

2935. Do you know the road from Menindie to Broken Hill? Yes.

2936. What kind of country is it? It is all very good country. The only thing that is necessary is plenty of water. I consider that it is the finest country you could possibly have.

2937. If a railway were made from Menindie to Broken Hill, would that land be utilised in any way? I consider that it would be utilised as far as Lake Speculation—about 15 miles from here—for growing fruit and vegetables, and for growing fodder, such as lucerne, and even wheat, by means of irrigation.

2938. Do you know the country between Menindie and Mossgiel? No.

2939. Would it pay the Government to construct a line from Menindie to Broken Hill? Yes; I feel certain that it would.

2940. How many carcasses do you ship in the year? 150,000.

2941. How much wool do you send away? That is a matter with which I have nothing to do.

2942. Have you any idea of the traffic between here and Broken Hill? No.

2943. How many passengers do the coaches take? I should think eight or nine on the average.

2944. They run three times a week? Yes.

2945. Is that all the passenger traffic? Yes. No person will undertake the journey if he can possibly help it, because it is such a miserable trip. If there were a railway, however, a lot of people would come out from Broken Hill and live here, and the land here would be taken up. The population would be increased tenfold in a very short time.

2946. A great many people go to the Hill in hired conveyances? Yes.

2947. Are there many teams on the road? Yes; when the river is down there are a great number of teams.

2948. When the river is up there are very few? Yes.

2949. Do you not think that if a railway were constructed, and the river were navigable, traffic would still go down the Darling? No; I think that the railway would be used in preference to the river, because of the time it takes to go down the river.

2950. What is your highest output since you have been here? 1,000 tins a day is about what we have done up to the present time, but we have plant which will enable us to do ten times that quantity. As soon as our machinery is in good working order, as it will be in a few days, we shall be able to turn out 10,000 tins per diem. The average capacity of a tin will be 2 lb.

2951. Do you think the climate is suited for your kind of work? I consider that our position is a very good one. We are right in the district where the stock is bred. All we want are facilities for getting to market.

2952. Where does your stuff go? It goes all over the world. Most of it goes to Europe, but up to the present time we have always been behind-hand with our orders. We have not been able to supply anything like the quantity that has been asked for.

Mr.
R. C. Besley.
29 Sept., 1896.

Mr.
W. Coates.
29 Sept., 1896.

- Mr. W. Coates.
29 Sept., 1896.
2953. Have you sent any stuff to Western Australia? Yes.
2954. Do you supply the local market? Yes. Considering the population, there is a very good local market.
2955. Do you send any stuff to Broken Hill? Yes, we send a lot of stuff to Broken Hill.
2956. Is there a good demand for it there? Yes.
2957. So that there are fair prospects for your company? There is not the slightest doubt of it.
2958. Do you not find the stock grown in the district better than that which has been brought a considerable distance? I find that the quality of the meat here, both beef and mutton, is superior to that which I have used elsewhere.
2959. You deal in pigs here? Yes; we preserve a large quantity of pork sausage, and we mix pork with other things. A railway would be beneficial to us in connection with the rabbit business. In the summer-time we have great difficulty in getting fresh rabbits. The men cannot bring them in from any distance with a horse and cart.
2960. Are there any creeks between here and Broken Hill? There is the Quandong, but it is not a running creek.
2961. What is the width of it? I suppose about 100 feet.
2962. What is its depth? 4 or 5 feet.
2963. Is the country flat? There is a gradual rise from here to the Hill.
2964. Therefore the line would not be expensive to construct? I do not think it would. I think it would be a cheap line.
2965. Do you think a line from Menindie to Broken Hill would meet the requirements of the district almost as well as a line from here to Sydney? Yes; but it would be a great advantage to have a line from here to Sydney. This would be a splendid place if it had population.

Mr. William James Faust, storekeeper and commission agent, Menindie, made an affirmation, and was examined:—

- Mr. W. J. Faust.
29 Sept., 1896.
2966. *Mr. Hassall.*] How long have you been residing in this district? Close upon thirty years.
2967. What was it like when you came here? There was more money in it then. The squatters were spending money in fencing and dam-sinking.
2968. Do you think the district would carry a much larger population? Yes, if proper facilities were given.
2969. Are you not aware that the best of the land here is locked up until 1918? No; I believe that 50,000 acres have been set apart by the Government for irrigation.
2970. People do not appear to be anxious to settle on it? They wanted to do so; but they were told that they could not do so until the railway came here. A Broken Hill syndicate wished to take up land here, but they were told that they could not.
2971. Do you know of a proposal to construct a tramway from Menindie to Broken Hill? Yes; the contract was let for that work; but they could not raise sufficient money to carry it out. The Banks closed up very soon after the work was started, and there was no money available.
2972. Have you seen any land cultivated about here? Yes; small patches are cultivated in good seasons. I have grown a little patch of oats with stalks as thick as my little finger. That was without irrigation.
2973. Have you tried irrigation at all? Only for flowers.
2974. Do you think that the land would grow anything if irrigated? I believe it is the finest land in the Colony, and it would produce anything if it had water. I had a syndicate share in the private tramway enterprise which cost me £30.
2975. Would the proposed railway benefit the people of Menindie? Perhaps the railway would not pay straight off; but as population increased I think it would pay.
2976. Have you any knowledge of the country between here and Condobolin? Not further than Bulla Bulka.
2977. Do you think that country is suitable for close settlement? If artesian water could be obtained it would be good land to settle on. There appears to be splendid soil in the hollows.
2978. What would be the principal item of trade between Menindie and Broken Hill? I think firewood.
2979. And timber for the mines? Yes. This timber will stand better than the imported timber.
2980. Have you plenty of red-gum on the river? Yes, and about the lakes.
2981. Is it not a fact that that timber will compare favourably with almost any in the world for mining purposes? Yes. I am in the timber line myself, and I can say that the red-gum is better than any timber grown elsewhere—that is, for mining.
2982. What timber are they using at Broken Hill now? American pine.
2983. Red-gum would be much safer, because of its non-liability to combustion? Yes.
2984. Is it also a very durable timber? Yes, and will bear a greater strain than any other timber I know.
2985. What would be the cost of carrying the timber to Broken Hill by team? Teams could not carry it for less than 50s. a ton, and that drives it out of the market.
2986. If there were a railway it could be carried cheaply enough? I believe that if it could be carried at 7s. 6d. a ton it would be used for the mines.
2987. It is possible that if the railway were constructed people from Broken Hill would come to Menindie? Yes; I think that selectors would take up land here, and that miners would make homes here for their families.
2988. Have you any idea as to the tonnage of store goods which is brought to Menindie every year? Between April, 1895, and April, 1896, I imported 150 tons. Probably 50 tons of that came from Sydney.
2989. Do you know how much is brought into the town by other storekeepers? No.
2990. What does it cost you to bring your goods in? £1 a ton from Adelaide to Murray Bridge or Morgan, and about 30s. a ton for the steamer freight.
2991. What would be the freight by steamer from Sydney to Adelaide? 12s. 6d.; but there is a charge for commission and wharfage. It comes to over £3 a ton if you bring goods that way. The charge at Port Adelaide is 5s. a ton. The river charges also come to nearly 5s. a ton. They charge for storage, wharfage, and bills of lading.
2992. The total cost would be from £3 12s. 6d. to £3 15s.? Yes. If there were a railway we should save the insurance.

2993. What is the insurance? I cannot say exactly, but I think it is 3 per cent.
2994. Can you tell us what it would cost to convey wool to Sydney? I have not the least idea. It is being taken this season for £1 a ton from Wilcannia to Goolwa for shipment to Port Victor, that is being done by Messrs. Rich and Co.
2995. And other people have to bring their charges down to secure the traffic? Yes. Last year other steamers obtained £4 a ton from Albemarle.
2996. What would the charge be from Goolwa to Port Victor? About 5s. a ton I am informed; but the trouble is that it is very seldom that a boat goes there to load, except in ballast.
2997. What depth of water is there? There is plenty of water, and a breakwater a mile long; but the port is never used. Messrs. Rich and Co. are trying to run the other steamers off.
2998. Is it a fact that the other steamers have come up and have had to return almost empty? Yes; last week I saw a steamer returning with only about 50 bales of wool on board. She could have carried 1,800 bales; but they would not load it at the freight.
2999. Do you know what tonnage of wool is sent away from here? No; no statistics have been kept.
3000. I presume that all the wool goes away from here by river? Yes, when the river is up. It has been carried to Wentworth by teams for as much as £7 a ton.
3001. Is any wool taken to Broken Hill? I have not known any to be sent from Menindie; but from out back they send wool there.
3002. Are there many coaches running between here and the Hill? Four a week, besides some specials in shearing time. Last Saturday one coach went away with sixteen, and the other with eleven passengers.
3003. What is the average number of passengers carried? Five or six in each coach.
3004. Who are the people that travel? Some come for pleasure, and some for business.
3005. From Broken Hill to Menindie? Yes.
3006. If better facilities were offered do you think there would be more traffic? Yes.
3007. Have you any idea of the population of Menindie? No.
3008. As compared with that of five or ten years ago? The population has not increased very much. The school started with twenty-five children, and now they have sixty children.
3009. What are the principal occupations here? It is a labouring population chiefly. A good many stay here for a few weeks, and then shift again.
3010. What is the population of the town—about 180? I suppose about that.
3011. Was the population as great five or ten years ago? No; I think it is slowly growing.

Mr.
W. J. Faust.
29 Sept., 1896.

Mr. Samuel Klemm, storekeeper, Menindie, sworn, and examined:—

3012. *Chairman.*] How long have you been here? 18 years.
3013. For what periods is the Darling navigable? For the last three years the river has been down, but before that they had a seven years' run.
3014. Which would be better for Menindie, a permanent river or a railway? I would rather have a railway.
3015. Why? I think the Sydney market would suit me better. I deal largely with Sydney now.
3016. If the freights were heavy they might hamper your trading arrangements considerably? Yes; I recognise that.
3017. Is the Murray always navigable to Wentworth? Not always.
3018. How often has it not been navigable? It is likely to be down about March and April, and sometimes for three or four months.
3019. Taking ordinary years? I suppose on the average it is down for two months in the year.
3020. How far up the Darling can a boat come when the Murray is navigable? Only about 12 miles.
3021. If she got over the first 20 miles could she come up to Menindie? No.
3022. For a good many months in the year would a steamer fail to reach Menindie? You cannot reckon upon the river being navigable for more than about half the time.
3023. What quantity of stores do you import? During the last twelve months I have imported 250 tons.
3024. How far do you distribute them? For 50 miles round.
3025. How much comes into and goes out of Menindie? I suppose about 1,000 tons. Of course if the railway came the imports and exports would be increased very much.
3026. I suppose the wool all makes to the river at the nearest point? Yes.
3027. Do you agree with what was said by other witnesses in regard to the soil and climate? Yes; it is first-class soil.
3028. Is there anything you specially desire to refer to? With regard to irrigation, I know that the soil will grow anything. I have seen potatoes, onions, and wheat grown here.
3029. If you had water would things grow well? Yes. In a good season wheat will grow well with the ordinary rainfall.
3030. What is the average rainfall here? About 12 inches, and if we have a good season at all we can grow good wheat. There are thousands of feet of good timber on the river which if it could be got to Broken Hill would be used for fuel and mining supports.

Mr.
S. Klemm.
29 Sept., 1896.

Mr. Edward Haynes, manager, "Crown Hotel," Menindie, sworn, and examined:—

3031. *Mr. Trickett.*] How long have you lived here? Three years.
3032. Have you known the district for any longer time? No.
3033. What opinion have you to offer to the Committee with regard to the proposal under consideration? So far as our own business is concerned, we do most of our trade with Sydney; but we have great difficulty in getting the stuff round. We are put to great disadvantage in having to order large quantities at a time in order to get it up when the river is high. However, it pays us to deal with Sydney. In the first place the people round here like the Sydney beer which we import from Toohey and Co. There are three other houses in Menindie, and I presume that they do a similar trade. We import about £1,000 worth of stuff a year for our own house. Within 40 miles there are seven other houses, and I believe that most of them get their supplies from Sydney.
3034. They have to bring their goods round by way of Adelaide? Yes.

Mr.
E. Haynes.
29 Sept., 1896.

- Mr. E. Haynes.
29 Sept., 1896.
3035. What is the disadvantage in having to buy more than you want? This year we anticipated a good season but up till now it has not been good. The other day we got in 20 hogsheads of beer, but if someone does not drink it it will soon go bad. If we could send in our orders every week it would be better.
3036. At present you have to overstock? Yes.
3037. Do you ever lose your goods on the river? We have had them delayed for a considerable time. Last year some wine took eleven months to come from Albury.
3038. You are very often inconvenienced by delay in receiving goods? Yes.
3039. Can you tell us anything about the passenger traffic in and out from Menindie? The passenger traffic to Broken Hill would be large if there were a railway. On several occasions I have heard people say that if there was some easy means of transit they would come here more often, but they cannot stand the coach racket.
3040. What do they come here for? They regard this place as a sort of sanatorium, and the sport on the river is a great attraction. A lot of "leaded" people come here, and a week here makes a wonderful improvement in their condition. Now many have to go to Silvertown as a matter of compulsion, because there is nowhere else to go.
3041. What are the coach fares between Menindie and Broken Hill? From 7s. 6d. to 10s. per passenger. When there is no opposition they are much higher.
3042. What were the fares before you had opposition? £1 to 25s.
3043. Is this regarded as a healthy climate? As a very healthy climate. I am not sufficiently acquainted with the district to be able to point out the advantages which the pastoral industry would obtain from the construction of a railway, but, speaking conscientiously, I can say that the Broken Hill people are thoroughly in favour of the line here. Of course now when we cannot get things from Sydney we have to send to Broken Hill and to South Australia, but we prefer to deal with Sydney.

Mr. William Maiden, grazier, Menindie, sworn, and examined:—

- Mr. W. Maiden.
29 Sept., 1896.
3044. *Chairman.*] How long have you been here? Since 1862.
3045. *Mr. Egan.*] What is the extent of your holding? I have only about 12,000 acres.
3046. Have you had a larger holding? I have been interested in country round about, more or less, but I have not had any large holdings.
3047. How many sheep have you? At the present time very few, because the country is now very bad.
3048. How many acres are usually required for a sheep? About 10.
3049. You do not call this good country? With a fair season it is not too bad.
3050. Has your land ever carried more than 1 sheep to 10 acres? Sometimes for a short period it would carry a sheep to the acre. I have been dealing in stock principally. I do not keep them on the place all the time.
3051. You only keep them there for the time being? Yes.
3052. How many good seasons have you known in the 34 years you have been there? I do not think there has been three winters as dry as those we have just passed through. The country now is worse than I ever saw it before. It was better before it was improved than it is now.
3053. Have you used your land for anything besides sheep-grazing? No, I have not; but I have about 2 acres of garden in Menindie.
3054. What do you grow? Fruit and vegetables. The garden is leased by Chinamen.
3055. Are there any similar gardens about here held by Europeans? There is another garden on the river bank which is about the same size. All the stations have small gardens.
3056. Generally under the management of Chinamen? Yes, as a rule. They seem to do the work better than other men.
3057. Have any Europeans here tried vegetable-growing or gardening to any extent? Not to any extent. Mr. Byrnes has a good garden about 30 miles down the river. I believe that he has about an acre of oranges, besides a vegetable garden. He says that he can grow almost everything; but that it does not pay him to send produce to market.
3058. Do you know the country between Menindie and Broken Hill well? Yes.
3059. Is it level? It is all level. Broken Hill is 650 feet above Menindie, but there is a gradual rise, and the only hills met with are within 9 miles of Broken Hill. The engineer told me that he could get 1 in 100 all through.
3060. You were interested in the Menindie Tramway Company? Yes.
3061. The people here would not have troubled the Government to make a railway if they could have made one themselves? We wanted to make a railway to Broken Hill.
3062. Do you know the country from Menindie east? I have not been there for a great number of years. I know the country between here and Bulla Bulka. It is sandy dry country, with a good deal of scrub upon it.
3063. Are you troubled with blindness among the horses here? Yes, I think it is due to the presence of the melon. In olden times the Darling pea was very bad, but the melon seems to have taken the place of the pea. When everything is dead and dry the melon looks fresh and green.
3064. Have the rabbits anything to do with the disease? No. I believe that eating the melons brings about an inflammation of the stomach which kills the horses, if they do not go blind.
3065. What is the average rainfall here? I believe about 10 inches or under. For the last two or three years we have had no general winter's rain. There might be an inch of rain here and 25 miles away no rain at all. A heavy summer rain is useful, but it is not like a winter's rain.
3066. Would the railway be of any benefit to you in giving facilities for the removal of stock? It would be of benefit all round.
3067. Would not the people still use the Darling to send their wool away? In 1859 there were 100 or 200 men employed snagging the Darling. They used to work up as far as Wilcannia, because above Wilcannia there was scarcely any timber. The cessation of the work of snagging has made the river very dangerous. Not only are the snags an impediment to navigation when the river is low, but the overhanging branches of trees are dangerous when it is high.
3068. Unless the river is snagged it will in time become unnavigable? Yes.

3069. Produce would then have to be sent by the railway? Yes; that would improve the prospects of the line. The insurance companies do not care much about insuring stuff on the river, and if the water is below a certain level they will not insure it at all.

3070. For how many months in the year is the river unnavigable? It is very uncertain. Eighteen or nineteen years ago they used to have to cart their wool to Wentworth from 100 miles above Wilcannia. I have seen the river quite dry for eighteen months at a stretch. Now you cannot tell whether it is going to be down for two months or for twelve months. Its state depends upon the Queensland rainfall. The river is not down so often now as it was in years gone by. When the Silverton tramway was built I had contracts for sending coke and timber to Broken Hill. The mine people asked me if I could guarantee the river. They said that if the river would stop up they would bring the railway here, but I could not guarantee it. If the river had been anything like permanent, the line would have been brought to Menindie instead of to Silverton. Mr. Wilkinson, the geologist, some years ago advocated the construction of a railway from Broken Hill to Menindie.

3071. How would a railway benefit you as a homestead lessee? It would not benefit me to any great extent, because I would not have a great deal of stuff to send upon it. It would bring population here, and that might lead to an increase in the rentals.

3072. *Chairman.*] How much is Menindie above Wentworth? I believe about 62 feet. The river runs at the rate of about 3 miles an hour. The rate of freight depends a good deal upon the condition of the river, and whether there is a steamer coming back empty. I have paid £3 a ton from here to Morgan, and for merchandise I have paid £6, £7, and £8 a ton. The steamers charge whatever they can get. There is no standard freight.

Mr. Robert Scobie, saddler, Menindie, sworn, and examined:—

3073. *Mr. Hassall.*] How long have you resided in the district? Seventeen years.

3074. What reasons have you to offer in favour of the construction of the proposed railway? There has always been a vast desire in this district to have railway communication with the Barrier. A railway was proposed thirty years ago, when Mr. Broadribb was Member for the district. The electorate at that time extended from Bourke to Wentworth. A good deal later, when the Cobar line was under consideration, two of our people attended Broken Hill to give evidence before the Sectional Committee there. Prior to that, in 1884, we got up an agitation for a railway from Hay, *via* Menindie, to Broken Hill, and Mr. Wilkinson, the Member for Balranald, presented a petition to the House in favour of such a line. Since then we have endeavoured to get the Government to give us railway communication with the Barrier, and I have sent down statistics and information to our Member, but he declined to do anything, because the cost of making the line was estimated at £10,000 a mile. We thought that it would cost about £2,000 a mile. At the same time I applied for 50,000 acres on the other side of the river to be set apart as an irrigation area. The site was examined by Mr. Hall, who told me that he could give nothing but a favourable report. Later on a movement was set on foot, principally by old residents of the district who had migrated to Broken Hill, for a railway between the Barrier and Menindie in order to develop the district. I mention this to show that at no time have the Menindie residents been unaware of the importance of railway communication with the large centre of population lying so close to us. We are desirous of being the producers of many things which could be consumed in Broken Hill. The value of potatoes, garden stuff, vegetables, butter, bran, hay, and chaff imported into Broken Hill from South Australia amounts to £60,000 per annum. The importations of butter and eggs alone amount to £12,516 per annum. This means a revenue of £300 a week to the Silverton tramway. Fish is also largely required at the Hill by the mining classes and by those who are particular about a fish diet once a week, and we could supply fish by the ton if we had a railway. Grapes cannot be sent to Broken Hill through South Australia except by special concession; but we could produce them here with irrigation. There are at Lake Menindie 28,648 acres of land which could be irrigated with very little trouble. At Lake Cawndilla there are 22,840 acres, or, altogether, 61,000 acres which could be easily irrigated by gravitation. The natural flow of the river goes out back 17 miles to Lake Speculation. Two feet of water would be sufficient for 100,000 acres of tilled soil. At the present time about 5,000 tons of firewood are consumed at Broken Hill every month. Its present price is about 4s. 6d. a ton, but I believe the retail price is from 16s. to 19s. a ton. If we had a railway we could supply a great deal of that firewood. Now all the leather that is consumed in the western district is imported from South Australia and Victoria. Perhaps at Bourke Sydney leather may be used, but round here it is all South Australian leather. A large number of cattle, however, are slaughtered at Broken Hill and in this vicinity, so that tanneries could easily be established here. Soap and candle works would follow. The passenger traffic between Menindie and Broken Hill depends upon the fares. With a fare of 2s. 6d. you would have so many passengers that the coaches would break down. I have paid 70s. within the last three years, and I have travelled at 2s. 6d. The 10s. 6d. fare does not pay the coaches. A great many people travel on foot. When Broken Hill was first started, and the river fell, everything there became very dear; but since then competition has brought down the prices. I see by the local press that the South Australian Government have reduced the price formerly charged for concentrates to one-half, so that it is now 9s. a ton to Port Pirie, 10s. to Port Augusta, and 11s. 6d. a ton to Port Adelaide.

3075. *Chairman.*] Is that the through rate? That has nothing to do with the tramway rate; it is the rate from Cockburn. When I gave evidence before the Sectional Committee at Broken Hill I could only speak of very few selections having been taken up here; but since then a great deal of land has been taken up by small holders within 50 miles of Menindie. Between 300,000 and 400,000 acres of land have been taken up as homestead leases, and I believe the proposed railway would lead to an extension of the system. I was informed by the manager of the Menindie meat-works that he can procure the timber required for his cases at a much lower price in Sydney than in South Australia; and I have heard that soft woods can be procured more cheaply in the Sydney market. Mr. Ednie Brown, the late Director of Forests, stated, in regard to a trip down the Murray, that there were 1,000,000 feet of timber in sight. We have a great deal of hardwood in this district, and if it were taken to Broken Hill at a low rate we could sell it there. Then there is the water supply question. We hear constant complaints about the water at Broken Hill being polluted by what falls on the catchment area, and it is to be supposed that the town will ultimately require a better supply, which could be obtained from the Darling. If an irrigation settlement were established here we should be 150 miles nearer a port than Mildura is.

- Mr. R. Scobie. 3076. *Mr. Hassall.*] An irrigation settlement here would have to look to the Hill for its market? We would not require any other market, at all events, not at present.
- 29 Sept., 1896. 3077. Would there be much traffic to Broken Hill? There would be enough to add to the freight.
3078. As the South Australian people have already shown an earnest desire to obtain the trade by cutting down their rates one-half, it is probable that they are prepared to go still lower, and it is problematical whether the New South Wales railway could compete? Well, there are such things as retaliatory duties. Last year 150,000 passengers, including Cook's excursionists, travelled on the Silverton tramway. That is the only get-away from Broken Hill now; but if they could come this way I believe that the people of Broken Hill would give the Menindie route the preference.
3079. Can you give the Committee any information as to the permanence of the Broken Hill field? Nothing beyond what I have heard.
3080. Do you think a railway here could compete against a river? Water carriage can always compete against land carriage; but I think the certainty of the railway carriage would enable it to gain the day. This place is in its infancy yet, but when there is population here whose interests are centred in Sydney there will be a large traffic.
3081. If people can get goods from Port Victor more cheaply than from Sydney they will not send to Sydney? But if the New South Wales Government ceases to snag the river people will have to use the railway. The Government has already spent £100,000 in snagging the rivers, and it is an expenditure to which there is no end. I would advocate the blocking of the river.
3082. Up to the present the stations have all sent their wool down the river? Yes; more especially this year, when the rates have been cut to create a monopoly.
3083. You think the country round Menindie is suitable for closer settlement? I think that if there were a movable weir below the inlet to the Menindie Lake and above the outlet of the Talywalka, a very large area of land would be irrigable.
3084. When the river is half up will the water flow into Menindie Lake? Well, the creek is quite as deep as the bed of the river. The Menindie people objected to the original dam, because there was no provision for the inflowing of the water. My idea is that a weir should be made in the river like the Willandra weir in the Lachlan.
3085. If you once commence constructing weirs in the Darling would there not be an agitation for them all the way up? Well, it would not be necessary to do the whole of the work at once.
3086. Why is a weir necessary to Menindie? To give a head for irrigation purposes. We would then be able to till the bed of the lake.
3087. Do you think it would be advisable to construct a light line of railway from Menindie to Broken Hill? I think it would be a payable speculation; but I would prefer to see a national line constructed so that we could visit our own metropolis.
3088. Even if the State lost £40,000 a year on it? There might be an indirect benefit which would counterbalance the direct loss.
3089. A railway from here to Broken Hill would, you think, induce people to cultivate to supply the wants of Broken Hill? Yes.
3090. Where was the timber obtained that was used for the erection of the meat-works? In the vicinity of Menindie.
3091. Is there much of it? Plenty.
3092. What is the country like at Quandong? The soil is a red loam.
3093. How is it watered? There is no water except when Stephens Creek is flowing. There are small wells. Quandong is about 32 miles from Broken Hill.
3094. How far is Rockwell? Twelve or 13 miles.
3095. Is there any place between here and Quandong? There is a hotel and several homestead lessees at Lake Speculation. There is a large quantity of land still available on Kincheega Holding.
3096. Would that land be taken up if there were a railway? Yes. The people of Broken Hill are very desirous of settling away from the Hill.
3097. Have not the Broken Hill people a good water supply? They are crying out about its being polluted. The drainage of the place, unless it is kept away by dams, enters the catchment area.
3098. Has Menindie progressed or retrogressed? The great part of Menindie has been built in the last sixteen years. The place is progressing slowly but surely. All we want is more trade and more life. We want to be connected with the outside world, so that we can make use of our opportunities. Our interests are not looked after in proportion to the taxes that we have to pay.
3099. If a railway were constructed from here to the Hill, I suppose a good deal of traffic would come up the river to get to Broken Hill? Yes. People would prefer to deal with Sydney direct.
3100. You think that with a railway business relations would be transferred from South Australia to Sydney? Yes. You can get a better class of goods, and you can always fill an invoice in Sydney. That you cannot do in Adelaide. Now, however, we have to deal with Adelaide.
3101. What prevents you from dealing with Sydney? Greatly the difficulty of getting goods sent round. I tried to get things sent *via* Bourke; but that cost about 25s per cwt. The Sydney houses indent your orders direct from their head offices in Europe, so that the goods come up here unopened.
3102. Are any obstacles thrown in the way of the delivery of goods coming from Sydney? I have heard of such cases; but I have had no experience of my own. This is a long established town. We have first class soil round us, and there is a large population at Broken Hill which we could supply with provisions if there were means of communication. At the present time they use 400 gallons of milk at Broken Hill every day. We could provide one-half of that.

Mr. William Gardiner, Toorincaca Bore, near Menindie, made the following statement:—

- Mr. W. Gardiner. 3103. Messrs. Fair Brothers are putting down the Toorincaca Bore of which I am in charge, and which is situated about 32 miles from Menindie. Operations were commenced here on the 14th October, 1895, the object being to test this part of the country. The core shows for the first 90 feet (1) surface soil, (2) white clay. At this point we struck salt water. Then for 25 feet we passed through drift-sand, and at the depth of 115 feet entered sandstone rock. Five feet deeper we came upon blue, yellow, and light coloured
- 29 Sept., 1896.

coloured clays to a depth of 225 feet. Then to a depth of 315 feet we passed through drift-sand, and then to a depth of 556 feet through dark-coloured clay and yellow and red clay. Lower down the core showed—

- 556 feet quartz streak.
- 610 feet yellow rock with hard streaks of crystal quartz, then slate with quartz veins extending to a depth of 667 feet.
- 680 feet red sandstone.
- 785 feet slate.
- 810 feet dark and brittle rock.
- 896 feet rock with a greenish-yellow tinge.
- 950 feet dark slate with quartz veins.
- 1,038 feet grey rock with white specks.
- 1,110 feet slate with hard streaks in it.
- 1,142 feet hard, grey, brittle rock.

At this depth there appeared a change in the strata, but no proper sample has been obtained. Operations ceased on the 29th April, in consequence of the disarrangement of the machinery. Since then we have been fishing to recover the tool. For the first 225 feet there is a 10-inch casing, then to 465 feet an 8-inch casing, and then to 661 feet a 6-inch casing. Beyond this point there is no casing.

Mr.
W. Gardiner.
29 Sept., 1896.

FRIDAY, 2 OCTOBER, 1896.

[The Sectional Committee met at the Council Chambers, Broken Hill, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. John Souter, Mayor of Broken Hill, sworn, and examined:—

3104. *Chairman.*] What are you? An auctioneer.

3105. How long have you been living at Broken Hill? About eleven years. I have been Mayor since February last.

3106. Do you desire to make a comparative statement with regard to the position of Broken Hill? Yes. In 1896 the annual value of ratable property is estimated at £187,459. The number of houses in 1895 was just about the same as in this year. Our expenditure is something like £20,854. Our revenue is derived from a rate of 1s. in the £, the Government subsidies, and the sanitary rate, and the special endowment from the Government, which made a total revenue for this year of £20,854. With regard to the live-stock market, the butchers kill 120 head of horned cattle per week, and about 1,000 to 1,200 sheep, besides calves and pigs.

3107. Do you regard Broken Hill as being a town almost entirely dependent upon the mining enterprise? Yes.

3108. Do you recognise that the industry at Broken Hill in the future will be sending ore away from Broken Hill, and not coal coming to Broken Hill? I cannot say, but I think there will be ore going away.

3109. Do you think there will be much fat stock sent over the proposed railway, if made? During drought you can understand that it is very hard to travel stock to market. As the whole of our fat sheep come from the river districts during drought, it would be a great advantage to us if we had railway communication from there to bring the stock to market. It would certainly be a great advantage to the people of Broken Hill.

3110. I have before me a pamphlet to which your name is attached;—are the statements in that pamphlet correct? Yes.

3111. Do you believe that it would be possible to make Menindie Lake permanent at a small expense? Yes. I produce extracts from a report published in pamphlet form by a committee appointed by the Municipal Council of Broken Hill. It is a report on the proposed railway from Broken Hill to Menindie and Condobolin; it is dated 12th June, 1896. I regard the statements in it as substantially true. It is signed by me as chairman, on the 28th March, 1896. It is as follows:—

On the 12th June last the Municipal Council passed the following resolution:—That the Government be requested to undertake to have the Broken Hill to Menindie Railway carried out at the earliest possible time; and on the 11th instant the Council further determined to promote active steps being taken with a view to the immediate construction of the proposed railway, and the members of the Council whose signatures are appended hereto were appointed a committee to further inquire into and report upon the subject. A few days subsequently it afforded us much satisfaction to learn that Government surveyors had left Sydney for the purpose of surveying a proposed direct line of railway from Broken Hill to Condobolin,—some proof that the Government are aroused to the necessity of the hour, and recognised that trade should follow the easiest, shortest, and cheapest route in the interests of the country they govern.

Our instructions being to make but a short report, and aware that the Government are in possession of reports from their engineering officers, and of the evidence of the Committee that sat in both Houses of Parliament in 1892-93, in reference to the locking of the Darling River, and the construction of a railway from Menindie to Broken Hill, we can do little else than cursorily glance at some of the commercial, trading, social, and moral aspects of the subject.

As a primary consideration, owing to the level nature of the route and the absence of any engineering difficulties, the railway could be very economically constructed, and if carried out would result in Broken Hill and Menindie becoming connected with the chief towns of New South Wales, Victoria, and South Australia. The reply to the question—would it pay? can be well gauged by a careful consideration of the following figures in relation to the imports and exports for 1894 and 1895. Imports from South Australia—1894, £524,483; 1895, £514,239. Exports to South Australia—1894, £1,959,030; 1895, £1,917,354, showing for each year an excess of exports over imports of nearly one million and a half sterling. More than 400,000 tons of ore, bullion, &c., were exported in 1891 and 1895 (180,163 and 219,844) and carried over the South Australian railways.

The value of timber imported, principally foreign, and chiefly for mining purposes, was £184,348, thus:—

	1894.	1895.
Rough timber	£104,717	£77,902
Dressed timber	£730	£999

No

Mr. J. Souter.
2 Oct., 1896.

Mr. J. Souter. No less than 25,000,000 feet of timber are represented by the above figures, which, in lieu of importation, could be supplanted by timber from the forests of New South Wales, in character quite as durable and far less inflammable than Oregon timber, and become a financial benefit to the State by being carried over our own railways.

The importation of coke and coal in 1894 and 1895 was 213,332 tons, thus :—

	1894	1895
Coke	70,299 tons.	55,251 tons.
Coal	44,939 „	42,843 „

The declared values of the under-mentioned food-stuffs were :—

	1894	1895
Potatoes	£8,000	£5,821
Vegetables	£7,750	£6,845
Butter (331,671 lb.)	£10,917	£19,011
Eggs (334,000 doz.)	£5,566	£6,950 (417,000 doz.)
Bran	£6,538	£9,958
Hay and chaff	£13,840	£20,458

making an aggregate sum of £121,954 for the importation of the six particular food-stuffs referred to for a period of two years.

The above-specified produce could, on the opening of the railway to Menindie, be brought to the Hill from New South Wales, and in a very few years a much larger amount produced through the settlements of large and small farmers between Broken Hill and Menindie, who, as an illustration, could by dairying and poultry-rearing soon supply a large proportion of the £30,000 worth of butter and 9,000,000 of eggs, of the value of £12,516.

There exists no reason why the community of Broken Hill should continue to pay no less a sum than £300 per week to the Silverton Tramway Company for the carriage of food-stuffs alone.

Through the utilisation of the Darling immense volumes of water, in the vicinity of Menindie, could be supplied to the mining companies at a nominal cost per million gallons, which, notwithstanding the solution of the sulphide problem, will greatly facilitate, and with greater profit, the treatment of hundreds of thousand tons of low-grade ores; but, further, and, as your Committee believe, to be a matter of much greater national importance and value, the production of hundreds of thousands tons of produce for consumption at Broken Hill and exportation to England and elsewhere. Moreover, at an earlier or later period, a splendid supply of water could be obtained at a cost of 1s. or 1s. 6d. per thousand gallons, in lieu of 5s. per thousand gallons for impure water at present supplied to the town with more or less danger to the public health, by reason of the absence of proper filtration to prevent the existence of deleterious and organic matter and bacteria.

On the proposed line of railway, near Kais, and within 45 miles of Broken Hill, there exists a thick and dense belt of timber well adapted for fuel purposes, of which a sufficient supply could be obtained to meet the wants of Broken Hill and the towns and villages arising between there and Menindie for a period of twenty years.

The importance of a good supply of fish as an article of wholesome diet is beyond question. Fifteen tons and as many different kinds of fish could be landed at a cost only of 10s. per ton.

Considerably over 150,000 passengers were carried over the Silverton Tramway last year. Equally as great a number of journeys by railway would be made by the public of Broken Hill if the railway to Menindie was constructed. A small expenditure at this lake would make it permanent. The desire and necessity for change of air and scene has been unmistakably evinced by the fact of the large number of passengers that have taken advantage of the £1 excursion to Adelaide and back; and the great number of women and children travelling has proved that the inconvenience of so long a journey is no deterrent in the carrying out of such desire. Daily and Saturday to Monday excursion tickets would become very popular, while, at the same time, by the issue of workmen's tickets, trains being timed to meet the different working-shifts, a large number of miners would live at a greater distance from the mines, and some of the tradesmen of the town, through the issue of season tickets, would doubtless permanently reside at centres of population between Broken Hill and Menindie, travelling to and fro daily.

The carriage of crude ores for treatment at or near Menindie, together with the return of the concentrates therefrom to Broken Hill, for smelting at other places, could be effected for 6s. per ton; 1,000 tons of ore could be transferred to the London boats for about 12s. per ton, and food-stuffs at a proportionately cheap rate. The distance from Broken Hill to Menindie is 62 miles; to Port Pirie, 253 miles; and to Port Adelaide, 334 miles. The saving to the companies and the public in the cost of carriage would amount to at least a quarter of a million sterling.

As is well known, South Australia has for some time been on the alert in reference to the suggested direct railway communication between Broken Hill and Sydney, and a few days since, at a meeting of the South Australian Executive Council, it was decided that carbonate and lead-concentrates should in future be carried at the same rates as sulphides, viz:—to Port Pirie, 9s.; to Port Augusta, 10s.; and to Port Adelaide and Dry Creek at 11s. 6d.—just half the rates previously charged, which, of course, will give little or any profit, while much less rates would afford a good profit to the Government of New South Wales if the proposed line of railway be constructed.

Your committee are of opinion that the construction of the proposed railway, as supplying the missing link of connection between Broken Hill and Sydney, and New South Wales generally, will very much reduce the cost of living and vastly increase trade with all parts of New South Wales, and that it will settle a large population along the route of the railway, and lead to the establishment of many small industries; that it will prove a very valuable reproductive work, giving the opportunity to every unemployed man in Broken Hill and many other parts of the Colony, spurred on by self-respect, to turn his industry into wealth and capital, as also afford employment to many men physically incapable of hard work. Moreover, that it will in many ways bring about a healthier and happier environment or surroundings for the people; and, finally, that there exists no reason why over one million and a half sterling in value per annum (and probably reaching two millions sterling for the current year) of the products and manufactures of Broken Hill should to so great an extent continue to be carried by other than the railways of New South Wales, or that the vast financial benefit accruing therefrom should pass into other than our own national exchequer.

3112. Do you wish to submit any figures showing the position of the municipality? Yes. For the year 1896 the annual value of ratable property is returned as £187,459. The capital value is estimated at £778,072. The rate of 1s. in the £ on the annual value, less 10 per cent., yields £8,466. The total income for the present year is estimated at £21,392. The population is 20,584. The number of dwellings, 4,646. The figures for 1895 were as follows:—Annual value, £191,039; capital value, £833,206; total income, £20,845; population, 18,584; number of houses, 4,646; amount of rate, £8,653.

Mr. Charles Eley, Traffic Manager, Silverton Tramway Company (Limited), Broken Hill, sworn, and examined :—

Mr. C. Eley. 3113. *Mr. Trickett.*] Are you Traffic Manager of the Silverton Tramway Company (Limited)? Yes.

3114. Have you occupied that position for a long time? Yes, ever since the tramway started running its own traffic.

3115. I presume the object of your evidence is to show the volume of the traffic which passes over the Silverton Tramway on its way to South Australia? Yes; I presume you want the tonnage of the principal items.

3116. You are the manager of the Silverton Tramway, which runs from Cockburn, on the South Australian Border, to Broken Hill, a distance of 36 miles, and connecting with the South Australian railway? Yes.

3117. Where is the company managed? At Melbourne, by a local Board of Directors.

3118. Does the rolling-stock and everything else belong to the company? Yes; it has an interchange of rolling-stock with South Australia, the trucks running over both lines. It partly consists of our own rolling-stock, and by arrangement with the South Australian Railway Department there is a mutual use of rolling-stock. The gauge is 3 feet 6 inches, the same as the South Australian railway. 3119.

Mr. C. Eley.

2 Oct., 1896.

3119. How long has your railway been constructed? About nine years.
3120. What quantity of traffic do you carry? For the year ending June, 1896, we carried 232,309 tons of ore, 22,341 tons of bullion, 3,211 tons of wool, 13,676 tons of underground mining timber, 40,815 tons of coke, 49,061 tons of coal. That is the inward and outward traffic. The ore, bullion, and wool are outward, the timber, coke, and coal are inward traffic. I should like to point out that as far as the bullion, coke, and the greater portion of the coal are concerned, that will very shortly be a thing of the past, because it is well known that smelting at Broken Hill will within the next six months be done away with. Therefore, the traffic in bullion, and coke will cease, and of course the traffic in coal will be greatly reduced. If they do not smelt here, the traffic in coal is bound to be reduced.
- 3120½. Would there not be a considerable import of supplies, merchandise, and so on? Compared with the figures I have given, that would be scarcely worth talking about.
3121. Is the tramway used for the dispatch of live stock to any extent? No, very little; there is occasionally a truck of pigs, a truck of rams or lambs in the season, but very few. I do not think we have three trucks of live stock per week.
3122. What weight do your trucks carry? Six and six and a half tons.
3123. How many trucks to a train? Thirty-four outward, and thirty-one inward.
3124. Have you any figures with regard to the passenger traffic? I can get them. I have the passenger traffic to and from Sydney. We book right through to Sydney, and Sydney books through to this place. During the year ending 30th June, there were 132 passengers from Sydney and 156 to Sydney. Most of these were excursionists and school-teachers who went away during the Christmas holidays.
3125. Then you cannot give us any idea as to the passenger traffic? I can get particulars as to the passenger traffic, and I will supply the figures.
3126. With regard to the tonnage on your tramway—is it a constant or fitful traffic? It is getting rather more fitful than it was. Of course, there are large quantities shipped away from the Australian Colonies altogether; that depends on the shipping, and the ore is not sent down until the ships are ready.
3127. To what extent has it become irregular;—has it fallen off weekly or monthly? Day by day it falls off. I can give the percentage of the ore treated in the Colony, and the quantity shipped away.
3128. Where does the bulk of the coke and coal come from? The coal is from Newcastle. During the strike a little came from Leigh's Creek. I believe the coke is generally German.
3129. Does any considerable quantity of colonial coke come here? I do not think so.
3130. At any time during your experience have you ever been stuck up in your business by not being able to carry on the Broken Hill traffic? Never; we have always been able to cope with the trade.
3131. What would you consider to be a good tonnage for a day's work? It varies; perhaps 1,200 tons—that includes the flux which we carry in from Tarrawingee. It is a single line.
3132. Do you keep a record of the bullion sent away by each mine? There is only one mine smelting now.
3133. When they were smelting did you? Yes; but that would be going back a long time. At present, the Proprietary mine is the only one that is smelting locally.
3134. Do you state that in all probability, in a little while, the local smelting will cease? Yes, the smelting will be done away with so far as Broken Hill is concerned.
3135. Then there is very little probability of a large supply of coal or coke being required for Broken Hill? Yes; they will not require coke except for assay purposes.
3136. Will not coal be required for engine or domestic purposes? Yes.
3137. How much coal comes for smelting purposes, and how much for other purposes? The bulk of the coal used is for smelting.
3138. Then, as far as you are aware, there is no project to locally deal with these low-class ores? No; from what I can learn the sulphide ore will have to be treated on the sea-board.
3139. Will it be taken away in its native state, or will it be concentrated? Some will be taken away in its crude state, and low-grade ore will be concentrated.
3140. Will they not require fuel in order to do that? Not a large quantity, in proportion to what is required for smelting.
3141. Are you clearly of opinion that the ore will go to the coal, rather than that the coal will be brought to the ore? Most certainly.
3142. Does your tramway carry any of the firewood fuel which is used here? Yes.
3143. To any great extent? No; it comes just on this side of the border.
3144. Is that a permanent source of supply? No; the woodcutters say it will not last more than six months.
3145. Has the Silverton Tramway Company been a continuously paying concern? Yes, a fairly good one.
3146. Have you a balance-sheet with you? No.
3147. Is there one at Broken Hill? No; but I could get one from Melbourne.
3148. There is no doubt the company has been a successful one, and has paid good dividends? Yes.
3149. What is the total tonnage for the year you have just referred to? 361,413 tons.
3150. Is that a considerable increase compared with a few years ago? Yes; but the increase is on the lowest paying traffic we carry; the increase is in the ore. Bullion and everything else has gone down; ore is carried at a very cheap rate.
3151. You have only made up the statement to June of this year;—is that a fair average of the business done by the company? Yes; that is the actual business.
3152. But that is only for one year? Ore is continually increasing; that is the only item. With regard to all the other items it is a fair average.
3153. With regard to your future operations, would you mind telling the Committee if the company have entered into any negotiations with the principal mines at Broken Hill as to the future carriage of goods? I believe they have—I am told they have.
3154. Can you give us any particulars? The principal portion of the agreement is that all traffic going to or from South Australia will have to go over our line; but, so far as any traffic is concerned from Broken Hill to Sydney, providing this Condobolin to Broken Hill line is built, the mines have a free hand to send that traffic to Sydney. So far as my company is concerned, we do not fear the construction of this railway. This is the reason why we have not tied the hands of the company in any way. If you build the proposed railway, and the companies wish to send the ore to Sydney by that railway, they can do so.

Mr. C. Eley. 3155. If this contract has been entered into, are you at liberty to state the rates? I will tell you what I believe are the rates. Coal, 3s. 3d., from the border to the mine; coke, 6s.; timber, 6s.; bullion, 6s.; ore, 3s. 3d.

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3156. Can you give us what it will cost to get to the port? Ore, from the mine to Port Pirie, will be 12s. 3d. per ton from January; coal will be 17s., from the wharf to the mine; timber will be 32s. 4d., from the wharf to the mine; and coke, 29s. 4d.

3157. Is that on account of its bulk? Yes; that will make a difference of 9d. per ton compared with what we charge on ore at present, and 4s. 8d. for coal. That is on the tramway. I think there is only a difference of 1s. per ton with regard to the others.

3158. We have it in evidence that under your new arrangement it would cost to take coal from the South Australian wharfs to the mines 17s. per ton;—can you tell us authoritatively what the freight is for the coal from Newcastle or from Bulli, and the other southern mines, to the South Australian wharfs? We can buy it at Newcastle, and land it in trucks at Port Pirie for 13s. 3d. per ton.

3159. Then 13s. 3d. added to 17s. means that it will cost 30s. 3d. per ton for Newcastle coal, landed at Broken Hill? Yes; there is not the slightest doubt about that.

3160. Is that under a contract with a coal company? It is a contract with the Adelaide Steamship Company; they buy the coal, and they contract to deliver it in trucks at Port Pirie, and we contract with the Adelaide Steamship Company at Port Pirie.

3161. Is there a contract for reduced freights with the mining companies for seven years from the 1st January, 1897? Yes.

3162. Is that with all the mines? Yes, with every company of any consequence.

3163. Is that contract made? Yes, all have signed but one. That is what I have been told by a man who knows. That is not the Proprietary Company.

3164. Is it one of the smaller mines? It will be signed, but for various reasons they held it over for a short time.

3165. It will not affect the carrying out of the contract? No.

3166. With reference to what you stated with regard to the basis of this contract, is there any clause in the contract which would compel these people to send their ore and get their coal, &c., over your tramway if a railway were constructed from here to Sydney? Not that I am aware of.

3167. Is coke a very varying item? Yes, as soon as they stop smelting here we shall have none at all.

3168. What quantity of ore is shipped? Forty-one per cent. of the concentrated and crude ore that leaves Broken Hill is shipped either to England or the Continent.

3169. When the new process is started is that likely to continue? Yes, most certainly. When the new process is started they will have to go into the open market, and the English and Continental people will, no doubt, compete with them for it, so I do not see that it will make any difference.

3170. Then as far as you can see this new patent, and their being able to get coal at a reasonable price at Illawarra Lake, and smelting materials, and so on, is not likely to alter the present state of affairs? I do not think so.

3171. What leads you to that conclusion? The mines sell the ore in the open market, and if it pays the Continental and English people to buy it now I do not see what is to prevent them buying it in future.

3172. Are not the freights for long distances very cheap? Yes; I daresay you could get ore shipped from Port Pirie to Swansea or the Continent for £1 per ton.

3173. Would you like to state what it is that has spurred on your company to enter into a contract of this kind at the present juncture? Pressure from the mining companies.

3174. Has it nothing to do with this proposed railway? I can assure you honestly it has not. It is pressure by the companies.

3175. Do you really think that is the cause? I am as sure of it as that I am sitting here. There was no talk of sending the material to Sydney by railway. They were talking about trying to get an opposition line between here and Cockburn.

3176. Your contract is barely entered into now, and did not this agitation take place in March last? We had a previous contract.

3177. Was your previous contract about to expire? It had not quite expired. I think it had a year or a year and a half to go.

3178. Was the contract just about expiring, and therefore they entered into a new one? Yes.

3179. Have you any other figures that will be of use? I can give the cost of forwarding ore from Broken Hill to Newcastle. I am informed on most reliable authority that ore can be sent from Broken Hill, and landed in the bins at Cockle Creek, Newcastle, for 17s. 7d. per ton. I can also give the rates for wool.

3180. Are these fixed rates or variable rates? They are fixed rates which have been in force since 1894. The following is a list of the rates that prevail on the Silverton Company's line, they are through rates in connection with the other lines:—

Ox and after 1st June, 1894, or until further notice, the following reduced wool rates will be in force between Tarrawingee, Broken Hill, and South Australian sea ports:—

At per ton of 2,240 lb.—

	Greasy.		Scoured.	
	Undumped.	Dumped.	Undumped.	Dumped.
	s. d.	s. d.	s. d.	s. d.
Tarrawingee to—				
Port Pirie	46 0	41 0	61 0	51 0
Port Augusta	49 0	43 8	65 0	54 4
Port Adelaide	53 6	47 7	70 10	59 2
Broken Hill to—				
Port Pirie	36 9	32 6	48 6	40 6
Port Augusta	39 9	35 2	52 6	43 10
Port Adelaide	44 3	39 1	58 4	48 8

The above rates include loading, unloading, sheeting, and shunting.

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3181. You have not entered into any fresh arrangement with regard to that traffic? No.
3182. Is the wool export from here large? No. 3,200 tons a year. It is not great compared with the traffic by the river.
3183. Whenever the river is available is it used for the wool traffic? Yes.
3184. Are you getting any wool traffic now? A little.
3185. As a railway manager, what is your experience with regard to wool—is it that when the river is navigable, that traffic never comes to the railway? My experience is that when the river is up the wool goes that way, and cut what rates you will—except you reduce them ridiculously low so that they will not pay—you never get the wool.
3186. With a constantly running railway, with a certainty of transit, with no possibility of being stuck up, do you not think that people would get into the way of using the railway in preference to the river for wool traffic? Certainly not. Even now, I believe that wool comes down the river from Bourke instead of going by the Bourke railway.
3187. *Chairman.*] What is the cost of freight from Menindie to Port Victor? Mr. Howell was interested in some meat works at Menindie, and he told me that he shipped his tallow from Menindie by the river to Murray Bridge, and it was trucked from there to Port Adelaide for £1 per ton.
3188. Would that be cheaper than to Port Victor? I do not think so. In going down to Port Victor you land the stuff on a railway which takes it to Port Victor which is only a short distance away. When it goes the other way it goes straight to Port Adelaide right to the ship's side.
3189. Would Port Victor be a cheaper way to ship than *via* Murray Bridge to Adelaide? I do not think there would be much difference. In sending stuff to Port Victor you would have to land it on a railway, and then it is trucked a short distance to Victor harbour.
3190. Do you think £1 a ton is the rate from Menindie to Port Adelaide? Yes.
3191. If that stuff came in from Menindie to this place, what would it cost to get down this way to Port Pirie? 25s. 1d.
3192. Is that the present rate for tallow? Yes.
3193. What is it for ore? 12s. 3d.
3194. Do you believe that ore would cost £1 from Menindie to Port Victor? I think so.
3195. Your price here is 12s. 3d., tallow from Menindie to Port Victor would cost £1, tallow from here to Port Victor would be 25s. 1d.? Yes.
3196. What would be the cost of transshipment from broad-gauge to narrow-gauge? One shilling per ton.
3197. What are the grades from Broken Hill to Cockburn? One in eighty; that is the ruling grade.
3198. What is your sharpest curve? One in fifteen on the main line.
3199. *Mr. Trickett.*] Did you start this as a surface railway? No.
3200. Was it ballasted at all times? Yes.
3201. Your line from Broken Hill to the Border is a ballasted line? Yes, it averages 8 inches of ballast under the sleepers, and in addition they are boxed up.
3202. How far apart are the sleepers? About 3 feet.
3203. How does the country between here and the Border compare with the country between here and Menindie? It is very similar country from what I have seen of it.
3204. That being so, do you think a surface railway might be constructed between here and Menindie with the earth scooped up about 6 inches? I would not like to try it in wet weather. The sleepers would sink in the mud; a teamster cannot go off the track here in wet weather, because his wheels would sink up to the axle.
3205. You think there should be some ballast on the line? Most certainly.
3206. *Chairman.*] Is there ever any trouble with your line? No; we started with it as a ballasted line.
3207. *Mr. Trickett.*] Was that the result of experience on the South Australian railways? I believe so, but I cannot say exactly.
3208. What did your line cost per mile? Speaking from memory about £3,000.
3209. At what rate do you travel? The average rate is about 20 miles; but I have travelled 40 miles an hour on the line.
3210. If a railway train had to travel only about 15 miles per hour, do you think it would be necessary to have the line ballasted? The same thing would apply. In wet weather you could not run over the country.
3211. When your line was constructed was the rate of wages higher than at present? Just about the same.
3212. *Chairman.*] Is your grade 1 in 80 both ways? Yes, that is the ruling grade; but it is a much longer grade coming from Cockburn than going away.
3213. Could you, without incurring very great expense, cut down the grade to 1 in 100? Yes.
3214. Is it only a matter of expense? Yes; and not heavy expense.
3215. With your present 1 in 80 grade could you make a stronger line and widen it to 4 ft. 8 in.? Yes; I think everything is strong enough at present.
3216. Would many buildings have to be moved back? None, I think.
3217. Do you think you could carry it right through? Yes.
3218. Therefore, do you think that at a slight expense, and with very little extra work, you could put down as good a line on the Silverton tramway as would be made by the New South Wales Government to connect Sydney with Broken Hill? Yes.
3219. What is the ruling grade from here to Port Pirie? 1 in 60 is their steepest grade, that is, towards Petersburg.
3220. Could that be cut out? Very easily; I am not quite sure that they are not going to do that now.
3221. Is that from Cockburn to Port Pirie? Yes; I believe they could get a grade of 1 in 100 down to Port Pirie.
3222. Therefore the South Australian Government could have a 4-ft. 8½-in. gauge railway from Cockburn to Port Pirie without any great expense? Yes.
3223. What is the distance from Broken Hill to Cockburn? Thirty-five miles.
3224. What is the distance from Cockburn to Port Pirie? 218 miles.
3225. The charge for that is 9s. per ton? Yes.
3226. That is ½d. per ton per mile? Yes.

- Mr. C. Eley. 3227. Therefore you are receiving twice as much per mile for doing the same work as the South Australian Government does? Yes, but they have a longer distance, and therefore the traffic can be carried more cheaply.
- 2 Oct., 1896. 3228. What is to prevent you if you are busy from doing it for the same money? Nothing; we would do it; if we had to cut we would cut.
3229. Does it pay South Australia to do the work for $\frac{1}{2}$ d. per mile? Yes, I know it does.
3230. Do I understand that according to this agreement all ore going east can go as the companies see fit, while all ore going west must use your tramway for seven years? Yes.
3231. Therefore, if New South Wales made a tramway from Broken Hill to Cockburn, the companies could not use it? That is the case.
3232. What is the penalty? I cannot say.
3233. Mr. Trickett.] Did not the South Australian Government first lay down their railway to the border with little or no ballast, and did they not have to expend a large sum of money in increasing the stability of the line or improving it when the traffic increased? Yes.
3234. When they came to increase the speed and when the tonnage increased, had they to improve the carrying character of the line? Yes; they spent thousands of pounds in improving it.
3235. Mr. Hassall.] In the event of your company being able to reduce the grade from here to Cockburn so as to make it 1 in 100, would you be able to carry ore at a cheaper rate and still make money out of the transaction? Most decidedly, because we could increase our load.
3236. So that in the event of coming into competition with a railway that may be constructed across the country from Condobolin to Broken Hill, do you think your company and also the South Australian Railway Department would be able to reduce the rates now charged? I do, most decidedly.
3237. Say the cost of conveyance of ore to Port Pirie is 12s. 3d. per ton,—what percentage do you think could be knocked off that charge, taking the whole distance? It depends upon the load; perhaps 10 per cent., but not more.
3238. In the event of the grades being reduced, there is no doubt that a reduction could be made? Certainly; you could carry a much heavier load to make up for it.

Mr. Lewis Oswald, general mercantile agent and sharebroker, Broken Hill, sworn, and examined:—

- Mr. L. Oswald. 3239. Mr. Fegan.] What is your occupation? General mercantile agent and sharebroker.
- 2 Oct., 1896. 3240. How long have you been here? A little over eight years.
3241. Have you a thorough knowledge of the requirements of Broken Hill? Yes.
3242. I suppose you have been to the markets of Melbourne, Adelaide, and Sydney? I cannot say I have been there, but I have been acting as agent with those markets.
3243. Can you tell the Committee what is the freight on any line for general goods from Sydney to Broken Hill? There is a fairly heavy line, well packed, easily handled—I refer to candles. There is a large consumption of them in the mines,—20,000 boxes of them are used in the mines, not counting the houses; a box contains 25 lb. weight. I represent the largest New South Wales manufacturer, which is with the Sydney Soap and Candle Company. In competing, I have to compete against foreign goods, also the Adelaide goods. I find in getting my candles round by water to Port Pirie thence by the South Australian and Silvertown tramway my freight compared with that of Adelaide is 50 per cent. higher, for instance they can land candles here from Adelaide at under $\frac{1}{2}$ d. per lb. From Sydney it cost me a fraction under 1d. per lb. Of course the only way which I am able to do it is there is a protective duty on candles. From what I can learn the freight from Port Pirie to Cockburn on goods coming into the country is greater *pro rata* than is charged on goods sent from Adelaide by rail to Cockburn. Of course the goods coming by way of Port Pirie come from outside colonies. The Adelaide merchants do not ship from Adelaide to Port Pirie, and thence by train, they send their goods direct from Adelaide to Broken Hill. I found that in several lines, such as wines and spirits, we could not compete here at all with South Australia, and I found that in various other mercantile lines that I had agencies for, we could not compete unless we had a protective duty. The excessive freight by water, and thence by rail, quite crippled the business.
3244. How do you mean you could not compete, is that in selling? Yes, I mean that my invoice price for the same class of goods had to be considerably lower in the Adelaide prices to give me a chance of competing with them owing to the excessive rates I had to pay.
3245. Can you buy candles more cheaply in Adelaide than in Sydney? No, they are invoiced on the trucks at about the same price as f.o.b. in Sydney.
3246. Then as far as prices are concerned there is no difference? No, perhaps my prices from Sydney are a little bit better.
3247. Therefore the consequence is that the people in Adelaide seem to have this particular trade? They have 90 per cent. of it. My own idea is that they have 90 per cent. of the general trade of the town.
3248. Chiefly on account of the freight and the distance? Yes.
3249. If a line were constructed from Condobolin to Broken Hill that would not make it any better? It would depend on how the freight across the country would compare with the freight by sea and thence by railway afterwards. I may state that to get a line like candles from Sydney and landed here in the cheapest possible way it costs £6 per ton, that is taking a fair class of goods, because they are handy and packed into as small a space as possible.
3250. Does not the length of time in transit make any difference? Yes; from the day goods are ordered to the day you receive them is never less than three weeks, and it generally extends over a month when you order them from Sydney. If you order them from Adelaide you get them up within a week.
3251. Do you find any difficulty in getting Sydney goods from Adelaide to Broken Hill? I always get them from Port Pirie.
3252. Do you find any difficulty there? I never have any difficulty.
3253. From the time they reached Port Pirie till they reach Broken Hill is there much delay? I cannot tell how long the goods are kept at Port Pirie.
3254. If you have a consignment of goods will you not be advised when they reach Port Pirie? No; only when they reach Sydney. I never hear anything more of them until my carrier advises me they are at the goods station.
3255. Have you ever had complaints that Sydney goods are kept back, and that Adelaide goods get quicker dispatch? No.

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3256. Do you regard £6 per ton as a fair freight from Sydney to Broken Hill? No; but that is what it costs.

3257. Is that the cheapest carriage possible? Yes; and by getting goods in large consignments—some hundreds of boxes at a time. If I only got a small consignment it would run into something like £8 10s. per ton.

3258. So that a small trader could not deal directly with the port of Sydney? No.

3259. If £2 were added to small consignments, would it make it impossible for small traders to deal with Sydney? Yes; I have to get truck loads carrying 6 tons.

3260. I understood you to say that you get 20,000 boxes of candles yearly? No; that is the total quantity used in the town.

3261. Does that mean that £1,338 per annum are paid for candles alone from Sydney? No; the total consumption of candles at Broken Hill is 20,000 boxes per annum. The largest proportion of those comes from Adelaide; they are cut contract prices for the mines. I should say we get about 5,000 boxes of candles from Sydney in the year.

3262. What is the difference in the price of Adelaide candles as compared with Sydney prices? When you quote prices you have to take into consideration the quality. The Adelaide candle of the same quality as the Sydney candle is sold at about the same price for local consumption; but on the mines it is somewhat lower than the Sydney price, owing to the very large consumption. It is a cut price.

3263. You buy a large number of your candles, I understand, at Adelaide; what does the freight amount to from Adelaide to Broken Hill? I think it is a very slight fraction under 1½d. per lb., landed here. This is invoiced f.o.b. on board trucks at Adelaide. I think it is the one-sixteenth of a penny under the ½d.

3264. That is £4 13s. 4d. per ton? I know that is the price, although I never had them myself. I have seen the storekeeper's invoices, where the merchant got the freight as low as possible by sending a truck-load and dividing the lot between his various customers, and charging them *pro rata* for their share of the truck. It means about ½d. per lb.

3265. Then you get the freight from Sydney to Adelaide at £1 6s. 6d., and what is it from Adelaide to Broken Hill? 15s. to 17s. 6d., per ton, is the rate I pay from Newcastle to Port Pirie. It used to be 15s. per ton then. They go by cubic measurement.

3266. Do you get any other line of goods from Sydney? Yes; biscuits, wines, and spirits. The biscuits come at a very much heavier rate; the freight from Sydney is nearly 1½d. per lb. I was agent for Hacksall & Co. Biscuits are very light goods, and occupy considerable space; that is one of the heaviest freights charged on the railway. For bulk liquor the freight comes to something like 1s. 6d. per gallon. With regard to all the goods that come to Broken Hill for consumption, comparing Sydney prices with the cheapest water carriage, and then the charge from Port Pirie here, it is nearly 50 per cent. in excess of the charges for freight from Adelaide direct.

3267. Is that arrived at by comparing the distance? No; that is the absolute cost. The Port Pirie charges run up our expenses on account of the wharfage, carriage, handling, and transhipment.

3268. Would it be any benefit to the people of Broken Hill if the proposed line were constructed? If the freights were reasonable, the Sydney merchants would be able to compete in their own Colony a great deal better than they do at present, which would naturally be beneficial to the inhabitants here.

3269. Do you simply know the freight from Port Pirie to Broken Hill and from Adelaide to Broken Hill? I can give you the freight on one line. From Port Pirie to Cockburn, it is 57s. or 58s. per ton. I think it is 8s. or 9s. per ton from Cockburn here.

3270. So that considering the distance, the freight is excessive on the tramway? Yes, very excessive.

3271. Have the people here ever pointed that out to the directors? I cannot say.

3272. Can you tell us the reason why the people of Broken Hill asked for the proposed railway? I think the great reason is that they recognise that they are under the Government of New South Wales; but they are absolutely banished you may say from the capital of the country they belong to. I think that if there were a line that would come into competition with the line now in use we should get goods carried and passenger fares at something like a reasonable rate, instead of what they are at present.

3273. In other words, if the Government of New South Wales constructed that line, you would use it for no other purpose than to obtain a reduction in the freight charges from Broken Hill to Adelaide? That does not follow.

3274. Or if a line were made from Broken Hill to Condobolin you would use that line if it were the cheaper line, but not otherwise? I could not be expected otherwise.

3275. That is to say, you would use the New South Wales Government to force the Government of South Australia and the tramway company to reduce their freights? We would go on the common business view, that if competition came freights would have to be reduced. We also look at it in this way—if we want to go to Sydney we have to travel through two other colonies to get there; the return fare first-class, costs £13. By excursion rates last year it was £10 10s. first-class return to Sydney.

3276. What would be the steamboat fare from Port Pirie to Sydney? No passenger steamers run there. From Adelaide to Sydney it used to be from £4 to £4 10s.; but since the West Australian business increased so much the return fare is £5 10s. The fare from here to Adelaide is £4 18s. first-class return.

3277. Do you know the country between Broken Hill and Menindie? Yes, very well.

3278. If a line were constructed there do you think it would be the means of promoting settlement between here and Menindie? Yes; it would certainly open up the country to a certain extent, but I should not like to say to what extent.

3279. Do you think anyone would go out there and build villas or residences? No.

3280. Do you think they are better off at Broken Hill? Yes.

3281. Is not the rate of £6 per ton for candles about the highest? No.

3282. Is not hardware about £3 per ton? Yes; that is for heavy stuff, but I am speaking of general merchandise.

3283. *Mr. Trickett.*] Is there not a certain class of goods you can have carried for less than £6 per ton? £6 per ton is the whole freight from Sydney, including charges and everything.

3284. Would bulkier goods cost more? Yes; biscuits cost 50 per cent. more than candles. I think that you will find that the railway freight is £3 15s. per ton, absolutely for a distance of 253 miles.

3285. *Mr. Hassall.*] Have you any knowledge of special truck rates to Bourke? No.

- Mr. L. Oswald. 3286. The special truck rate to Bourke, a distance of 503 miles, is £41 for a 6-ton truck, which, of course, give a rate of £6 16s. 8d. per ton. The Commissioners say that if the same rate is applied to Broken Hill, owing to the distance that would have to be traversed, the charge would be £9 8s. 1½d. per ton, and we are told that is the lowest possible rate at which they can convey goods; would you patronise a railway if such a charge were made? Certainly not.
3287. Then, if the railway were constructed, as far as your business is concerned, you would not look at the proposed railway, but use the other line? Yes.

Mr. Charles Isaac, auctioneer and agent, Broken Hill, sworn, and examined:—

- Mr. C. Isaac. 3288. *Chairman.*] What is your occupation? An auctioneer and agent.
3289. *Mr. Hassall.*] How long have you been in the district? I have been at Broken Hill eight years. I was at Wilcannia four years. I was trading on the Darling River eleven years. My knowledge of the district extends over twenty-five years.
3290. Have you a good knowledge of the country over which the proposed railway will pass? Yes; I have driven over it many times. My first trip was from Dubbo. When the railway was extended there I drove from Dubbo to Walgett. From Walgett I came down to Brewarrina, and followed the Darling as far as Bourke, from there to Pooncarie, and through Booligal to Hay.
3291. Do you know the country between Broken Hill and Condobolin *via* Menindie? Yes; but I have not visited Condobolin.
3292. Do you know the country between Euabalong and Broken Hill? Yes, it is very good pastoral country; I could not speak with regard to its capacity for anything else. I am speaking from general experience in dry weather and wet weather.
3293. What is its carrying capacity? I could not say per acre.
3294. Do you think the country suitable for any other kind of occupation than pastoral? Certainly, if means for a water supply were found.
3295. Do you know that it is practically a dry country? Yes.
3296. Do you know that the water supply between the Willandra Billabong and the Darling at Menindie is practically an artificial water supply? It is very uncertain.
3297. Do you know that is also the case with reference to the water supply between Menindie and Broken Hill? Yes, it is very uncertain.
3298. Is it good holding ground for tanks? Yes, but it is all subject to evaporation and soakage.
3299. Is it not a very dry climate? Yes.
3300. Would not the tanks have to be very large, in order to withstand the drought? Yes, but recently many station-holders have made excellent provision for carrying stock, but in other portions of the country I admit the water supply is very uncertain.
3301. Are not the pastoral properties between Broken Hill and Euabalong all held in large areas? Yes, most of them, but a good many homestead leases have been taken up lately.
3302. Do you know under what control these properties are—private individuals or banking institutions? I know for nine months out of the twelve the owners used to reside on those properties.
3303. Do you think that those properties, as now held, are in a position to carry on works for water conservation to enable them to withstand the drought? Yes, undoubtedly.
3304. Do you think a man of small means, such as a homestead lessee, would be in a position to do so? He could only do so on a small scale.
3305. If a man had means to carry out the improvements absolutely necessary to occupy a dry country like that, would he not have enough money behind him to engage in some other occupation which would be a little more comfortable? Yes.
3306. Have you any knowledge of the traffic along the river? Yes, a great deal.
3307. Can you tell me what proportion of the country which would be traversed by the railway line would send produce down the river? I have never visited Condobolin, but there are very large properties about Hillston which now send their wool to Hay. They have to do so, because it is the nearest point where they can with certainty send it to market, but there are various other properties between Ivanhoe and Menindie, which would in all probability use the river as a means of conveyance.
3308. Is it not a fact that most of the woolsheds are situated along the river? Not on the big stations, only in the case of the river stations.
3309. Do not the river stations run a long way back? Yes. Were the river navigable, which it is not all the year round, there is not the slightest reasonable chance that the wool would be sent by rail, but it is very uncertain, and the pastoralist might have his wool kept on the bank of the river for two years. If a railway were running near these properties the proprietors would make use of it in order to avoid the uncertainty. Undoubtedly a large proportion of the stations would use the railway. I believe they would even pay two or three pounds a ton extra. If the river were falling rapidly they would prefer to pay the railway freight. As looking the river is a thing of the past they would utilise the railway.
3310. How many times have you known the river to be unnavigable for any length of time? I have known it to be so between eight and ten months, and for a portion of the time that was the case as far as Wentworth.
3311. Has the river been frequently in that state of late years? During the last four or five years there has been more water in the river than there has been since 1873.
3312. Is there likely to be any traffic in stock on the proposed line of railway? There is a great deal of travelling stock, but that all depends on the seasons. The rain being so partial the travelling of live stock to market is very uncertain, but a lot of stock starts from the Queensland boundary at Thargomindah and goes to Bourke. A great deal of the stock instead of going to a point where they can strike the railway come here and go down to Adelaide. Undoubtedly if there were a railway on the proposed route more stock would go that way than does at present.
3313. Would you advocate the construction of this railway? That is rather hard for me to answer. I would advocate the railway not as an immediate source of revenue, but as an ultimate one. On the route of this proposed railway you strike a number of stations of whose existence people are unaware. The traffic would be very large irrespective of the number of mines opened lately at Broken Hill for the treatment of silver ore. The traffic on the proposed route would be very great.

3314. Do you think there would be much passenger traffic? On several occasions I have had to go to Sydney, and I have had to travel right across from Ivanhoe to Hay, and on some occasions I have had to travel to Bourke.

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3315. Have you any idea whether this line will be used for the conveyance of ore from Broken Hill? That will depend entirely upon the rates charged. For one mine that was working a short time ago there are at present from fifteen to twenty; if these companies could get a marketable price for the ore, something that would pay them for their labour, there is no doubt the ore would go by the railway.

3316. Under all circumstances would it not go by the cheapest route? Undoubtedly if there were two means of communication the cheaper would get the traffic.

3317. Would not an increase in the carrying capacity of the country which was spoken about mean more expenditure than it is worth? That may be the case, but I maintain that notwithstanding all the evidence that has been given about smelting operations at Broken Hill ceasing in the near future, the increase in the amount of ore produced which will find its way to other smelting works will be sufficient to counter-balance the diminution in the supply of coal and coke. The question of freight of course arises again.

3318. Do you look upon the country between Broken Hill and Condobolin, leaving Broken Hill itself out of the question, as being likely to be able to contribute sufficient traffic to support a railway? I undoubtedly think that the stations lying on both sides of the proposed railway would send their wool by it if they were charged anything like a reasonable rate instead of allowing it to lie on the river bank for an indefinite period.

Mr. Alexander Stewart, General Manager, Broken Hill Proprietary Company, Broken Hill, sworn, and examined:—

3319. *Chairman.*] What is your occupation? Manager of the Broken Hill Proprietary Company.

3320. How long have you been manager? About two years.

3321. What number of men are employed in your mine? About 3,000 at the present time.

3322. Are you aware how many men are employed on the Broken Hill field at the present time? I cannot give much information on that point. I can merely give a rough estimate. I should say that there are about 4,500 employed on the mines altogether.

3323. In addition to the 4,500 men employed in the mines how many are employed incidentally, for instance wood-carters and so on? That is very difficult to estimate; there might be 500.

3324. Therefore 5,000 would cover the total number of men employed in the mines in this district. Of that number how many are connected with the Proprietary Company? About 3,300.

3325. Out of a total of 5,000 men employed the Proprietary Mine employs 3,300, and of miners alone the Proprietary Mine employs 3,000 out of a total of 4,500? Yes; and in these figures I include the men employed by the Tarrawingee Flux Company.

3326. That is the total number employed on the field? Yes.

3327. Can you state approximately what amount of ore you have produced per month during the last two years? To reply to that question I shall have to refer to documents.

3328. Do you know your yearly output? It has varied very much during the past two years. It did run about 300,000 tons per half year formerly, but that has been reduced very much during the last two years.

3329. What do you think it is reasonable to suppose the Proprietary Company will put out yearly in the shape of ore during the next twelve months? About 6,000 tons or 7,000 tons per week, or (say) 320,000 tons next year.

3330. How much do you think you will produce after that? That depends upon a great many circumstances, such as markets, and so on.

3331. Is it reasonable to suppose from your present information that the output is likely to keep up to that figure for a number of years? Yes; the mine can do it.

3332. Are you of opinion that the mine can keep on the same grade of ore for a number of years to come? Yes.

3333. Is it a question of competition, the price of silver, and other matters that cannot be calculated? Yes.

3334. But in all human probability that output would be kept up for a number of years? Yes.

3335. Outside the Proprietary Mine, what amount of ore do you think it reasonable to suppose will be raised during the next twelve months? I have not the remotest idea; however, I think it will be quite easy to obtain that information from the other mines.

3336. Can you say anything about the life of the Proprietary Mine at the present rate of output? No.

3337. Except that it will last a great number of years? Yes; it will last a great number of years as far as we can tell. Of course, the life of the mine depends on a number of things.

3338. Will you say that it will last twenty years? I should not like to mention the term of years at all.

3339. Does it look perfectly stable and wholesome as far as you can see? We have published figures recently for our shareholders, and I can give you a copy of those figures.

3340. You have told us that the Proprietary Mine employs 3,000 men, and that outside mines employ 1,500,—is it reasonable to infer that if your return from the employment of 3,000 miners is 350,000 tons of ore per annum that returned from the other 1,500 miners will be half that amount of ore? No.

3341. Would it be less or more? It would be more, because included in the 3,000 men whom we employ, there is a number of men occupied in the treatment of ores. In those mines where the total number of men is occupied in the extraction of ore, man for man it must mean a greater output. Out of the 3,000 men employed by our company, there may be 1,600 employed directly in the extraction of ore, and in those mines where they do not treat the ore at all on the spot, the number of men employed by them should be compared with 1,600 out of 3,000.

3342. Is it reasonable to suppose, therefore, that under present conditions the output from the Broken Hill field will be 700,000 tons per year, that is double the quantity produced by the Proprietary Mine? No; that supposition would not be altogether reasonable.

3343. What would be a reasonable inference as to the total output? You must reduce it again and get the proportionate number engaged in underground mining, and then take them man for man.

3344. What is the amount of ore that could be got altogether from the mine? I cannot say; I have no definite knowledge on that point.

3345. There is no doubt that more than 350,000 tons of ore per annum could be produced? I think if forced the Proprietary Mine could produce 500,000 tons of ore per annum. I do not know that it is advisable to do that at any time, but it could be done.

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3346. In bringing about a saleable product from the mine coal and ore are used; in that production is there more coal required than ore? As a whole in treating a ton of ore I do not think the difference is very much. I would not like to state it definitely. I should be glad to look it up. In considering the ore as it comes from the mine I do not think there would be much difference.

3347. If we have been informed that it will take 3 tons of coal to deal with 1 ton of ore, do you believe that is not quite a correct statement? It depends upon how you deal with the ore.

3348. When we were examining Mr. Howell he gave the following evidence:—

The present output would increase considerably if there were direct communication with the seaboard of New South Wales? Yes. You are masters of the situation here, because you have cheap fuel which is the greatest of all considerations in the treatment of sulphide ores. Without cheap fuel you cannot work profitably a majority of the Broken Hill sulphide ores. Including coal for the manufacture of coke it takes about $3\frac{1}{2}$ tons of coal to treat 1 ton of sulphide ore; and coal costs delivered at Broken Hill about 35s. a ton, whereas the ore can be brought down for much less.

What do you think of that statement? I could not express an opinion upon it, unless I knew how the ore was to be treated. If Mr. Howell has made that statement he has in his mind some different method of treating the ore to what I have. Unless you can explain to me the details of the treatment of the ore I cannot express an opinion upon it. If you extract ore to export it at the nearest sea port you only require coal to take the ore out of the mine.

3349. We have a definite statement that the majority of the ore to be raised at Broken Hill in future will be sulphide ore;—is that correct? Yes.

3350. The next point is this—it takes about $3\frac{1}{2}$ ton of coal to treat 1 ton of sulphide ore;—is that correct? That depends altogether upon how the ore is to be treated, and to what extent it is to be treated.

3351. Do you think, taking mining operations on the whole, that more coal will be required in the process than ore upon which the coal is used? Do you mean the ore as it comes from the mine.

3352. As you are likely to work your enterprise? I should say that in taking the ore as it comes from the mine there should be very little difference weight for weight.

3353. Is it your contention, speaking from your present standpoint, that it is immaterial to the Proprietary Mine whether the ores go to the coal, or *vice versa*? What I maintain is that it is practically immaterial to the Proprietary Company whether the lead products of the ore go to the coal, or the coal is brought to the ore. If you deal with the zinc product you must take it to cheaper coal than you can possibly get here, but those two products, the lead and the zinc, can, and will be separated at the mines.

3354. You have told us that 350,000 tons per annum will in all probability be raised from your mine, do you desire us to understand that such a process is likely to be carried out with regard to the 350,000 tons of ore as will necessitate the use of 350,000 tons of coal? Yes, certainly.

3355. Will it necessitate the use of more than that? That is where the difficulty comes in; I can tell you to a ton if you separate the zinc from the lead.

3356. By the time you have ceased your operations and you have dealt with your ore, have you used a greater weight of coal than of ore? I would require to make it up specially; I never have made it up. We have adopted the method of dividing the ore at the mine into a silver and lead product, making up an average of 1 ton of coal to 1 ton of ore.

3357. Will you let us have the figures later on? Yes.

3358. We have not yet decided the question whether the coal is coming to Broken Hill or the ore is going from Broken Hill to the coal;—from your standpoint is that question in abeyance at present? Yes.

3359. It does not pay you to lose the zinc product? As a matter of fact, we have not recovered any zinc up to date.

3360. Does it pay you to lose it? Not if you can recover it at a profit. We do expect to recover it at a profit, and it is in the treatment of zinc that coal is required.

3361. Then Mr. Howell's statement is correct? I cannot say, but no doubt that is what he had in his mind at the time he made that statement.

3362. If the companies determined to recover the zinc product, would it not become necessary to make use of more coal than ore? Yes.

3363. Are not the large establishments on the eastern coast being erected for the special purpose of obtaining the zinc product? Yes.

3364. Is a silver mine likely to pay better if all the products are obtained? Yes.

3365. Is it reasonable to infer that the zinc will be saved, and that a large amount of coal will be used, and that the ore will go to the coal? Yes; There is one point, however, which comes in. If after you get the ore extracted from the mine, you can separate your lead product from your zinc product, it is reasonable to suppose that the zinc product will go to the coal; but it does not necessarily follow that the lead product will go to the coal.

3366. Then it is a question whether it is better to separate those products before you send away the ore? Yes.

3367. At present the products under consideration go by way of Cockburn and Port Pirie? Yes.

3368. Do you know what it costs you to get to Sydney? We have never sent any ore there.

3369. What does it cost you to get coal? I cannot say definitely, because we contract to get the coal at Port Pirie for 13s. 3d. per ton.

3370. What does it cost to get the coal from Port Pirie here? About 14s. 11d. per ton on the South Australian railway, and 4s. 8d. per ton on the Silverton tramway.

3371. Are those the present rates? Yes, I think they are; but I will give you the exact figures.

3372. Do you believe that 19s. 7d. is the total freight from Port Pirie? Yes.

3373. We know that 5s. or 5s. 6d. is the freight by sea, so that makes a total freight of 25s. 1d.? Yes.

3374. So that to get a ton of your product from your mine to the eastern seaboard would cost 25s. 1d.? No, a ton of product will cost double.

3375. Do you add the price of your product on to that? No; that is for coal only.

3376. What is the freight for your product? I do not carry the figures in my head. I think the present freight on the Silverton tramway is 9s. 9d. for bullion, and 4s. for ore. I think it is 11s. 10d. on the South Australian railway, that is, 15s. 10d. for ore.

3377. Adding 5s. 6d. on to that for sea carriage, that will be 21s. 4d. for sending the ore to the eastern seaboard;—is that the rate you are paying? We are not actually paying that. I do not know whether or not we can get those freights by sea. We have not sent any ore at all.

3378. Are you sure about 15s. 10d. per ton? I am almost certain.

3379. Then, if it would cost 5s. 6d. for sea carriage, the cost would be 21s. 4d.? Yes.
3380. Then, if the proposed railway would carry the material for 21s. 4d. per ton to wherever the coal is, the probability is you would send it by that railway? At any rate there would not be any loss in sending it.
3381. We have a pamphlet handed in by the Mayor of Broken Hill, in which it is pointed out that there is to be a rate charged of 9s. per ton from the Border to Port Pirie, and the manager of the Silverton Tramway Company has told us that 3s. 3d. per ton will be the cost from Broken Hill to Cockburn, so that will give a freight to the seaboard of 12s. 3d.;—do you know anything about that? Not officially. I have heard that there are such proposals in view, but I have not been advised officially, and cannot say whether that has been carried out.
3382. Have you any reason to doubt that it will be carried out? I have very little reason to doubt it; as a matter of fact, we have a rate of 9s. per ton for sulphide ore only.
3383. That is your principal product? No; at present it is oxidised ore.
3384. It is said that carbonate ore will be carried at the same rate as sulphide ore;—do you doubt that that will be so? I think it will be to the interests of the South Australian Railway Department to grant that rate.
3385. Therefore, instead of taking the freight at 21s. 4d. per ton to Port Pirie, we have to take it at 12s. 3d. per ton, with 5s. 6d. for sea carriage, which makes it 17s. 9d. per ton? Yes.
3386. Therefore the New South Wales railways would require to carry ore at 17s. 9d. per ton before it would pay you to send ore to such coal centres as you may desire to reach? That is so.
3387. That is the price you could pay at present without loss? Yes.
3388. What is the distance from Cockburn to Port Pirie? 218 miles.
3389. The South Australian Government in future will charge 9s. per ton, which is approximately $\frac{1}{2}$ d. per ton per mile—that is on a narrow gauge, with all the defects which generally attach to narrow-gauge railways. Do you infer that the New South Wales railways, with a 4-ft. 8 $\frac{1}{2}$ -in. gauge, could do the work cheaper than $\frac{1}{2}$ d. per mile? I have no doubt whatever that they can do it for less.
3390. Are you aware that the South Australian Government are making a profit at that rate? As a matter of fact, I do not know; but I imagine they are not making a loss, otherwise they could not do the work.
3391. There is no competition at present? No.
3392. And, therefore, they fix a rate which we may assume is a paying rate? Yes.
3393. Is there fair return loading from Port Pirie? Yes; all the coal is brought up.
3394. Is there about the same coming back as there is going down? No; not since the export of sulphide ore began.
3395. Does it approximately amount to the same? I should imagine that it is not more than half.
3396. Do you infer from the fact that a narrow-gauge railway can do the work that a New South Wales railway with a better gauge could do it more cheaply? Yes, that is a reasonable supposition.
3397. Let us look at the case from another standpoint: At Broken Hill we are 253 miles from Port Pirie. The South Australian Railway Department and the Silverton Tramway Company desire to maintain the trade; they have to carry a distance of 253 miles, while New South Wales has to carry a distance of, it may be, 600 or 700 miles. If the country for 253 miles can be as easily worked, from an engineering standpoint, as the 700 miles of country on the other side, it simply comes to be a question of the cost of sea carriage as against the cost of 450 miles of land carriage. The South Australian Railway Department and the Silverton Tramway Company have the power to put down a railway of a broader gauge, and if they are forced to do so they are likely to do so. Is it not reasonable to place the cost of sea carriage against land carriage for 450 miles? It is not altogether reasonable, because there is the other traffic that could be got by the railway which could not go by sea except at a much higher rate, and then there would be the saving of time.
3398. Would not the saving of time be important with regard to passengers and goods? Yes, of course.
3399. Has your company made an arrangement for seven years to use the Silverton Tramway for all stuff going to the westward? An arrangement is proposed which has not been completed yet, as far as I know.
3400. Is it completed as far as your company is concerned? I believe not.
3401. Is it to be completed? I do not know; that lies with the board of directors. But it has been proposed, and the details have been drawn out. As a matter of fact, I think it is not complete.
3402. It was stated in evidence this morning that that arrangement would certainly be completed? I believe, as a matter of fact, it is more than likely that it will be completed, but up to this date the agreement has not been signed.
3403. But it is highly probable that it will be completed? I think so.
3404. If that agreement be signed, and if a 4-ft. 8 $\frac{1}{2}$ -in. gauge railway be made from Menindie on to Broken Hill, and thence to Cockburn, your mine could not use it except for stuff going to the eastward? Really I do not know; I never heard it put in that way before. I think the ordinary reading of the agreement means that if the New South Wales Government make a railway to Broken Hill, and also to convey traffic to the South Australian railways, this agreement would prevent that. That is my own opinion.
3405. What is the agreement made for: have you really made an agreement that all ore going westward will use the Silverton tramway? Yes, that is so. I think if the New South Wales Government made a railway to the Border at Cockburn, so that there will be two lines to deliver at the same point, the Silverton tramway would not exist any longer.
3406. If you made an agreement for seven years with the Tramway Company, would it not have to exist for that term? I think if you promised to make a railway down to Cockburn it would defeat the agreement.
3407. When was the agreement made? We always had an agreement. I understand it was made to give encouragement to the company to make the tramway; it has been in existence all along. This is now only an extension of the agreement.
3408. But still it is binding for seven years? I think it is not signed yet.
3409. Can you tell us definitely what the agreement is? No.
3410. Does it apply only to ore, or to all goods? I really do not know about outside goods. I think for all general goods to be delivered to the town of Broken Hill the rates remain as they are, but I am not quite certain.
3411. Is this the case: That a number of people—some of them interested in the tramway company and some of them in the mines—met and formulated a certain scheme which would be satisfactory to both of them;

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them; a tramway company cutting down its rates, and the great suppliers of freight in this vicinity agreeing to patronise the tramway for a term of years;—is that what it means, roughly speaking? Yes; I would say, roughly speaking, that is what it amounts to; but so far as I know, no one connected with the mines has ever contemplated the possibility of the New South Wales Government making a railway between Broken Hill and the Border of South Australia. If there is any such proposal, I think the sooner we know about it the better.

3412. Do you know the conditions of the Act constituting the Silverton Tramway Company? I have read them, but I do not remember them.

3413. Will you tell us as briefly as you see fit why you would advise us to suggest that a railway should be constructed from Sydney to Broken Hill, or why you would not advise us to do so? I see a great many advantages that would be gained by this district if it had direct communication with Sydney. When you leave here for Sydney at present you get to Adelaide and lose the best part of a day; then you leave for Melbourne, where you arrive after very slow travelling, and you lose the most part of the day there before you can go on to Sydney, whereas if there were a railway direct to Sydney by any of the proposed routes, it would tap all this district, and give us rapid communication.

3414. Your first point is speedy and easy communication with the metropolis, and the sympathy which is begotten of that? Quite so; and there are the material advantages which would be derived by having direct communication with the capital.

3415. What is your next point? Independently of the treatment of the ore, and the mode in which it may be treated, so long as these mines continue to exist we shall always require large quantities of coal and other stores which we might get much more cheaply by a railway direct to Sydney.

3416. Have you any idea as to the amount of coal that is used in smelting, and the amount used for motive power? I will be glad to give the figures later on.

3417. What coke do you use? Coke from Germany.

3418. Do you use colonial coke? Not now.

3419. Will you use it? Yes, if we get it delivered cheaply enough. It is a matter of £ s. d.

3420. While freight from Germany remains as it is, and also the quality, will you use that coke? Certainly, if we do not get a considerable advantage in the New South Wales price.

3421. Has German coke less ash in it than New South Wales coke? Yes, and it is much better physically. It is better coke.

3422. Do you know Lithgow coke? No.

3423. Is coke from Germany landed at Port Pirie? Yes.

3424. You will continue to use German coke unless the New South Wales people learn to manufacture better coke? Yes.

3425. What coal do you use? Newcastle coal.

3426. Why do you use it? Because we find it is the best.

3427. Is it better for the purpose for which you require it? It is the best, taking price into consideration.

3428. Can you express any opinion about Lithgow coal? No.

3429. Do you want a good coal for your purposes, or would a second-class coal do? It all depends on the price. Under some circumstances it might be better to use an inferior coal.

3430. Where does the wood come from which you use for mining purposes? It is all Oregon pine from America.

3431. What does it cost delivered at Broken Hill? About £3 per 1,000 feet at Port Pirie.

3432. Is that 6s. per 100 feet superficial? Yes, 750 feet to the ton weight.

3433. For how much per 100 feet could you get it here? I will supply that later on.

3434. Would you be prepared to use timber brought from Menindie? That has been discussed; if we could get it cheaply enough we would be glad to take it.

3435. Would you furnish some figures in regard to what it would cost at the Darling, and what would be the railway rate? I will make up the figures. This proposed railway from Condobolin to Broken Hill has always been such an indefinite quantity in the past that we never made any calculation in regard to it. If there were a possibility of obtaining timber at Menindie and of bringing it across by any railway that is to be made we would go into these calculations, but we have never been able to do so in the past.

3436. Would gum timber be much better to use than Oregon? It depends upon the kinds of gum. There was a New Zealand gum which we used in the early days, but it rotted very soon. I understand that ordinary red-gum would last very well.

3437. Would you use it in preference to Oregon if you could get it at the same price? No; we might do so if put in position at the mine at the same price, but it would be harder to cut, carry, and set.

3438. But taking all the circumstances into consideration—the durability of the gum timber and its less inflammable nature—would you use it at the same price? Yes.

3439. Would you use it at a higher price? Not at a much higher price. We might use it at a higher price, because it would be better than Oregon.

3440. Do you use much firewood at the mine? Not since the South Australian Railway Department reduced their freight.

3441. What does it cost to deliver it at the mine? 14s. 6d. per ton.

3442. We are informed that timber could be obtained between here and Menindie at 3s. per ton. The New South Wales railway rate would appear to be 3s. per ton; therefore firewood could be delivered at your mine for 6s. per ton;—would you use that portion of the line for the carriage of timber? Most certainly, provided it is of fair quality.

3443. How many tons of firewood are required to do the same amount of work as one ton of coal? Two and a-half tons.

3444. Therefore, if that statement is accurate, coal would require to be worth only 14s. per ton in order to be purchased by your mine, if there is an unlimited supply of wood? Yes.

3445. Coal would cost you £1 12s. per ton, speaking roughly; if you could get material to do the same amount of work for 15s. per ton, you would buy the material at 15s.,—therefore, would it not follow that as long as the timber lasted there would be considerable traffic in firewood from the eastward to Broken Hill? Yes.

3446. How much firewood do you think Broken Hill uses now? I do not know; we use none.

3447. Would you use firewood if you could get it at 6s. per ton? Certainly, in preference to coal, unless it is extraordinary firewood.

3448. If it could be supplied at 6s. per ton, would there be an enormous demand? Yes.
3449. Can you put it in tons? I think 10,000 to 12,000 tons per month. That would be for the whole field, exclusive of the smelting operations.
3450. Do you say that certainly 10,000 or 12,000 tons would be used per month? Yes, approximately.
3451. Is your statement to this effect—that the ore used in your mine costs 6s. per 100 feet at Port Pirie? Yes.
3452. Rapidity of transit was your second point;—will you go on to describe the benefits which would be conferred by a railway on this part of the Colony? The next point I had was in connection with coal; but we have been discussing that in connection with the substitution of firewood for coal. If you could bring us sufficient firewood from Menindie, there would be no reason for going beyond that place to supply us with coal except in small quantities for special purposes. Then there is the question of coke. It is indefinite as far as I am concerned, because I do not know what quality could be supplied.
3453. What price do you pay for coke? About 31s. at Port Pirie.
3454. Have you not already discounted that by saying that until New South Wales can make better coke you will continue to buy German coke? No, I say that if they would reduce the price sufficiently we would use New South Wales coke. The New South Wales people or the producers of coal in any district might not be able to improve the quality of their coke, but they might be able to reduce the price. If you could increase the facilities of communication they might be able to supply the coke at less cost. I do not know that I can say anything more about it, because the whole thing depends upon the rates.
3455. If you could get enough inferior coke at a sufficiently low price to compensate this inferiority would you use it? Yes, it is all a question of cost irrespective of the quality of the coke. The other points are all on the same line; before anyone can say anything about them we must know what rates will be charged.
3456. With regard to the large population here, if it were possible to bring it in touch with good land and water where vegetables could be grown would it not be beneficial to the town? Certainly. The only definite statement we can make depends upon those points which we do not yet know. What rates can you offer. If you can offer us lower rates than anyone else it will alter the whole question, and we must go into it from the beginning.
3457. We must take it for granted that you would regard the railway as a purely commercial undertaking? I think there is another view that might be taken of it, that is as a national undertaking.
3458. I am talking of your view as the representative of a company. You would use it if the New South Wales Government could give you rates which would pay you as well as any other railway? Yes, certainly.
3459. It is a question of how much you are prepared to lose for the purpose of patronising a State concern. If the freight is to be higher you certainly do not think that the railway could be expected to get traffic from Broken Hill eastward? Yes. With regard to coke I may say that German coke was 2s. cheaper per ton than English coke, so we bought the German coke. The price varies. We used English coke some time ago.
3460. Are you aware that 40 per cent. of the product from Broken Hill goes to Germany and other parts of the old world for treatment? I am not aware, but I imagine that is about the present export.
3461. Will the establishment on the eastern seaboard of large smelting works do away with that trade? Yes, that is probable.
3462. Is it probable that a vast proportion of the product will be treated in the Colony? Yes, I imagine that will be the case. The reason why a large proportion of the product goes to Germany or other parts of the old world is in order to obtain the zinc. Since the operations on the eastern seaboard are for precisely the same purpose, I infer that the amount which will leave Australia to be treated will be small.*

Mr. Ernest Boan (Messrs. Boan Brothers), Broken Hill, sworn, and examined:—

3463. *Mr. Trickett.*] What is your occupation? A member of the firm of Boan Brothers, drapers, &c.
3464. How long have you been in business here? About nine years.
3465. What amount of goods do you import? Roughly speaking, about £30,000 worth a year.
3466. Does that consist of general goods? Boots and drapery.
3467. Which way does the bulk of the goods come? From Sydney *via* Port Adelaide and Port Pirie, thence by rail.
3468. Do you deal entirely with Sydney? Not entirely; the major portion comes from Sydney, the rest from Adelaide and the home country.

Mr. E. Boan.

2 Oct., 1896.

* *NOTE (on revision):*—As promised, I now have pleasure in enclosing a memorandum setting out information desired by the Committee, which I trust may prove serviceable to you. You will observe that in my evidence of yesterday I stated the price of timber at £3 per 1,000 feet, the correct price is as shown in the accompanying statement. I also notice, in looking over recent quotations, that English coke has been lower in price than that of German manufacture. I imagine the two are obtainable at about an equal price—the differences that appear in the cost delivered at Port Pirie being due to difference in rates of freight. *Memorandum.*—The amount of coal of a quality equal to the best Newcastle (New South Wales) steam coal required per 100 tons of average sulphide ore as raised from the mine is approximately 93 tons. Of this, 9 tons is required in the extraction and dressing of the ore and other operations connected therewith, and 84 tons in the treatment of the ore for the recovery of its contained metals. From the information available in this office, it appears that of the total number of railway trucks employed in this and other mining companies' traffic between Broken Hill and Port Pirie, about 25 per cent. are returned empty from the port. With the existing rates this proportion of empties must increase in future. The cost of coke delivered in trucks on the mine during the past five years has been £3 12s. 2d. per ton. The cost of mining timber delivered on wharf at Port Pirie is £3 8s. per 1,000 feet superficial. The existing rates from Port Pirie to the mine are as follow:—

	South Australian Railways.	Silverton Tramway.	Total.
	£ s. d.	s. d.	£ s. d.
Coke	1 3 4	9 9	1 13 1 per ton.
Coal	0 14 11	4 8	0 19 7 "
Mining timber	1 6 4	9 9	1 16 1 "
Oxidised ore	0 11 10	4 0	0 15 10 "
Sulphide ore	0 9 0	4 0	0 13 0 "
Smelter ballion.....	1 5 9	9 9	1 15 6 "

Mr. E. Boan. 3469. As we are chiefly concerned with freights from Sydney, will you tell us what it would cost to get goods from Sydney? I have been looking through our carriage account, and I find that for twelve months the cost has been nearly £1,300, that is carriage alone from Adelaide or Port Pirie to Broken Hill, and not shipping charges.

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3470. What does it cost you per ton to get your goods from Sydney? Roughly, about £7.

3471. How is that made up—what is the steamer freight from Port Adelaide or Port Pirie? There is no steamer freight at all. The goods are landed at Port Pirie or Port Adelaide, we have an arrangement with the warehouses, whereby they pay other charges, and we only pay the railway charges.

3472. Do I understand that these charges come to £7? Yes.

3473. Does the railway carriage for 253 miles cost that much? Yes, it is very bulky stuff.

3474. Is that a high charge on goods that take up a lot of room? It is the minimum rate at which they can manage it.

3475. I suppose you are aware that according to the rates for goods on the New South Wales railways the charge for the same distance as from Sydney to Broken Hill would come to considerably more than that? Yes.

3476. Are you a supporter of this railway? Yes; I should like to see it constructed.

3477. What do you think would be the advantages to the district and the advantages to the State, were a such a railway constructed? It would be a great advantage to the district by opening up the country. A large quantity of goods would come through from Sydney, that otherwise would not come here.

3478. But would they send goods that way if they cost more? Yes, a certain class of goods would be sent even if they cost more, even if they cost half as much again.

3479. What sort of goods? Very fashionable stuffs for which you cannot afford to wait three weeks or a month. We would be willing to pay almost double that rate for a certain class of goods. If it cost only a fraction more it would pay to get the bulk of our goods through by the proposed railway.

3480. I suppose there would be very little trade outwards from here in the shape of supplies? Nothing of consequence; there are a few stations near at hand, places within 100 miles of Broken Hill would probably do business here.

3481. Are there many others at Broken Hill in as large a way of business as yourself? In other lines of business I expect there are.

Mr. Oswald Septimus Maddocks, Sub-Collector of Customs for Willyama, sworn, and examined:—

Mr. O. S. Maddocks.

2 Oct., 1896.

3482. *Chairman.*] What is your occupation? Sub-Collector of Customs for Willyama. The district embraces Broken Hill, Cockburn, Silvertown, and Milparinka.

3483. *Mr. Wegan.*] Can you give us a statement of the imports and exports? Yes, I have prepared a statement for the last three years, and for six months of the current year.

3484. Can you make a statement giving the Committee an idea of the amount of trade transacted in this district? I can only deal with the items one at a time.

3485. What is the value of goods imported into Broken Hill within the last three years? In 1893, goods from Sydney were imported to the value of £139,455. In 1894, £150,312 worth of goods were imported from Sydney; that is the value at the port of shipment, that is Sydney. In 1895 the value of goods imported from Sydney was £117,113.

3486. Can you give figures for the total trade done here? I will be glad to do so, but I should feel obliged if the Committee would allow me to go through the figures again for the sake of accuracy, as I received somewhat short notice to prepare this evidence.

Mr. Harold Butler Sweetapple, mining contractor's manager, Broken Hill, sworn, and examined:—

Mr. H. B. Sweetapple.

2 Oct., 1896.

3487. *Mr. Hassall.*] What is your occupation? Mining contractor's manager

3488. How long have you been in business here? For nine years, but my firm has been in business here for about fourteen years. We supply all the mines outside the Proprietary Mine.

3489. Can you give an idea as to the amount of business you do in twelve months? About £36,000 worth is the turnover. We supply all the mines except the Proprietary Mine, with materials and goods.

3490. What do the goods principally consist of? Everything required in mining—explosives, iron, bolts, &c., nails, &c. We indent them from England, land them at Adelaide, and get them through from there.

3491. Do you import direct? Yes. I have figures showing the cost of carriage for six months, from the 1st of January last. We pay £2,219 to the railway alone, and out of that £710 was for coal from Port Pirie.

3492. Where do you get the coal from? Newcastle. Some came from Leigh's Creek, South Australia, but owing to its poor quality, very little, if any more, will be used here.

3493. Do you get any great proportion of goods at Adelaide? Yes; most of them come through Adelaide.

3494. Do you purchase largely at Adelaide, in addition to what you indent? Yes.

3495. Do you think that the construction of a railway from Sydney to Broken Hill, would be a benefit to you? Yes, we often get goods through from Sydney; but it takes a very long time to get them. We very frequently get big lines through from Sydney, such as galvanised iron.

3496. What is the rate of carriage on those lines between Sydney and Broken Hill? It comes to about the same as from Adelaide; but there is a slight difference in favour of Adelaide.

3497. What is the total cost of carriage from Sydney to Broken Hill? There are different rates for different classes of goods. For bulky lines like iron, it is about 90s. That is the rate through from Sydney, delivered at Broken Hill.

3498. What are your other rates? About £7 16s.

3499. Where would you expect the advantage to come in by getting goods carried direct across the continent from Sydney? There would be the quickness in delivery.

3500. Would you be prepared to pay a higher rate for carriage than you do at present? No, unless the goods were correspondingly cheaper in Sydney.

3501. If the Railway Commissioners say that the lowest rate at which they could carry goods by the proposed railway is £9 8s. 6d. per ton which would be for special truck loads of 6 tons each, would you be prepared to patronise the railway? No, that would be too much of an advance on what we pay at present.

3502. Of course that would be a material advance on the present price? Yes.

3503.

3503. No matter what mode of conveyance were provided, would you not in all cases adopt the cheapest route consistent with a reasonable time in delivery? Decidedly.
3504. Do you find any difficulty or delay in getting goods *via* Port Pirie from Sydney? Yes.
3505. Do you sometimes find a difficulty in the despatch of goods obtained in Sydney, as compared with goods obtained in Adelaide, when sent *via* Port Pirie? That is true, it sometimes takes three or four weeks to get goods from Sydney.
3506. Still, with all the delays thrown in, would you prefer the water carriage at the present low rates? I frequently go to Sydney for goods, because we can buy cheaper there. For instance, that is the case with cement, kerosene oil, and other articles of that kind.
3507. In the case of goods of that kind, it does not matter how long they are in course of transit? Yes.
3508. Taking into consideration the delay which may occur at Port Pirie, I suppose you arrange your business affairs accordingly? Yes.
3509. On an average, how many tons per year do you get through? I have not got the number of tons, but the cost of carriage for six months from the 1st of January last amounted to £2,219.
3510. Is that a fair average? It was a pretty good year, but I do not think it will be less next year.
3511. Then your average cost for carriage is about £4,000 per annum? Yes.
3512. And if that were increased 50 per cent. it would mean you would have to pay £6,000 per annum for the same goods? Yes.
3513. Would that not be too heavy a tax to pay for a railway? Yes.
3514. Would not the question of your dealing with Sydney, if a railway were constructed, resolve itself entirely into a question of railway rates? Yes.
3515. You would patronise the railway if cheaper, but otherwise you would not use it? Decidedly.
3516. *Mr Fegan.*] You have said that you can get several lines much cheaper in Sydney—what are they? Galvanised iron, cement, and kerosene.
3517. What is the difference in price for galvanised iron in Sydney as compared with Adelaide? I bought some to-day at £2 per ton less than I could have obtained it at Adelaide or Melbourne.
3518. That difference would assist you considerably in using the railway? Yes.
3519. What is the difference in the price of oil? It is 3d. a gallon cheaper in Sydney than in Melbourne or Adelaide.
3520. Would not that also materially help you to use the railway? Yes.
3521. What do they charge for conveying oil and so on? Take kerosene—I was speaking of ordinary machine oil, but in the case of kerosene 1d. per gallon would be a great saving on the quantity we get through.
3522. What do you give for kerosene oil at Adelaide with cost of carriage? About 9d. or 9½d. per gallon; at present, 9½d.
3523. Therefore in Sydney you get it 1d. per gallon cheaper? Yes; there are 8 gallons in a case, the carriage of that from Adelaide is exactly the same as from Sydney, getting it by boat to Port Pirie and thence by rail.
3524. Then carriage costs almost as much as the article itself? Yes.
3525. Would not that nearly pay the extra cost by railway; take, for instance, iron, the difference in price would pay the extra cost even at the high railway rate mentioned by Mr. Hassall? Yes; but I do not suppose we could always get these bargains; but, of course, we are always on the lookout for them.
3526. *Mr. Hassall.*] But if you could buy a line of goods at £5 per ton more cheaply in Sydney than elsewhere, would you not still take advantage of a cheap mode of carriage? Yes; most decidedly.

Mr. H. B.
Sweetapple.
2 Oct., 1896.

Mr. Patrick Quinn, hotelkeeper, Broken Hill, sworn, and examined:—

3527. *Chairman.*] What is your occupation? Hotelkeeper.
3528. How long have you been here? Seven years.
3529. Have you any statement which you wish to make to the Committee? Yes; I wish to show what freights I have to pay on the goods I import from Sydney. One ton 1 cwt. of bulk ale, delivered at Port Pirie on the railway trucks, cost 14s. 6d., from there to Cockburn the charge is 15s. 7d. per ton, from Cockburn to Broken Hill, a distance of only 35 miles, the charge is 53s. per ton; that makes a cost of £5 2s. 11d. from Port Pirie for a ton and a half of ale in hogshead. I produce another receipt showing the same rate: six cases of whisky 2 cwt. 2 qr. £2 10s. is the rate per ton from Cockburn to Broken Hill, and that makes the railway carriage £5 2s. 11d. on 1½ ton.
3530. Would you be prepared to pay at the rate of £5 2s. 11d. for 1½ ton of goods from Sydney by the proposed railway? Yes. When you are getting iron, or anything of that kind, it is all right; but beer and whisky do not get any better by being kept too long on the road.
3531. Do you pay £3 8s. 9d. per ton for beer? Yes. Six cases of whisky, landed at Port Pirie, cost 13s., it cost for carriage between Port Pirie and Broken Hill 18s. 7d., making a total of 31s. 7d. from Sydney to Broken Hill—that is, for 2 cwt. 2 qr.
3532. With rates at all approaching these, would you be prepared to use a railway if made between here and Sydney? Yes, at anything like that rate.

Mr. P. Quinn.
2 Oct., 1896.

Mr. William Maiden, grazier, Menindie, sworn, and further examined:—

3533. *Chairman.*] Do you know the country lying east from Broken Hill? Yes.
3534. Where do you first strike the timber? You come across the first large quantity of timber about 35 miles from here; there is a very large extent of it. You can go as far north as you like, right up to the river, and it is all timber. When you get within 35 miles of the Darling you strike the timber, and from there down to the lakes and the river there is a great body of timber as far as you like to go, and all round the river, in the bends and flats.
3535. Do you believe there is an unlimited supply of timber there? I am quite sure of it.
3536. What is the class of timber? The first timber you strike is mallee, belar, sandal-wood, and spotted gum, and various other kinds that are all suitable for fuel. A large quantity of the timber is suitable for props, and for all kinds of mining purposes where round timber is used. It runs from 8 inches to 14 inches in diameter.

Mr.
W. Maiden.
2 Oct., 1896.

Mr.
W. Maiden.
2 Oct., 1896.

3537. Going towards the river, is there a large quantity of red gum? Yes; there is an unlimited supply of red gum and box, fit for ordinary operations in a mine. A great quantity was sent from there in the old days. All the round timber used in the mines came from Menindie.

3538. What is its quality? It is much better for carrying weight than any other timber, and it is cheaper to land here.

3539. That is, it would be with the railway? Yes.

3540. There is an unlimited supply of timber fit for fuel and for ordinary mining purposes 30 to 40 miles eastward of Broken Hill, and there is practically an unlimited supply up and down the Darling River? Yes. To show that it is good timber, and suitable for the mines, I may say that a great deal of it was sent here in the early days, until the mines made contracts in the present way.

3541. Then the road carriage became too heavy for large contracts? Yes.

3542. At what price could props be obtained at Menindie? They used to land them at Menindie and along the road for 6d. each.

3543. Could you compete with Oregon timber at 6s. per 100 feet? Yes; the props I speak of had to be 7 feet long, and 7 inches thick at the small end. We could compete with Oregon timber at 6s. per 100 feet.

3544. Is 3s. per ton for firewood in the district you speak of a fair basis? Yes.

3545. On what sort of country is this timber growing? It is all growing on Crown lands, none of it, as far as I know, is private property or under leasehold.

3546. Then, it is available for the Crown if they see fit to use it? Yes, under the Land Act, as we have it at present, the timber does not form part of a man's lease. By paying a license fee, any person is entitled to go on a homestead lease, or a pastoral lease, for the purpose of obtaining timber, and that license only costs £1 per annum.

Mr. Charles Thomas Hyde, wood merchant, Broken Hill, sworn, and examined:—

Mr.
C. T. Hyde.
2 Oct., 1896.

3547. *Chairman.*] What is your occupation? Wood merchant.

3548. Is there a large consumption of firewood at Broken Hill for domestic purposes? Yes.

3549. What quantity of firewood is consumed for domestic purposes in a year? About 15,000 tons.

3550. Is that obtained locally? Yes, all of it.

3551. At the present time what is the cost per ton retail? About 16s. per ton. I am in as good a position as anyone to know what is the consumption of wood for domestic purposes.

3552. Then at the present time what is the cost per ton retail? It averages all the year round 16s. per ton delivered in the yard.

3553. Is firewood very scarce near Broken Hill now? Yes.

3554. What distance have the carters to go? From about 15 miles to 30 miles. It is getting scarcer every year.

3555. Is the bulk of the cost incurred for cartage? Yes; a little comes in by the Tarrawingee tramway, and some by the Silverton tramway.

3556. Does it come that way to any great extent? We obtained a large quantity last winter by means of the Silverton tramway.

3557. Is timber which is brought in by that means cheaper than timber which is carted? No, it is rather more expensive.

3558. How is that? In the case of the timber which comes in by the trains the cutter has to cart it 10 miles; then they have to load up the trucks on the tramway, and there is cartage afterwards from the truck to the yard. There is therefore more handling, because the teams bring the timber direct to the yard.

3559. Do you know the supply of timber at Kars and the rest of that country? Yes, there is a good supply of firewood there, the best in the district. There is almost an unlimited supply as far as domestic purposes are concerned.

3560. What is the price of coal for domestic purposes? It has been sold as high as £3 per ton, the average price is £2 15s. per ton for Newcastle coal delivered. Recently there has been a slight reduction, and I suppose coal could now be landed at £2 5s. per ton. That is the present price.

3561. As wood can be got for so much less, I suppose very little coal is used? Not a great quantity of coal; it is almost all wood, but I do not know what people will do here if some better arrangement is not made for getting the wood. Last year we had a most difficult job in trying to supply our customers; it was more difficult than in any previous year. We paid as much as 18s. 6d. per ton last year for wood delivered by teamsters. No doubt next year there will be much greater difficulty.

3562. The wood you refer to is, of course, in a rough state? Yes; the consumer has to get it in a condition ready for burning; it averages 23s. per ton as cut firewood. A railway to Menindie would be the best method to supply domestic firewood. If there is not a railway made to Menindie I do not know what people will do for firewood. The South Australian Government will not allow any timber to be cut over the border—it is all reserved for mining purposes. There is a very great quantity of wood in South Australia about 45 or 50 miles from here, but teamsters are not allowed to cut any.

3563. Is that reserved for growing purposes? No, I think it all mineral country, and the timber is reserved for mining purposes at a future date.

3564. Is it kept as a forest reserve? Yes.

3565. What area of timber country is there? I cannot say, but there is a very large area with good timber on it. There are 40 miles square of good timber country, and lower down the line there is plenty of timber. Wood was always scarce, but at one time it was more plentiful than it is now. Gradually the wood cutters have had to go further back, and within a radius of 20 miles of Broken Hill you can scarcely get a good load of sound timber.

3566. Have you heard it stated how many tons per annum are consumed by the mines? The mines have not been consuming much wood recently.

3567. But what quantity did they use at one time? They did use a great quantity once, about 15,000 tons per annum at one time. During the last two years they have not used nearly that quantity, simply because it is too expensive. In fact, they could not get it at any price. They called for tenders, but no one tendered. We did the same ourselves last winter. The fuel supply is a very serious matter here.

3568. Do you think the people of Broken Hill would be willing to pay 33s. per ton for coal for domestic purposes? Yes, they would jump at it; they pay about 35s. per ton for coke.

Mr.

Mr. Jabez Wright, alderman of the Borough of Broken Hill, sworn, and examined:—

3569. *Chairman.*] What is your occupation? Undertaker's manager, and alderman of the borough.

3570. What do you desire to prove? That it is requisite to build a railway at least from here to Menindie.

3571. *Mr. Egan.*] Will you give us your reasons for that? First, there is the wood difficulty, which has been referred to by Mr. Hyde. Being a householder, I can realise the seriousness of having to pay 23s. per ton for wood. The second reason is, that being a man with a family, I am in the position of thousands of others who cannot get fresh fish to eat. There would be a very large demand for fish if the Darling River supply were available. Many have tried to supply the town with fish at certain seasons, but they have only succeeded to a limited extent. The fish has generally gone bad on the journey.

3572. Where do you get your fish from? People have tried to bring it from Menindie by teams; then vegetables and fruit have to be brought here from South Australia over a very great distance, south of Adelaide. To my knowledge, there are no vegetables grown for this market on this side of Adelaide.

3573. Would the country along the proposed line of railway supply that want? On the river it is an acknowledged fact that the various vegetables would grow to perfection. I have myself seen fruits of the citrus tribe growing on the river.

3574. How far from Menindie? On a homestead belonging to Mr. Burns, between Menindie and Tolarno.

3575. Was there a large area under cultivation? About half an acre. It was not a commercial undertaking with him, and he merely gave away the fruit to his friends. On the same homestead lease, on the river-bank, all sorts of vegetables grow splendidly. He had a small engine on the bank of the river with which he forced the water on to this small area.

3576. Are there seasons of the year when you cannot get vegetables at Broken Hill? No; you can always buy them at a price, sometimes as high as 9d. for a cabbage or cauliflower. I think potatoes can be obtained at about the same cost as in Adelaide, with the carriage added.

3577. Have you the slightest doubt that if a railway were constructed from here to Menindie, Menindie would become more of a fruit-growing and vegetable-growing country? I have not the slightest doubt about it. It would sustain a very large population if, in addition to a railway, there were a lock across the Darling.

3578. Do you think it would be the chief source of supply for fish, fruit, and vegetables? Yes, the only place from which it would come.

3579. It would produce all the timber, fish, fruit, and vegetables that you would require? Yes; and also horse-feed; we pay £6 per ton for chaff. The next reason why I think the railway should be constructed is, because it would confer a great benefit upon the men who are employed in the mines. Many men work on and save a little money, but not sufficient to enable them to start in any business in the town. Most kinds of business are overdone, and the miners work on till they are carried to the cemetery. I have known scores and hundreds of cases where men would have had sufficient capital to take up farms on the river if there had been a railway between here and Menindie. They could have filled up their time by fishing, and they would have been alive to-day, producing food-stuffs for us at a cheaper price. Another reason is, that I suppose it will naturally follow that as the ores obtained here become of a baser character more labour will be necessitated; and if men have to pay excessive prices for food-stuffs they will not be able to work at as low a rate of wages as if they could get the necessaries of life cheaper; therefore it is probable that many of the ores will remain in the earth.

3580. Then you think that a number of people would go from Broken Hill to Menindie to become producers of various articles which the people of Broken Hill require? Yes.

3581. Do you know whether or not that land is available for settlement? There has been a large irrigation settlement set aside in that neighbourhood by the Government. I think there is an area of 25,000 acres.

3582. Whereabouts is that? On the river; but I do not know exactly the place; it is somewhere near Lake Menindie.

3583. What is the area of the allotments? I am not aware.

3584. You are not sure that it is not all one allotment? I do not know.

3585. So you think there is sufficient land available to commence the industries that you have mentioned? Undoubtedly.

3586. Did you mention something about locking the river? There is about 30 feet of river-bank at Menindie, and I am informed that the river falls only about 1 inch to the mile. That would give a head of water of 30 feet, which would dam the river back for twelve times 30 miles, and give at six times 30 miles 15 feet of water. That amount of water would be available on both banks. There are billabongs which would overflow, so that damming the river would provide the means of irrigation to the back country. I saw enough during a trip I made down there to show me that when the water reaches a certain level it overflows into those places.

3587. So that it would be beneficial to the people of Broken Hill if a railway were constructed to Menindie from here? Yes. When the meat-works started sending pork here from Menindie, in order to get it away before it had time to get bad in the summer, it sweated, and it brought very little in this market. South Australian pork, which was brought from a long distance, sold at a higher price.

3588. Do you think that it would pay to grow vegetables at Menindie which would have to compete with those grown along the South Australian line? Yes; for two reasons. First, the long distance from Adelaide to Broken Hill, and vegetables have to be brought a considerable distance further away than Adelaide; secondly, the people who grow vegetables there have in most instances to rent their land, and, of course, we know they have to pay the high price that other people are prepared to pay for that land. Those two things show me that vegetables and horse-feed could be produced more cheaply and better at Menindie than they could be sold by bringing them all the way from South Australia.

3589. Do you think there would be a large traffic in horse-feed? Yes.

3590. In some of the mines, do they use a large number of horses? Yes; and there is a large number of horses used in the town. About twelve months ago, at Tolarno Run, I saw splendid wheat growing on a homestead lease.

3591. Would not all that depend on the rainfall? Yes; but with irrigation all things are possible. There is another way of looking at the railway proposal, and that is from a revenue and a health point of view. The people here naturally avail themselves of every opportunity of leaving this smoke-ridden district

Mr.
J. Wright.
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J. Wright.
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district for a change of air. The only means available at present is a trip of about 3 miles by railway. If they went 40 miles out they would not get any better country to go to, and if they go in the direction of Silvertown they only find the same class of country. On the last occasion when Caledonian sports were held about 3,500 people went to Silvertown. Yesterday about 3,000 people went out to the recreation ground, and 2,000 of them went by the tramway. The price of the tickets was 1s. return, and the price to Silvertown is 2s. return—that proves an attraction to a large number of people. Judging by these facts, there is no doubt that a large number of people would avail themselves of the advantage of a railway to Menindie.

3592. Do you think they would leave the recreation ground to go to Menindie? Yes; it is within an easy distance—70 miles.

3593. But is there not plenty of dust there? Yes; but dust is much better than smoke. There are many spots between here and Menindie which, with a railway, could easily be made very nice places, and the people here would largely avail themselves of them. Speaking as an undertaker, I know that a large number of people die here for want of fresh air. I know it would hurt my business if you built a railway, but at the same time it would bring more population. The fact which affects me principally is that I have to breathe the same atmosphere.

3594. Do you think the construction of a railway from Menindie to Broken Hill would be the means of inducing business people to build dwelling-houses along the line? Yes.

3595. Do you think they would prefer to go to some distance from the town? Yes.

3596. Are there any such places along the other line towards Cockburn? The Silvertown Tramway rates are very excessive. There is a class of people in Broken Hill doing business who could live 35 miles out.

3597. You think that by constructing a dam on the Darling River, so as to keep Menindie and Speculation Lakes filled with water, that part of the country would become a favoured resort for the people of this town, and also a great producing district, which would be greatly to the advantage of Broken Hill? Yes, and it would create another class of people who would combine two occupations. It would enable people with families to take up a large area of land on the river Darling. They could come in here at stated periods of the year to work in the mines; they could devote the rest of their time in improving their homesteads; their families would be producing something on the land. Everything that people eat or drink here has to be purchased at a high price. We cannot keep a goat or a cow here.

3598. Is there not regular employment at the mines? No, it fluctuates; then men get bad through lead-poisoning very often. If we had a railway, instead of those men working on until they are taken to the cemetery they would probably go out to Menindie and recuperate.

3599. What is the death-rate here? Naturally, this climate is a splendid one, and if it were not for the fact that men get full of lead the death-rate would compare favourably with other places.

Mr. William Maiden, grazier, Menindie, sworn, and further examined:—

Mr.
W. Maiden.
2 Oct., 1896.

3600. *Chairman.*] Have you heard Mr. Hyde's evidence with regard to the supply of timber in this neighbourhood? Yes; and I think he has made a mistake with regard to the area of timber country available south-west of Cockburn. I know the country he refers to; it is within 25 miles of Cockburn. There is some mallee, but it is down the line some distance. The supply to be obtained at a reasonable distance below Cockburn would be very limited in extent, and it does not compare in any way with the supply on the Menindie side. The supply there would only last a short time.

Mr. Charles Counsell, shorthand-writer and accountant, Broken Hill, sworn, and examined:—

Mr.
C. Counsell.
2 Oct., 1896.

3601. *Chairman.*] What is your occupation? Shorthand-writer and accountant, resident at Broken Hill.

3602. How long have you been here? Two years.

3603. Did you prepare the pamphlet which has been referred to by his Worship the Mayor in his evidence? Yes.

3604. *Mr. Hassall.*] From what data did you prepare this pamphlet? I had personal interviews with several individuals who gave me information.

3605. You got information from various sources? Yes; as far as Menindie was concerned, Mr. Maiden gave me information; I got other information from data supplied to me by Mr. Maddocks and other gentlemen. I had to draw out a report from the best information I could get, and it was much longer than what appears in print.

3606. The first practical reason embodied in the report is that the level nature of the country would enable a line of railway to be made at a reasonable cost? Yes; I got that fact from the Parliamentary reports which have been published, and from reports of several engineers. The Government has obtained sufficient evidence on that point.

3607. The pamphlet says that the railway could be made very economically;—do you think it could be made for £2,600 per mile? From what I have heard I think it could be constructed for much less.

3608. I see that you state the imports for 1894 from South Australia as being worth £524,483, and for 1895, £544,239; and the exports to South Australia for 1894, £1,959,030, and for 1895, £1,917,354;—are those figures correct? They were furnished to me by Mr. Maddocks.

3609. Are the whole of the figures given here with regard to imports and exports correct, and can they be verified by reference to official reports? Yes; with the exception of the figures with regard to excursionists. I could not get that information from the Silvertown Tramway Company, but I got some information with regard to previous years. I gave that approximately. I tried to get the figures in every case.

3610. With regard to vegetables, do you suppose that potatoes could be grown at Menindie? I think they could if you had a water-supply.

3611. Do you think they would grow there as well as in cooler climates? I think so, judging from the effects of irrigation in California.

3612. With regard to vegetables brought here from South Australia, are they grown by means of the natural rainfall or by irrigation? I believe they are grown both ways.

3613. Have you had any experience in growing vegetables by means of irrigation? Yes; but only in an amateur sort of way.

3614. I suppose you have heard of the experiment at Mildura? Yes.

3615.

3615. Did that turn out to be a success? Chaffey Brothers were not so competent as they were believed to be, but I have no doubt irrigation can be carried out successfully for the nation and the individual, but people must get instruction about it.

3616. Do you think you could induce people to settle in Menindie district who would have sufficient knowledge, experience, and capital to produce vegetables? I believe a fine lot of men with means at their disposal could be found here who would take up small areas between here and Menindie.

3617. And you say that the only thing that blocks them is the want of railway communication? Yes, and the want of a sufficient amount of water. The land there is useless without a water supply. When I came here I found out by inquiry that when men worked in the mines for any length of time they lost energy from the effects of the lead.

3618. Do you contend that the construction of the railway would give miners an opportunity of varying their occupation? Yes; many of them would live 14 or 21 miles away.

3619. Would not that be a question of water supply? I mean they would have their residences out of town in order to get rid of the bad atmosphere here.

3620. Is it not probable that smelting operations will cease in a short time at Broken Hill? Yes; but there will be lead poisoning under ground. A man ought not to work more than six hours at that kind of labour. In the Cumberland mines a man is not allowed to work unless he has a small plot of land which he cultivates. The two occupations prevent him from becoming affected by the lead.

3621. Do you think that the establishment of irrigation farms as a result of the construction of the proposed railway would result in one body of men working in the mines during the time that another body of miners were working on their farms? Yes.

3622. Are you aware that at present Lake Menindie is practically dry, so that it would be necessary to incur a certain amount of expenditure in order to conserve water there? No doubt that is the case, but the locking of the Darling River would remedy that at all times.

3623. You give figures showing that thousands of pounds worth of food are imported to the district year by year;—do you think that the Government should make some effort to provide communication between here and the river in order to give the people an opportunity of growing these supplies in their own colony? Yes. The cost of living here is very great. I am informed that the price of a 4-lb. loaf of bread at Adelaide at present is 5d., while here it is 8d. The charge on the Silverton tramway is in some cases more than the cost of the goods which are sent by it.

Mr.
C. Counsell.
2 Oct., 1896.

SATURDAY, 3 OCTOBER, 1896.

[The Sectional Committee met at the Council Chambers, Broken Hill, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq., (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Charles Eley, Traffic Manager, Silverton Tramway Company (Limited), Broken Hill, sworn, and further examined:—

3624. *Chairman.*] Do you produce returns showing the passenger traffic on your tramway? Yes. I now produce the following figures showing the whole of the passenger traffic. The Sydney bookings for the year ending 30th June, 1896, were:—

Mr. C. Eley.
3 Oct., 1896.

<i>To Sydney.</i>			<i>From Sydney.</i>		
1st single	...	12	1st single	...	22
2nd single	...	18	2nd single	...	16
1st return	...	22	1st return	...	56
2nd return	...	12	2nd return	...	10
1st excursion	...	52	1st excursion	...	52
2nd excursion	...	6			
		122			156

The Melbourne and Broken Hill bookings for years ending 30th June, 1896, were:—

<i>To Melbourne.</i>			<i>From Melbourne.</i>		
1st single	...	27	1st single	...	31
2nd single	...	56	2nd single	...	39
1st return	...	52	1st return	...	114
2nd return	...	62	2nd return	...	28
1st excursion	...	30	1st excursion	...	12
2nd excursion	...	94	2nd excursion	...	6
		321			230

The South Australian and Broken Hill bookings for year ending 30 June, 1896, were:—

<i>To South Australia.</i>		<i>From South Australia.</i>	
Singles	Returns.	Singles.	Returns.
4,721	5,476	4,401	3,790
<i>Less Victoria and N.S.W.</i> 113	165	<i>Less Victoria and N.S.W.</i> 108	139
4,608	5,311*	4,293	3,651*

* No. of tickets issued; double to find No. of passengers.

Fares

Mr. C. Eloy. Fares Broken Hill to Melbourne. Single—1st, £6 13s. 0d; 2nd, £4 1s. 3d. Return—1st, £9 19s. 6d.; 2nd, £6 1s. 9d.
 3 Oct., 1896. Broken Hill to Sydney. Single—1st, £8 15s. 0d.; 2nd, £5 15s. 6d. Return—1st, £13 2s. 6d.; 2nd, £8 13s. 3d.
 Cook's excursion fares are: Broken Hill to Melbourne. 1st Return, £4 18s. 0d.; 2nd Return, £3 1s. 3d. Broken Hill to Sydney. 1st Return, £7 18s. 0d.; 2nd Return, £5 1s. 3d.

3625. Mr. Trickett.] Are the cheap excursions largely availed of? Yes, very largely. In addition to these, we are now arranging to run cheap excursion trains to Adelaide at £1 10s. first-class, and £1 second-class return. I find that I cannot get a balance-sheet as there is not one in the office, but you could get one at the Melbourne office. I also promised to get the rates by steamer from Port Pirie and Port Adelaide to Sydney, but I find I cannot get them here.

3626. Chairman.] You do not issue tickets in conjunction with the steamers, but only with the railway? Yes, that is all.

Mr. O. S. Maddocks. Mr. Oswald Septimus Maddocks, Sub-collector of Customs for Willyama, sworn, and further examined:—
 3 Oct., 1896. 3627. Chairman.] Do you produce statistics showing the imports and exports to and from Broken Hill during a series of years? Yes, they are as follows:—

COMPARATIVE RETURN showing principal Items, Quantities, and Values of Goods imported from South Australia.

Article.	1893.		1894.		1895.		1896 (half-year).	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Alkalies—Soda (caustic), crystals, and silicates, &c.	2,110 cwt.	£ 1,421	9,168 cwt.	4,151	14,091 cwt.	4,724	5,409 cwt.	3,116
Apparel (wearing)—Hats and caps, silks.	1,685 pkgs.	23,775	1,326 pkgs.	17,634	1,407 pkgs.	22,826	1,020 pkgs.	15,265
Dynamite	227,950 lb.	20,180	169,850 lb.	15,596	138,600 lb.	12,813	108,300 lb.	9,533
Powder, blast	323,362 "	7,072	447,560 "	9,213	205,750 "	4,380	83,544 "	2,286
Beer, in bottle	25,529 gals.	6,081	17,899 gals.	3,684	22,918 gals.	4,312	12,600 gals.	2,904
Boots and shoes	297 pkgs.	3,176	216 pkgs.	2,280	242 pkgs.	2,784	142 pkgs.	1,599
Butter	371,495 lb.	12,583	335,671 lb.	10,917	335,589 lb.	19,011	211,418 lb.	9,996
Candles	355,224 "	7,421	269,143 "	5,216	262,856 "	5,202	205,335 "	4,007
Coal	22 tons.	16	49 tons	50	6 tons	50	229 tons	296
Gold coin	27 boxes	122,000	4 boxes	14,500	6 boxes	26,000	12 boxes	22,000
Coke	61,869 tons.	64,589	47,571 tons.	36,373	42,402 tons	26,592	20,443 tons	64,261
Drapery	1,159 pkgs.	23,206	1,157 pkgs.	21,375	1,325 pkgs.	27,533	706 pkgs.	14,909
Eggs	349,352 doz.	10,121	334,030 doz.	8,195	335,033 doz.	7,695	89,953 doz.	3,833
Fish, fresh	1,589 pkgs.	1,013	993 pkgs.	974	890 pkgs.	634	703 pkgs.	761
" preserved	122,946 lb.	3,153	108,428 lb.	2,552	107,313 lb.	2,633	67,031 lb.	1,794
Flour	3,109 tons.	26,917	2,804 tons.	19,789	2,981 tons	21,595	1,382 tons	14,570
Fruits, dried	230,044 lb.	2,506	192,477 lb.	1,815	244,964 lb.	2,541	161,367 lb.	1,130
" green	28,635 pkgs.	14,253	25,102 pkgs.	10,541	29,326 pkgs.	11,541	26,551 pkgs.	8,906
Bran	179,349 bshl.	7,415	195,975 bshl.	6,538	269,248 bshl.	9,958	110,550 lb.	6,149
Oats	15,028 "	2,127	11,415 "	1,465	16,176 bshl.	1,893	4,126 "	675
Wheat	9,191 "	1,426	11,421 "	1,368	12,686 "	1,578	4,868 "	1,151
Hardware	4,487 pkgs.	10,354	2,165 pkgs.	7,486	2,895 pkgs.	9,527	689 pkgs.	3,047
Hay and chaff	5,465 tons.	13,971	6,245 tons.	13,840	8,478 tons	20,458	3,734 tons.	16,830
Iron—Bar, rod, and plate	414 "	5,647	371 "	3,714	429 "	4,517	215 "	2,933
Iron pipes	177 "	2,564	63 "	1,014	154 "	2,071	84 "	1,873
Iron castings	208 "	4,215	58 "	1,429	21 "	377	45 "	1,096
Iron—Galvanised, sheet, and bar.	178 "	3,308	76 "	1,383	124 "	2,195	36 "	748
Jams and jellies	158 117 lb.	2,620	124,910 lb.	2,041	98,178 lb.	1,546	200,766 lb.	3,025
Machinery	2,200 pkgs.	13,726	1,815 pkgs.	13,718	4,384 pkgs.	17,474	2,608 pkgs.	21,213
Malt	13,511 bshl.	4,112	15,093 bshl.	5,314	10,818 bshl.	3,508	8,555 bshl.	3,030
Milk, preserved	294,239 lb.	7,103	213,925 lb.	5,139	224,678 lb.	5,276	116,142 lb.	3,428
" fresh	50,579 gals.	2,628	61,570 gals.	3,139	69,563 gals.	3,656	28,603 gals.	1,443
Potatoes	1,894 tons	8,408	1,785 tons	7,113	1,787 tons	5,821	875 tons	5,153
Railway plant	471 "	12,129	228 tms. & 207 pk.	2,944	156 tms. & 296 pk.	2,078	516 tms. & 403 pk.	8,149
Salt in bags	831 "	1,136	1,753 tons	2,149	4,128 tons	5,826	2,223 tons	4,312
Sugar, raw	1,029 "	22,218	972 "	20,127	1,067 "	18,355	459 "	8,974
Tea	229,323 lb.	10,784	212,810 lb.	9,160	198,356 lb.	8,628	89,309 lb.	3,787
Timber, rough	19,442,471 ft.	121,969	17,524,942 ft.	104,727	13,280,171 ft.	77,932	3,727,432 ft.	29,076
Timber, dressed	205,717 "	1,385	77,831 "	730	104,058 "	999	66,418 "	831
Tobacco and cigars, &c.	56,817 lb.	6,805	47,545 lb.	5,685	57,911 lb.	7,152	24,785 lb.	3,124
Vegetables, green	26,852 pkgs.	9,146	19,921 pkgs.	7,759	24,519 pkgs.	6,045	7,337 pkgs.	4,175
Total value of South Australian imports.		£76,422		£52,483		£44,239		£410,261
Total duty collected		£98,700 9 0		£83,949 4 8		£88,875 4 8		£26,894 7 1
Imports from Queensland.								
Wool, greasy	569,752 lb.	14,211	416,785 lb.	10,410	317,083 lb.	8,184	256,906 lb.	7,030
Wool, washed	388,051 "	14,542	140,652 "	5,273	123,434 "	4,633	32,088 "	1,280
Live stock		44,174		24,800		23,168		7,712
Total value of imports from Queensland.		£72,927		£40,183		£35,985		£16,032

COMPARATIVE RETURN of Re-introduced Goods from Sydney.

Article.	1893.		1894.		1895.		1896 (half-year).	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Biscuits	61,328 lb.	1,657	52,935 lb.	1,480	65,100 lb.	1,975	26,975 lb.	904
Boots and Shoes	703 pkgs.	23,543	572 pkgs.	19,916	592 pkgs.	20,053	256 pkgs.	8,956
Butter	268,906 lb.	10,104	270,156 lb.	10,226	140,028 lb.	4,692	41,712 lb.	1,726
Candles	47,210 "	1,198	53,909 "	1,292	63,097 "	1,372	29,289 "	629
Cheese	158,019 "	2,435	130,007 "	2,019	91,990 "	1,775	38,176 "	861
Coal	34,930 tons	17,464	44,939 tons	22,470	42,843 tons	21,442	27,339 tons	13,669
Coke	10,712 "	15,089	22,728 "	31,819	12,849 "	12,849	Nil.	Nil.
Confectionery	30,912 lb.	1,059	52,710 lb.	1,830	72,132 lb.	2,545	41,866 lb.	1,335
Drapery, apparel, &c.	789 pkgs.	30,034	735 pkgs.	20,542	550 pkgs.	22,026	274 pkgs.	12,457
Fruits, green	5,190 "	1,985	8,759 "	3,053	3,377 "	1,422	319 "	127
Jams and jellies	198,163 lb.	3,374	229,075 lb.	3,978	234,197 lb.	3,737	61,224 lb.	844
Machinery	461 pkgs.	3,295	322 pkgs.	2,707	928 pkgs.	3,219	167 pkgs.	459
Bacon and hams	272,757 lb.	5,951	203,764 lb.	4,029	168,578 lb.	3,265	81,044 lb.	1,940
Telegraph material	119 pkgs.	2,359	155 pkgs.	1,737	168 pkgs.	687	30 pkgs.	237
Tobacco, cigars, &c.	31,683 lb.	5,247	29,482 lb.	4,620	30,976 lb.	4,392	10,351 lb.	1,703
Total value of goods re-introduced via South Australia.		139,455		150,342		117,413		53,167

COMPARATIVE RETURNS showing Quantities and Values of Goods exported to South Australia.

Article.	1893.		1894.		1895.		1896 (half-year).	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Com, gold	8 boxes	40,000	.....	.....	.....	.....	.....	.....
Copper ore and matte	591 tons	5,995	269 tons	1,173	1,027 tons	21,312	399 tons	9,085
Live stock .....	.....	106,762	.....	85,392	.....	70,198	.....	8,620
Machinery	121 pkgs.	1,105	770 pkgs.	2,831	105 pkgs.	716	81 pkgs.	400
Silver ore	155,009 tons	924,290	137,385 tons	644,896	189,133 tons	587,255	125,888 tons	426,291
Silver lead bullion	58,058 "	2,003,562	42,509 "	1,543,038	29,684 "	959,562	10,262 "	401,432
Silver ingots	335,770 oz.	51,457	511,090 oz.	61,194	472,449 oz.	57,804	.....	.....
Skins	10,814 pkgs.	15,723	10,891 pkgs.	16,570	11,948 pkgs.	19,730	5,086 pkgs.	5,561
Tallow	286 tons	4,729	420 tons	8,203	300 tons	4,737	76 tons	1,165
Wool, greasy	11,114 bales	106,485	10,563 bales	99,835	14,823 bales	146,061	1,121 bales	11,379
Wool, scoured	3,347 "	33,466	2,437 "	23,234	7,252 "	73,732	1,696 "	18,135
Wool, greasy, Queensland	1,510 "	14,211	1,051 "	10,410	826 "	8,184	709 "	7,090
Wool, scoured, Queensland	1,590 "	14,542	526 "	5,273	456 "	4,633	128 "	1,280
Total exports to South Australia		3,327,745		2,510,542		1,959,030		893,770
Total exports to Queensland		1,258		1,562		1,950		194
		<u>3,329,013</u>		<u>2,512,104</u>		<u>1,960,980</u>		<u>893,964</u>
Total value produce of the Colony		3,200,813		2,431,545		1,917,245		873,993
Total value, foreign		126,927		78,997		41,785		19,971
Excess of exports over imports from South Australia.		2,571,323		1,938,059		1,414,791		483,703
Excess of imports over exports to Queensland.		71,659		38,921		34,035		15,838

3628. Do those figures give a fair idea of the trade that passes over the border? Yes.

3629. This gives a comparative return of all the goods? Yes, for 1893, 1894, 1895, and six months of 1896.

Mr. Albert Alfred Brice, auctioneer, Broken Hill, sworn, and examined:—

3630. *Chairman.*] What is your occupation? Auctioneer.

3631. Are you engaged in the import of goods to Broken Hill? Yes, produce, fruit, and various other things.

3632. *Mr. Trickett.*] What kind of produce do you deal in? Butter, eggs, bacon, cheese, (chaff, to a certain extent, but not much), potatoes, onions, fruit, vegetables, and flour. I am a general produce merchant.

3633. Where does the bulk of your produce come from? South Australia.

3634. From Adelaide or intermediate ports? From all parts of South Australia. We also get produce from Melbourne, Tasmania, and Sydney.

3635. What do you get from Sydney? Butter, cheese, and bacon, that is about all.

3636. Seeing that Victoria is such a large producing centre for that kind of goods, how is it that you deal with Sydney? We do not at present, we only deal with Sydney when we cannot get supplied from the nearer colonies at a satisfactory price.

3637. You get your goods from South Australia when you are able to do so, that being the nearest place; when you cannot get them there you get them from Melbourne, and when you cannot get them there, you get them from Sydney which is a kind of last resort? Yes.

3638. If a railway were constructed from Condobolin to Broken Hill, would that help the Broken Hill people in any way with regard to the commodities in which they deal, seeing that the distance by rail would be rather long? It might be a benefit with regard to fruit, but of course it is very difficult to say. In produce everything depends upon the way in which the railway managers handle it, for instance, cream is nearly all spoiled on the railway. If it were handled properly by means of cool cars it could be brought here fresh, and the properties of the cream would not be spoilt.

3639. In the case of perishable products of that kind, would not they also be brought from the nearest possible point? Yes, we get them from as near as Cockburn, and as far as Port Pirie, and sometimes as far as Tarlec on the southern line.

Mr.
A. A. Brice.
3 Oct., 1896.

Mr.
A. A. Brice.
3 Oct., 1896.

3640. What is the volume of your business during the year? Approximately about 10,000 lbs. of butter are used per week all the year round; about 5,000 dozen eggs per week all the year round; 1 ton of bacon and 1 ton of cheese per week; fruit and vegetables are classed together, and it is very difficult to divide them. About 50 tons per week are used. That is the total consumption of these articles in this place.

3641. Have you any data to go upon with regard to these figures? Yes; that is as nearly correct as I can give them. We have always been handling these articles for the last nine years.

3642. According to your figures, about 260,000 dozen eggs are used in Broken Hill in the course of a year? Yes.

3643. In the returns submitted to the Committee in a pamphlet it is stated that the consumption of eggs here in 1894 amounts to 334,000 dozen, and in 1895 to 417,000 dozen;—do you think that those figures are an exaggeration? Yes.

3644. Were you connected with the Committee which drew up that report? No; I had nothing to do with it.

3645. Were you consulted in any way with regard to the figures? No.

3646. With regard to one item to which I directed your attention, does there not seem to be considerable exaggeration? Yes; but I have not over-estimated.

3647. Coming to the question of getting goods to Broken Hill, is the present system of transit by the South Australian railway and the Silverton tramway satisfactory? There is no other means of getting them, and they come as quickly as possible.

3648. What is your opinion with regard to the charges? I think they are about fair, consistent with properly carrying out the business. I know they go to a great deal of trouble in providing cool cars for butter without extra charge.

3649. They do the best they can to get the goods here in a proper condition? Yes. To bring butter from Port Adelaide to Broken Hill costs about $\frac{1}{4}$ d. per lb. To get it from Sydney to Port Adelaide costs about $\frac{1}{2}$ d. per lb., and rather less sometimes.

3650. With regard to the goods that you deal in, how do the prices to the consumer compare with the prices in Adelaide and Melbourne? During one part of the year the prices are controlled by a set of circumstances wholly different to those which prevail in another part of the year. At one time prices in Adelaide would be cheaper than here; at another season of the year Adelaide prices would be considerably higher. Here we have the benefit of two markets. If prices in Adelaide are cheaper, we get our goods there; if Melbourne prices are lower, the goods come from there.

3651. Therefore, with regard to the cost of living, the people here would not benefit much by the proposed railway? They would if it promoted cultivation on the Darling River. There would then be a considerable saving, because, at present, a large amount of goods perish during the long carriage.

3652. Are you of opinion that a railway from here, in the direction of Menindie, would develop the production of articles for local consumption? If the soil is suitable, as I am told it is, there would be a great inducement for people to undertake the growth of produce.

3653. That would develop the establishment of an agricultural population in that part of the country? Yes; there would be population there, alright.

3654. What other rates have you to pay for bringing up produce? Everything that is sold by the pound is just about the same. It is all of the same class.

3655. Do you import under a truck rate as well as a special carrying rate? Yes; the bulk of the goods comes up by truck.

3656. We have it in evidence that the Silverton tramway people and the railway people have made some fresh arrangement with the mining companies to carry their requirements at a reduced rate after 1st January, 1897;—is there any movement by the company in favour of such goods as you import? I have not heard anything about it.

3657. Do you not pay rather a high rate for the carriage of your goods? Yes, it costs a great deal; 1d. or $\frac{1}{2}$ d. per lb. amounts to a great deal of money. I suppose about £7 per ton.

3658. It appears that the reason for this new arrangement with the mining companies is because the mining people have asked for it;—have you and the other carrying agents made any representation that the tramway and railway should carry commodities required for the town more cheaply than they do now? Not recently.

3659. When have you done so? We have asked for concessions on various occasions.

3660. Have you been able to obtain them? Yes; they generally try to meet us.

3661. Do you consider the present charges fair and reasonable? In order to answer that question you would really want to know the whole expenses of working the railway and tramway. One penny per lb. is fair and reasonable, while they do not get too much profit.

3662. I do not mean with regard to the dividends of the company, but fair and reasonable with regard to what the consumer of the articles has to pay? Considering the great distance the articles have to come, I do not see that there could be much alteration.

3663. You say you get a certain class of goods from Melbourne;—do you know what the charges are from Melbourne to Adelaide, Adelaide to the border, and the border to Broken Hill? No; the cost of getting goods from Melbourne to Adelaide is about $\frac{1}{4}$ d. per lb. The cost from Adelaide to Broken Hill is $\frac{1}{4}$ d. per lb., but I could not state what is the charge proportionately from Cockburn to Broken Hill.

3664. Is not this the way—the charge for bringing goods from Adelaide to Broken Hill is very much out of proportion to the charge for bringing goods from Melbourne to Adelaide? They go by water from Melbourne to Adelaide.

3665. By railway, would it be as much in proportion? Yes; from Melbourne to Adelaide is a longer distance. We have not had much by rail, but I think that for some which we had by rail the cost was just about the same from Melbourne to Adelaide as from Adelaide to Broken Hill.

3666. As an agent, an intermediary between the producers and the public of Broken Hill, do you think that this proposed railway is desirable and is likely to benefit the people you deal with and the public of Broken Hill? Yes; I should say it would benefit them very decidedly. We should then be able to get away for a change in summer time at much less expense than we do at present.

3667. Would the passenger traffic be largely benefited by your being able to get away at reasonable fares? Yes; if the accommodation on the river at Menindie is good enough to encourage anyone to go there, and if they can get there cheaply—in fact, if they can get to any place where they can see trees and water and have some change. The majority of the people here get very little change. As far as the people working

working in the mines are concerned, it would be a very great benefit to them to be able to get away to the river. I should estimate that the traffic in that respect would be very large.

3668. Do you only speak from the local point of view, and not with reference to the through railway to Sydney? I am speaking from the local point of view.

3669. You think that the railway will be the means of developing the country within a reasonable distance of Broken Hill, where there is a water supply? Yes.

3670. You say that at Menindie, the soil being suitable, and there being water, produce could be grown to meet the requirements of Broken Hill;—can you tell us the nearest point in South Australia where the same articles could be grown to meet the necessities of Broken Hill? There is little or nothing on this side of Petersburg, which is about 180 miles from here.

3671. Would it be a considerable advantage to get a local supply? Yes. Petersburg could not supply much produce; but there are good producing districts further away.

Mr.
A. A. Brice.
3 Oct., 1896.

Mr. Francis Whysall, post and telegraph master, Broken Hill, sworn, and examined:—

3672. *Chairman.*] Are you post and telegraph master at Broken Hill? Yes.

3673. Do you produce figures showing the rainfall for a number of years and the business transacted in the Postal and Telegraph Department? Yes; the following are the returns:—

Mr.
F. Whysall.
Oct., 1896.

Broken Hill Rainfall.

Year.	No of wet days.	Rainfall (points).
1888 (from 1st May)	21	177
1889	59	1,643
1890	46	1,210
1891	55	937
1892	61	1,176
1893	49	985
1894	59	1,235
1895	42	718
1896 (to 30th September)	45	488
Total		8,568
Annual average ...		10.18

Telephone Exchange.

A Telephone Exchange was established at Broken Hill on 2nd March, 1891, with thirty subscribers. The number of subscribers at present is 147, and there are twenty (20) others waiting to be connected. The maintenance and rents collected during the last twelve months was, approximately, £950.

Telegrams.

The number of telegrams transmitted during the twelve months ending 30th June, 1896, was 46,359, the revenue derived therefrom being £3,796 16s. 9d. The number of telegrams issued during the same period was, approximately, 10 per cent. more than those transmitted.

The following is a statement of the business done in the Post Office, Money Order Office, and Government Savings Bank during the years 1894–1895, and from 1st January to 30th September, 1896:—

	1894.	1895.	1896 (1st January to 30th September)
No. of Money Orders issued	10,149	9,196	8,289
Value of Money Orders issued	£31,564	£29,453 18s. 1d.	£28,879 11s.
No. of Money Orders paid	2,969	3,397	2,911
Value of Money Orders paid	£11,122	£14,988 15s. 11d.	£13,833 16s. 11d.
No. of Savings Bank deposits	10,600	8,987	7,243
Value of Savings Bank deposits	£70,203	£60,185 4s.	£48,013 1s. 10d.
No. of Savings Bank withdrawals	2,907	3,340	2,504
Value of Savings Bank withdrawals	£59,202	£57,331 6s. 3d.	£48,351 3s. 11d.
No. of Postal Notes sold	6,443	9,481	8,796
Value of Postal Notes sold	£2,734	£3,942 9s. 10d.	£4,244 19s. 7d.
No. of Postal Notes paid	1,705	2,147	1,890
Value of Postal Notes paid	£628	£774 16s. 11d.	£712 1s. 7d.
Postage Stamps sold	£4,905	£4,600	£3,817 10s.
Duty Stamps sold	£184	£182	£167
Commission on Money Orders	£481	£418 12s.	£371 15s.
Private Box fees	£185	£120 4s. 9d.	£115 11s. 6d.
Private Bag fees	£35 14s.	£31 10s.	£31 10s.
Parcels despatched	5,797	6,860	6,085
Parcels received	5,909	6,959	6,223
Letters registered	12,154	12,922	9,359
Ordinary Letters posted	384,632	324,000	308,421

It will be noticed that the figures for the nine months ended 30th September this year in some instances almost equal those for the full previous year. When the extra three months' totals are added a decided increase all round will be apparent.

Mr. James Borneth Gluyas, general manager, South Silver-mining Company, Broken Hill, sworn, and examined:—

3674. *Chairman.*] What is your occupation? I am general manager of the South Silver-mining Company.

3675. *Mr. Fegan.*] How many men are employed in your mine? 375, all told.

3676. How many extracting ore? 230.

3677. How long have you been carrying on operations? About seven years.

3678. What is the area of your block? There are four 40-acre blocks—160 acres in all.

286 (a)—P

Mr.
J. B. Gluyas.
3 Oct., 1896.

3679.

- Mr. J. B. Gluyas. 3 Oct., 1896.
3679. What is the principal product of your mine? Sulphide ore.
 3680. Do you use a large quantity of timber? Yes.
 3681. Where do you get your timber from? We use 10 by 10 Oregon pine.
 3682. How much a foot do you pay? Sixteen shillings per hundred feet.
 3683. Does it come from Port Pirie? Yes.
 3684. Is there a contract for it? Yes; Stenhouse supplies it at so much per 100 feet.
 3685. Do you send a great quantity of your ore away? Yes, all the concentrates, some to Port Pirie and some to Port Adelaide.
 3686. What is the freight to Port Pirie? Nine shillings from Cockburn to Port Pirie.
 3687. How much from Adelaide to Broken Hill? Eleven shillings and sixpence from Cockburn.
 3688. Do you get up anything else besides timber? Machinery, coal and fuel.
 3689. But does 9s. per ton clear you from Port Pirie here? That is all fixed in our Melbourne office.
 3690. Do you not know what prices you pay? We have nothing to do with the freight; it is paid for yearly by the company.
 3691. What is the freight from Broken Hill to Cockburn? I do not know.
 3692. I suppose you do not care about giving evidence? I do not care about it, of course.
 3693. How much coal do you use? About 65 tons per week.
 3694. How much per ton does it cost you? The figures are as follows:—Coal for 12 months ending 30 June, 1896, 3,278 tons; value, including carriage, £6,683 16s. Coal for 3 months ending 26 September, 1896, 1,011 tons; value, including carriage, £2,072 11s. Firewood for 12 months ending 30 June, 1896, 118 tons; value, £77.
 3695. How much did the coal cost you per ton? Some of it cost on an average 41s. We have had different contract rates. There has since been a reduction in the railway carriage.
 3696. What areas are you working? Blocks 7 and 8, an area of 88 acres.
 3697. What is the depth of your mine? 825 feet; that is the lowest level.
 3698. Have you proved to any greater depth? No.
 3699. Have you any idea if it is as good as at the present level? It is supposed to be, but I cannot see through the ground.
 3700. You are in the position of manager of the mine, and ought you not to have knowledge, to a certain extent, as to what is below;—do you say that it is as good as far as you know? Yes; a little better, if anything.
 3701. How much ore do you raise daily? 1,300 tons of crude ore per week. The following are statistics with regard to the mine:—

	Tons.
Crude ore raised for half-year ending 31st December, 1895.....	29,745
Crude ore raised for half-year ending 30th June, 1896	29,951
	<hr/>
Crude ore production for year ending 30th June, 1896	59,696
	<hr/>
Concentrates produced for above two half-years ..	{ 9,716
	{ 9,424
	<hr/>
	19,140
	<hr/>
Despatched for half-year ending 31st December, 1895	10,949
Despatched for half-year ending 30th June, 1896	9,116
	<hr/>
Despatched for above two half-years	20,065
	<hr/>
Crude ore raised for 13 weeks ending 26th September, 1896	17,158
Concentrates produced during same period	5,804
Despatched	5,018
Average number of men employed during year ending 30th June, 1896, 340.	
Average now employed, about 375.	
Carriage of ore—11s. 6d. per ton Port Adelaide, 9s. per ton to Port Pirie from Cockburn.	

3702. Do you send your concentrates to Port Pirie? Yes, and to Port Adelaide.
 3703. Do you send all of the ore away? Yes.
 3704. Have you entered into any agreement lately with the Silverton Tramway Company? Not lately.
 3705. Is it a fact that several companies have entered into a seven years' agreement? I do not know.
 3706. Speaking for your own company, has such an agreement been entered into? I do not think so.
 3707. If such were the case, would you not have been advised on the subject? Very likely, but I do not recollect it.
 3708. How much firewood do you use? None at all now.
 3709. Do you generally use coal for steam? Yes, and also for concentrating.
 3710. Is coal cheaper than wood, or is it better for the work? Coal is cheaper than wood.
 3711. What is the cost of wood? Sixteen shillings or 17s. per ton; 1 ton of coal is worth 2 tons or more of wood.
 3712. In the long run, do you find coal cheaper, although you pay £2 per ton for it? Yes; we cannot get wood very easily.
 3713. Have you heard anything about an agitation for a railway to connect Broken Hill with Sydney? I have heard it talked about several times, and I have seen about it in the newspapers.
 3714. Have you any opinion on the subject? That would all depend on circumstances.
 3715. Do you think it advisable that a line should be constructed to connect Broken Hill with Sydney? If it would bring freight down it would be.
 3716. Your idea is that if such a line were constructed it would be the means of inducing the South Australian Government and the Silverton Tramway Company to reduce rates? Yes.
 3717. Have you furnaces of your own at Port Adelaide and Port Pirie, or do you sell your concentrates? We sell our concentrates; we have no furnaces working.

3718. So that if a buyer gives you a satisfactory price you sell? I used to send it through Withers & Co.
3719. So that the greater portion of your ore goes to London? Yes; in fact all of it, that is the concentrates.
3720. How long do you think your mine at its present rate of output will last? That is a matter which a man cannot tell; I should like to live as long as the mine will last. The mine is alright; there is plenty of material there.
3721. The supply is almost unlimited? I believe the mine is permanent.
3722. You believe that it will last sixty years? I would not say that. It would depend on the quality of the ore.
3723. Do you believe that the quality of the ore is superior below the 800-foot level? It has been in silver.
3724. Up to the present time, how much ground have you worked out;—have you worked out half? No; about one-tenth part of it.
3725. How many years have you been working it? I have been there seven years.
3726. Then, can we say the life of the mine is likely to be 100 years? Yes, if it lasts as it looks now.
3727. Is that on the supposition that the mine for a certain depth lower down is as good as at the present time? Yes.
3728. Have you ever any trouble in getting rid of your ore? No; it is disposed of through Withers & Co.
3729. Do you get a ready market for all you are able to send? Yes.
3730. And for a long time to come, do you think you will get the same market? Yes; I do not know why that should not be the case.
3731. Have you a contract with Withers & Co. to send it there? Yes.
3732. For how long? I think for three years.
3733. When was the contract signed? It is now getting towards the end.
3734. Are you thinking of entering into the same contract again? I do not know. I have only to do with the management of the workings.
3735. Then you do not know exactly what the agreement is? No, only that it is so much per ton.
3736. So that at present, if a railway were constructed and ready for work, you could not avail yourself of it even if the rates were cheaper? I guess the company would as soon as their contract was up, but they could not do so until then.
3737. Have you any idea what proportion of the ore goes to Port Pirie and what proportion goes to Adelaide? About one-third goes to Port Pirie, and the remainder to Port Adelaide.
3738. Who takes the Port Pirie material? The same firm.
3739. So that that firm takes all your concentrates for a certain period? Yes.
3740. Do you use any coke? Very little, only for assaying purposes.

Mr. John Warren, mine manager, Block 10 Mine, Broken Hill, sworn, and examined:—

3741. *Chairman.*] What is your occupation? Mine manager of Block 10.
3742. *Mr. Hassall.*] How long have you known Broken Hill? I was here in 1855 at the outset.
3743. How long have you been managing this mine? Six years last March.
3744. Can you give me any idea of the mineral deposits on the main Broken Hill lode, or the size of it? It varies considerably.
3745. What is the length of it? Something like 2 miles in length in continuous workings.
3746. What is the average width of the lode? It varies considerably from a few inches up to hundreds of feet.
3747. With regard to your own mine—what is your area? 35 acres.
3748. Is the lode running right through? It crosses the corner near the surface. The underlay is in the property.
3749. What is the depth of your deepest shaft? 1,235 feet, reckoning the mouth of the first shaft from the top of the hill.
3750. Is that the deepest shaft on the field? No; the bottom of the shaft in the Broken Hill Extended is 200 feet below my 1,235 level.
3751. What is the depth of the lode there? It is small there; the lode itself may be just as large, but the ore body is contracted in that one place.
3752. As far as you have worked in the upper workings, have you a well-defined hanging and foot wall? The hanging wall is not defined—that is, it forms immense purses of ore which caused many people to form the idea that it was a saddleback, but it is not.
3753. Has it every appearance of being of a permanent character? There is no doubt about that.
3754. Is the ore of payable quality? Fairly payable at the present time.
3755. What description of ore are you working? Sulphides of lead and zinc.
3756. Is that the general quality of the ore? Yes.
3757. At the bottom of the deep shaft, have you a well-defined body under foot? The lode now is small. We cut through the productive part, but in driving north 100 feet the body became larger than the drive. We have not proved the width of it there, but there is a prospect of its opening out.
3758. Taking into consideration you have gone down 1,200 feet, what body of ore have you in sight? We have never formed any idea of its extent below the 600-foot level.
3759. How deep have you worked out? We are working now down to 600 feet. Having run the shaft down to 1,200 feet we thought that was depth enough to show the permanency of the lode. Then we adopted means to work the ground, and we are now working to a depth of 600 feet.
3760. Is there every prospect of there being many years profitable work judging by present appearances? Yes.
3761. You cannot approximately estimate the life of the mine? It would be nonsense to attempt it.
3762. How many hands do you employ? At present, 434, all told.
3763. What amount of ore is raised weekly or yearly? At present we are raising two classes of ore—that is, we are selling the best grade sulphide direct on the ground, and that is sent to Port Pirie at the rate of about 20,000 tons a year. That is the present rate of output.
3764. Will that be your average output for some considerable time? That is only the crude ore.

Mr.
J. B. Gluyas.
3 Oct., 1896.

Mr.
J. Warren.
3 Oct., 1896.

Mr.
J. Warren.
3 Oct., 1896.

3765. Then what about the concentrates? We are sending concentrates away at the rate of 11,000 tons per annum.
3766. That is at the rate of 31,000 tons per annum, the whole of which is despatched from here to Port Pirie? Yes, with a few exceptions, the ore is sold on the ground, and we have to send it wherever they get freight. The bulk of it goes to Port Pirie. We sometimes send a parcel to Port Adelaide.
3767. Do you smelt the ore? No, we have never done so.
3768. I presume you use a large amount of timber? At the rate of about 1,300,000 feet superficial per annum.
3769. Is that timber loaded at Port Pirie and despatched to Broken Hill? Yes.
3770. Have you any idea as to what is the cost of conveyance? 36s. per ton.
3771. Do you use much coal? 6,772 tons per annum.
3772. What does that coal cost delivered at the mine? About £2 per ton. The freight has been 25s. 2d. from Port Pirie.
3773. The cost of conveyance from Port Pirie and the original cost bring it up to £2 per ton? Yes. There has been a reduction in that freight.
3774. And is there not to be a reduction from the beginning of next year? Yes, to 18s. 6d., which will make a sensible difference.
3775. The rates you have mentioned are what you have been paying? Yes.
3776. You do not require coke? No, only a couple of tons per month.
3777. Do you use wood? No, all coal from Newcastle.
3778. What is the price of wood as compared with coal? I think coal would be cheaper; I am so situated that it would be very awkward to get the wood in with teams. Another thing is the country is so dry that bark is objectionable at the mine.
3779. Would you prefer to carry on operations with coal as fuel in preference to wood, even if you could get wood at as reasonable a figure? Yes.
3780. Have you heard of a proposal to construct a railway from Condobolin to Broken Hill? Yes; it has been talked of here for some time past.
3781. Do you think there is any possibility of a railway constructed over 686 miles of country competing with the existing means of conveyance? I should be afraid to say so. I know what my own private opinion is.
3782. Say that the truck rates would be $\frac{1}{2}$ d. per ton per mile for that distance, which would bring the cost of conveyance of ore by train from Broken Hill to Newcastle up to about £1 12s. 6d. per ton, do you think your company could afford to pay that price for carriage as compared with the present rates? Not as long as we can get it done for about 13s. per ton.
3783. What is the cost of conveyance from here to Port Pirie? Under the reduced rate it will be 13s. per ton.
3784. Will that be after the beginning of next year? Yes.
3785. So that there will be no possible chance of the proposed railway, if that rate were charged, competing successfully for the carriage of ore from Broken Hill to Sydney? I should say no.
3786. Is it a positive fact that the companies here would not pay more than 10s. per ton extra for the conveyance of ore out of a feeling of patriotism? No.
3787. The shareholders like dividends? Yes; and so does everybody else, I think.
3788. If a line of railway were constructed from here to Menindie, giving you access to red gum timber on the Murray, and also hardwood which could be delivered here at about 8s. to 10s. per ton, would that induce you to use wood as fuel? Cheapness would tempt people to take good solid firewood.
3789. Do you think red gum would be more suitable for mining purposes than Oregon pine? The great difficulty with red gum timber is in cutting it up for use and placing it in position. It is too heavy.
3790. Do you find that Oregon from its lightness and durability is better? There is not much durability about it, but it acts as a shield to protect the men because it all goes with this immense pressure.
3791. Would not red gum stand the pressure better? It would to a certain extent, but red gum is very short in the grain. It stands a positive vertical weight, and immense pressure.
3792. Would not Oregon be rather dangerous in the event of any very great pressure coming on it? It gives plenty of warning.
3793. It splits before it goes? Yes, I fill in half the timber. I use the timber as a shield for the protection of the men, and I fill the space with mullock. No timber in creation would stand the pressure without being filled.
3794. *Chairman.*] At present the ore going from Broken Hill in one form or another finds its destination it may be in London or some other part of the old world,—with the completion of the works on the eastern seaboard, will the whole product at Broken Hill go to the eastern seaboard? It would all depend on the price they are prepared to pay.
3795. Are they prepared to do exactly the same class of work at Newcastle and on the south coast as is being carried out in the old world? We scarcely know what they are going to do. When they are prepared to pay a better price we will send the ore that way, and your railway will then have a better chance, but so long as we send these ores for despatch to England, they will not go round to Sydney or Newcastle.
3796. *Mr. Hassall.*] I suppose the position occupied by Block 10 is that you will sell your ore to anyone who will purchase it at a payable price? We call for tenders, and we sell to the highest tenderer.
3797. It does not matter to you what is done afterwards, the probability is that if you get a better price you will send it to the east coast? Yes; I think there is a fair prospect of the bulk of these ores going to those works.
3798. In view of the very large amount of money which is being spent on the eastern seaboard in the erection of smelting works, is it not probable that the great bulk of the ore will be treated there? Yes, there is every prospect of that with the new process.
3799. I presume some of the parties interested in the mines are also interested in that venture, and being keen business men would not spend so much unless there was a fair prospect of being recouped? I should say not.
3800. What is the freight from Port Pirie to the old country? I think it is about 28s. per ton.
3801. The freight is 5s. or 5s. 6d. per ton to Newcastle, therefore the gain in sending it to the east coast would be 22s. 6d. per ton? I am not posted up in that.

3802. Who purchases the ore from you? Harrold Brothers; they purchase twelve months output of concentrates, but the crude sulphides are sold at Sydney through Haeg & Co. for a continental company.

3803. *Mr. Trickett.*] Mr. Howell led us to believe that the Proprietary Mine alone would send 800,000 tons of ore to the works on the eastern seaboard. That is to say, that if the Proprietary Mine were worked to its fullest extent, it could produce 800,000 or 1,000,000 tons per year? I know nothing about the capability of the works, but it will depend upon the price they are prepared to give for these ores.

3804. Do you think such a volume of ore could be produced here? I should say so. It is only a question of labour.

3805. Has your company entered into any contract for the sale of ore for a certain period? Not to my knowledge; but we have nothing to do with these final arrangements. I have had no intimation of that kind.

Mr.
J. Warren.
3 Oct., 1896.

Mr. Randolph Adams, general manager, Central Mine, Broken Hill, sworn, and examined:—

3806. *Chairman.*] What is your occupation? I am manager for the Sulphide Corporation which owns the Central Mine. I am general manager of the mine.

3807. How long have you been here? Four and a-half years.

3808. What is the area of your mine? A little over 37 acres.

3809. How many men do you employ? About 380 or 400 men.

3810. What do you consider is a reasonable amount of ore for the mine to produce in a year? We have been producing about 50,000 tons of sulphide ore a year, that is crude ore, and preparations are being made by which the output will be very much increased, in fact, three times as much; that is, we expect to produce 150,000 tons.

3811. Do you regard your mine as being permanent? Yes, most certainly.

3812. Has your company some connection with the Sulphide Corporation? This mine is one branch of their business. We are establishing works at Cockle Creek, near Newcastle, for the treatment of sulphide ore.

3813. You are aware that a portion of the ore from Broken Hill now goes to the old world for treatment which is at present not possible in Australia;—can you tell us whether the new works at Cockle Creek or similar works will be able to treat the ore in the same way as it is treated in the old country? Yes, that is the intention.

3814. What is the rate of freight from Port Pirie to London and other places on the continent? I do not know, because I have nothing to do with sea freights.

3815. Is it reasonable to suppose that in future crude ore will be treated on the eastern seaboard? Yes; works have been erected for that purpose. Perhaps a certain portion of the ore at the early start will not go in that direction; that is, the high-lead products. It is quite possible they might be sold outright, but the works are being put up on the eastern seaboard specially to treat the zinc products.

3816. What proportion of lead will there be? Lead will be produced with the zinc. The ore will be treated first for the extraction of zinc; that will leave a smelting residue. They will also use a certain portion of the high-lead concentrates from Broken Hill to carry on the smelting works at Newcastle.

3817. Do you think that the ore will be sent by railway to Sydney or by way of Port Pirie? I think with full operations going on here, and also at the works on the eastern seaboard, about three-fourths of the crude ore raised will be shipped. I am speaking of the crude ore from the mine.

3818. Will the operations of the company be limited to your mine? Certainly not. They will be purchasers from other mines, and will act as a smelting company. Three-fourths of the crude ore raised here is for shipment.

3819. Is it reasonable to suppose that three-fourths of the ore raised on this field will be treated on the eastern seaboard? Yes, if the treatment results successfully all through. There are certain grades of ore with respect to which you could not take such a large proportion. I am allowing one-quarter for worthless material which could not be shipped from here. I consider that 3 tons out of every 4 tons can be utilised for final treatment.

3820. Will the operations at Broken Hill be limited almost entirely to the getting of ore in the course of two or three years? It will be confined to that, and also to the dressing of the ore for concentration. I consider that it will continue to be done here. It appears clear enough to me that can be done. There are large quantities of zinc products at present which are not treated.

3821. How many tons of coal are required to deal with a ton of ore in the whole of the process? I do not know; that entirely depends upon the special method adopted to treat the zinc ores.

3822. Take the concentrates first? For mining alone we consume 50,000 tons of coal per annum; that is for motive power alone. We are putting up a concentrating plant but it is not working yet.

3823. Would you have any objection to use wood fuel, and would not the use of wood versus coal depend upon the amount of motive power that you can get out of it? Yes, it entirely depends upon that.

3824. Would it suit you to use wood just as well as coal if you could get as much power out of the wood as you do out of coal? I should expect to get a little more out of the wood. I do not say that I would use it, but if I were going to use wood fuel I should want to get more out of the wood. It is not so easily handled as coal. Coal costs us approximately £2 a ton.

3825. In what proportion does wood compare with coal with regard to quantity? About 2½ tons of wood are equal to 1 ton of coal by weight. We have paid £2 per ton for coal but it now costs about 33s. per ton laid down at the mine. Wood at 14s. a ton is approximately of the same value as coal, but we cannot get it at that price.

3826. If you could get wood at 12s. per ton would you use it? Certainly. If you can save 2s. per ton on every ton of coal, wood should certainly be used.

3827. If the price of wood sank below 12s. per ton you would use it? If we could get it at 10s. per ton we would use it; that is on the assumption we could not get coal any cheaper than at present.

3828. What hope have you of getting coal cheaper? We have only the hope that it has been getting cheaper for the last twelve months; that has been the case in every contract, but I do not know if that has yet come to a stop.

3829. *Mr. Pegan.*] Is there not a possibility of its getting dearer? Yes, we experienced that during the strike.

Mr.
R. Adams.
3 Oct., 1896.

Mr.
R. Adams.
3 Oct., 1896.

3830. *Chairman.*] At present, do you use Oregon timber? Yes, entirely.
 3830½. What do you pay for Oregon timber at present? 16s. 6d.; that includes the rate for trimming the sets.
 3831. At the shaft-mouth, what is it worth? The price delivered at my works is 16s. 6d.
 3832. At what price would you require to get red-gum in order to induce you to use it instead of Oregon? I would not want to use it at the same price. I do not think it is timber that is so well suited for the work.
 3833. How much cheaper would you require to get it? There is a great difference in the character of the wood, and there would also be extra labour in handling it and getting it ready for mining work. For instance, there is a great deal of work in preparing the timber by hand underground. It is a very difficult thing for men to work by hand with hardwood.
 3834. First of all, red-gum is not so suitable for your purposes, because it does not give warning of danger as Oregon timber does? Yes; that is a most important thing.
 3835. Leaving that out, and taking into consideration the cost of working, the hardness of the wood, and so on, how much cheaper per 100 feet would redgum require to be, compared with Oregon, to induce you to use it? That is a question which I can hardly answer.
 3836. Would it require to be considerably cheaper? Yes.
 3837. Can you not put it in figures? I think the extra labour which would be required would make it quite a percentage item. It would have to be 10 or 15 per cent. cheaper than the other timber.
 3838. And would it then be doubtful whether you would use it? I would not recommend it.
 3839. A great deal of work has been done by open cut;—is that system likely to affect the amount of timber used? No; that would not be the case with the sulphide ore, which is the future ore. I think the open-cut system is simply doing away with the timber above where they were mining before, but it is not doing away with timber entirely. But in those upper portions of the workings there would not be a great deal of timber, because they could not afford to put in timber and filling, taking into consideration the class of ore.
 3840. Taking into consideration the contour of the hill, &c., what is the limit of the open cut? That is dependent on the nature of the lode.
 3841. What is your idea of the limit of the open cut? I should think about 300 feet.
 3842. How deep down are the sulphide ores proved at Broken Hill? About 1,400 feet.
 3843. Therefore the saving of timber by the open-cut system can only apply to one-fifth of the operations? It only applies to a large portion of the workings where timber would never be used even if the open-cut system were done with. It only applies to one-fifth of the workings, and it is not material in saving timber.
 3844. *Mr. Trickett.*] In the return which has been placed before us, coke has been put down as a very large item of import; with all the ore being sent away for treatment, will not that be reduced to a minimum? Yes; there would be practically none of it used. I am speaking with regard to the Central Mine.
 3845. Would not that apply to all the mines? Coke will only be brought here as long as the oxidised smelting ores continue.
 3846. Do you think the main product of Broken Hill in future will be the ore which will be raised? Yes; and a portion which will have passed through a course of dressing.
 3847. Will that be three-quarters of the ore raised? I am speaking of the operations of the Central Mine only. The balance of it will be made up of intermediate products. What I mean is that with the full operations going on the actual amount of ore raised will give about 75 per cent. for shipment. If the complete operation is not carried out further than the extraction of the lead it will vary from one-fourth to one-third of the crude ore—that is, leaving the zinc products in Broken Hill. If they are to be treated the other figure will represent the proportion. I do not know what they are going to do with all the zinc.
 3848. Does your product resolve itself into silver, lead, and zinc, of which zinc is the least valuable? Yes.

Mr. Richard Watson English, surveyor, Broken Hill, sworn, and examined:—

Mr. R. W.
English.
3 Oct., 1896

3849. *Chairman.*] What is your occupation? I am a surveyor. At present I am road contracting for the Government.
 3850. Do you know this district well? Yes.
 3851. Did you hear Mr. Maiden's statement yesterday as to the amount of timber available between here and Menindie and along the Darling? Yes.
 3852. Have you an intimate knowledge of that country? Yes.
 3853. Do you believe that his statement is absolutely correct? Yes; there is at least a 10-mile block covered with good timber within about 44 miles of Broken Hill. I made a line of road up to the 48-mile post, and there is abundance of timber there.
 3854. Is there timber as far as the Darling and from that point and up and down the river? Yes; at the Darling there is more timber. These are breaks between the point I have mentioned and the river, but up and down the river there is a large quantity of timber.
 3855. Is the timber there practically inexhaustible? Yes, for a great number of years to come.
 3856. Do you know the area of land bearing timber on the Adelaide railway line which was referred to as not being very far from Broken Hill? I have seen it as I have passed down the line, but I cannot express any opinion with regard to its area. I may state that the timber is now nearly cleared away from the neighbourhood of Broken Hill. From the north to the south and on the eastern side for about 20 miles the timber is all exhausted. Outside of that it would be very expensive to bring timber to Broken Hill.

Mr. John Fielder, builder, Broken Hill, sworn, and examined:—

Mr.
J. Fielder.
3 Oct., 1896.

3857. *Chairman.*] What is your occupation? Builder, resident at Broken Hill.
 3858. What evidence do you wish to give to the Committee? I wish to point out why I think a railway ought to be constructed.
 3859. *Mr. Trickett.*] Will you state your views on the subject? I think the railway should be constructed because I have seen a very large area of good land on the river which is suitable for growing vegetables and fruit; that is about Menindie. I have seen all sorts of fruit growing there, and I reckon it is the home of the grape, orange, and lemon. I once saw a melon grown at Albemarle which was 5 feet long.

3860. I suppose that was an irrigated patch of land? It was on a homestead which was irrigated. I have seen grapes, cucumbers, cabbages, and all sorts of vegetables growing there. I have grown potatoes there myself. Yesterday I heard doubts expressed as to whether potatoes would grow there. At one time I got a few potatoes and planted them: they grew very well, but not large. Potatoes will not grow large in hot climates. Lower down the Murray, about two years ago, I started an irrigation farm. I had to give it up because I could not get a market for my produce. That was below Wentworth, near Morgan.

3861. How far below Wentworth? 200 miles. I should like to say something about the passage from here to Sydney. It was stated by the manager of the tramway that only a few people passed over the line from here direct to Sydney. After all that is not to be wondered at. I have very often gone to Sydney, but I never know when I leave here that I am going to Sydney, because I do not know whether the people of Adelaide or Melbourne will not offer me such bargains as will induce me to spend my money in those places, instead of going on to Sydney.

3862. Do you think that a railway would be the means of establishing a loyal spirit among the residents here? Yes, and there would be a better trade for Sydney.

3863. Would a railway be a very great advantage to the residents here? Yes. We are in the centre of a very large mining district. I go about a great deal, and I see a great many little mines; they have sulphide ore, and they are carrying on work profitably. There is also gold in this district. I know a very large gold-bearing reef not far from here, and I produce samples of the reef.

3864. Is it close to Broken Hill and the proposed line of railway? It is, perhaps, 30 miles away.

3865. Are you of opinion that this district may develop into a gold-field? Yes. I have had these samples assayed at the Proprietary Mine, and they gave a yield of $2\frac{1}{2}$ ounces to the ton.

3866. Do you thoroughly believe in the progressive character of this district? Yes; it only wants water and a railway.

Mr. Ernest Fromen, produce merchant, Broken Hill, sworn, and examined:—

3867. *Mr. Fegan.*] What is your occupation? I am a produce merchant, selling fruit, vegetables, onions, butter, and bacon. We principally get cheese and bacon from Sydney.

3868. What is the freight for cheese and bacon? It costs us on an average from $\frac{3}{4}$ d. to 1d. per lb. to bring cheese and bacon from Sydney. That is the water and railway carriage combined.

3869. Where do you get your other produce? Potatoes principally come from Mount Gambier, a distance of 600 miles; that is during six months of the year. During the rest of the year they come from Adelaide and Tasmania. The cost of carriage from Mount Gambier is £2 3s. per ton. They are carried under a special rate to enable the Mount Gambier people to compete with others on the South Australian railways, and also with outsiders, for the Broken Hill trade. The longer the distance the cheaper the rate per mile per ton. It costs us £1 10s. 6d. to bring potatoes here from Adelaide, that is a distance of 330 miles. From Mount Gambier, a distance of 600 miles, would cost £2 3s. per ton. There are nearly 40 tons of potatoes consumed here per week.

3870. Of that quantity, how much do you sell? From 15 to 20 tons; we do pretty well half the trade. If potatoes were grown in New South Wales as cheaply, as a matter of business, if they could be landed here a little more cheaply than the Mount Gambier potatoes, we would take the potatoes from New South Wales. If potatoes were 5s. a ton cheaper at the present time at Sydney, we would bring them here.

3871. Would not that depend upon railway freight? Yes. When there was a protective duty of 10s. per ton on potatoes we imported them from Sydney, but we cannot do that now. Ten shillings a ton was a great handicap.

3872. Are you not, therefore, able to sell the potatoes more cheaply now? I do not know that that is the I maintain that it does not make any difference.

3873. Then who gets the benefit of the 10s.? The South Australian people. That is also the case with regard to butter. The South Australian farmers reap the benefit from the removal of the duty. We sell the butter by auction, and it is sold to the highest bidder.

3874. You do not retail it? No; I am a wholesale buyer and seller.

3875. Can you tell us how the people of Broken Hill would benefit, as far as produce is concerned, by the construction of the proposed railway? If the railway were constructed, there is no doubt that a great deal of the produce which is sent down to Sydney to be sold, say, half-way between Broken Hill and Sydney, would be sent on to Broken Hill and be sold here. Of course I cannot give any expert opinion on the subject, but probably people would be able to grow a large amount of produce at Menindie. On an average 50 to 60 tons of fruit and vegetables are imported here every week from South Australia. A great part of that, if not all of it, could be grown at Menindie, and be sent here.

3876. What does the produce cost you, per annum, landed here? I should say that from South Australia I take on an average about £26,000 to £30,000 worth per annum.

3877. That is one-third of the trade, so that we can reasonably put down the total at £90,000 per annum? Yes, in food products. That has nothing to do with farm produce, such as chaff or bran. It all comes from South Australia. I do not deal in those lines.

3878. *Chairman.*] Where is the nearest wheat grown on the Cockburn to Petersburg line? Thirty to 40 miles on this side of Petersburg. That, however, is not a fair place to mention. Jamestown or Torowie, about 185 miles from here, would be fair places to mention. You cannot depend on any supply. There is no doubt we would get nearly all our produce by the proposed railway if the rates were reasonable. That is to say, if we could get our produce in two days we would get all our fruit and vegetables from Sydney, because Sydney is the cheapest market.

Mr. Joseph Wilks, Inspector of Stock, Menindie, sworn, and examined:—

3879. *Mr. Hassall.*] What is your occupation? Inspector of Stock, in charge of the Menindie sheep district. Mr. J. Wilks.

3880. How long have you been stationed here? About seven years. 3 Oct., 1896.

3881. Can you give us the returns of stock in your district? I can give a rough estimate from memory. This year the average is about 1,100,000 sheep in the Menindie sheep district. There are about 11,000 head of horses and cattle.

3882. What is the carrying capacity of the country? There is a great portion of it open plains, and its carrying capability at the present time is about one sheep to 9½ acres. That is the average of the whole district. That is allowing for the ravages of the rabbits. 3883.

- Mr. J. Wilks. 3883. Has the carrying capacity increased or decreased during your term of office? I think it has decreased.
- 3 Oct., 1896. 3884. What is the reason for that? The increase of rabbits.
3885. Has that resulted in the edible scrubs being exterminated? Yes.
3886. Do you think the country will ever recover, or that any method will be devised to cope with the rabbits? I think so. I think if the Bill which is now before the House is passed, in the shape in which we all hope to see it, it will assist wonderfully in putting down the pest.
3887. In connection with that measure, will it be necessary for the Government to take steps to clear the Crown lands? Most decidedly. Every owner or occupier of whatever description ought to be compelled to take steps to destroy the rabbits.
3888. Would it be useless to make the owners destroy the rabbits on their holdings if the Government leaves the waste lands still infested by rabbits? There is no doubt about that.
3889. Is there much settlement on homestead leases in this district? A very great increase in this district within the last seven years.
3890. What is their principal occupation? Grazing sheep.
3891. The country is still occupied as pastoral territory? Yes.
3892. If a man takes up a homestead lease can he make a living on one lease? There is a number of lessees who have more than one lease, and they make a very fair living. Some make a fair living off one lease. Any man who is not tied up by having to pay big interest can make a fair living. Many of them, however, are paying heavy interest, and that makes it difficult for them.
3893. Is not the area of a homestead lease too small for one man to make a living? Decidedly, if a man has a family to keep.
3894. Is it your opinion that 1,000 sheep are not sufficient to enable a family man to make a living? Yes.
3895. What water supply is there, except the Darling River? It is all an artificial supply; there is no natural water supply.
3896. Is it good holding ground for tanks? Yes, taking the district right through.
3897. Is it a country suitable for settlement by men of small means? I think there is any amount of country suitable for a man who would hold 20,000 acres. I do not say the whole district is suitable, but there is a large area of country which is suitable for that purpose.
3898. If a man had to borrow money, in order to start, would it be hopeless? Yes, with the present price of produce.
3899. Where do the stock principally come to? There is a very large local consumption of fat stock.
3900. What number of fat stock is consumed in Broken Hill? The weekly consumption averages close on 1,500 sheep, and at least 120 head of large stock. During last week there were three sales. At one 150 head were sold; at another, 35; and at the third, 35.
3901. What is the rainfall in this district? I think the Government Astronomer puts it down at something under 11 inches.
3902. Then it is not a country suitable for agriculture? I should not like to say that, for this reason—I know the country about Hillston, Cudgellico, and Condobolin. At one time a man would be reckoned mad if he put in a crop there. Now, I know from my own knowledge, what crops can be obtained at Condobolin. I have known that country for twenty-eight years. I am told that crops quite as good are being grown down at Hillston. I should not like to say that the country here is not fit for agriculture, in view of those facts.
3903. Do you think the rainfall is sufficient to enable people to carry on agricultural operations? Not at present; but I do not know what alteration may come about.
3904. What sort of sheep country lies along the proposed railway line? It is as sound as any in the world, from Condobolin right through.
3905. Is there any disease prevalent among sheep in that district? No.
3906. What is the quality of the wool produced? It is merino; strong combing wool. It is a good serviceable class of wool of good quality. The country has a tendency to grow as large sheep as can be found in any part of the Colonies. In the old days I have seen them as fine a class for size as you could get.
3907. Is the principal product of the district wool? Yes.
3908. How is it situated with regard to a market? Taking the river stations from the river to the border, it all goes down to South Australia or Melbourne.
3909. Does it go by river? By river to Echuca. The principal part of it goes by river and rail to South Australia. Seventy-five per cent. goes to South Australia, and 25 per cent. to Victoria.
3910. Do you think, if this proposed railway were constructed, there would be any possibility of that wool being conveyed by the railway? I think there is a possibility that a large quantity of that wool would go by rail. There is not the slightest doubt that any pastoralist would prefer to sell his wool in the Sydney market. That is acknowledged by all pastoralists; and I meet a great many of them. They think that is by far the best market, and there is no doubt they would give it the preference. I go so far as to say that they would give it the preference if they had immediate facilities for going straight to market, so as to catch the early sales.
3911. Do you not think they would avail themselves of the low river rates and then send the wool round by sea? No. At present there is one thing that tells against the Sydney market here. At present the principal owners live in South Australia or Melbourne, and they naturally use those markets.
3912. Is it a fact that the principal stations in your district are held by Victorian and South Australian squatters? Yes.
3913. Would not their wool naturally gravitate to their own Colonies? Yes; wherever they do their financial business.
3914. Is it not problematical whether that wool would go by the proposed railway, or whether it would go by the present route? I think the greater portion of it would go to its natural market. The better market would secure it. It is an undoubted fact that Sydney is the better wool market.
3915. Would it not be greatly a question of cost of carriage? I think it would be necessary to fix a low freight, and then it would go to the better market.
3916. Is the country at present thickly infested with rabbits? They were low down in numbers in April last. I am rabbit inspector under the Act, and every month I have reported an increase since that time.
3917. Are they increasing in numbers at the present moment? Yes. 3918.

3918. How far do they extend in the direction of Burra Burra? I think they go pretty well down that railway line; at any rate I have seen them as thick over the border as they are here, but a great deal depends on the season. Mr. J. Wilks.
3 Oct., 1896.

3919. Do they go far north? In the northern part of this Colony they extend right up to the border. My district extends 150 miles up the South Australian border from here.

3920. Do you think it is necessary that some legislation should be framed to compel the destruction of the pest, and the Government should join in that work? Most decidedly. I have heard a lot said about the supply of horse-feed. I am of opinion, if the proposed railway were made, that Hillston would be able to supply all the horse-feed required as cheaply as it is landed here at present from South Australia. I have heard a lot said about the district of Petersburg supplying produce to this district; but I maintain we get little or nothing from Petersburg. Jamestown is about the centre of the market.

3921. *Mr. Trickett.*] Can you give us the area of your district, and tell us what district it joins? The area is about 17,000 square miles. It extends along the South Australian border; on the other side it is bounded by Bullabulka, taking in the whole of Tolarno and Albermarle stations. It is bounded by Wentworth, the corner of Ivanhoe, to the corner of Cobar districts. It is bounded on the other side by the Wilcannia and Milparinka districts.

3922. Can you tell us what is the tonnage of wool which goes from your district? Roughly speaking, over 3,000 tons.

3923. What about the cattle of the district? They are principally introduced. Those that are bred in the district are principally milkers. There is no cattle-breeding carried on to any extent in the district.

3924. *Chairman.*] Where is the line from which wool goes east to the Darling and west to the railway in your district? The dividing line between the river traffic and railway traffic in wool is approximately halfway between Broken Hill and Menindie.

Mr. Ernest Fromen, produce merchant, Broken Hill, sworn, and further examined:—

3925. *Chairman.*] How much milk comes into Broken Hill? I believe the milk consumed is about 350 to 400 gallons per day. The value of the milk is 1s. per gallon, and the carriage averages close on 8d. per gallon. Mr.
E. Fromen.
3 Oct., 1896.

3926. Where does it come from? It all comes from South Australia, as far down as Burra Burra, and it comes from a place as close as 20 or 30 miles from here.

3927. Do you do a large business in pigs here? Yes; during the winter we get pigs up from South Australia to sell in connection with our trade. We and other produce dealers sometimes sell as many as 200 pigs per week. They come from South Australia. Jamestown, 185 miles away, is the centre of the district. They are sent up here dressed.

SOUTH AUSTRALIA.

MONDAY, 5 OCTOBER, 1896.

[The Sectional Committee met in the Deputation Room of the Department of Public Works, Adelaide, at 3 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY MASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Alan G. Pendleton, Commissioner for Railways, Adelaide, South Australia, examined:—

3928. *Chairman.*] You are Commissioner of Railways for South Australia? Yes.

3929. Will you tell us what is the present railway rate for the carriage of ore from Cockburn to Port Pirie? Yes—9s. per ton for sulphides, and 11s. 10d. per ton for carbonate ores; but practically it is 9s. per ton all round, because the rates have been altered since the 1st October, and the same rates are charged for all ores as for sulphide ores. Mr. A. G.
Pendleton.
5 Oct., 1896.

3930. Therefore, if we are informed that from Port Pirie to Broken Hill the charge will be 12s. 3d. per ton, that will be fairly correct? After the 1st January next that will be correct.

3931. May we regard the arrangement as being virtually complete? Certainly.

3932. Is there no doubt in your mind that from Cockburn to Port Pirie is the cheapest outlet that South Australia can afford for the trade of the Barrier district, and therefore the consideration of any other outlet is outside the question? Yes.

3933. Are the back rates the same? The rate for coal is not so low; it is 13s. 6d. from Port Pirie to Cockburn. Coke is higher; it is 23s. 4d. per ton at present. As far as my personal opinion is concerned, twelve or eighteen months will see the end of the coke business, and the ore will be brought down to Port Pirie. I think the carriage of coal to Broken Hill will increase, because the mines will carry out larger operations in connection with concentration, and that necessitates a large consumption of coal. Most of the companies are erecting large concentrating plants.

3934. Why do you charge a higher rate for coal than for ore? Ore has been for some time a very special rate. We have not gone below the mineral rate for coal, but that may be a matter for consideration.

3935. Does the rate which you charge for the carriage of ore pay? Yes, in train-loads.

3936. Therefore coal would pay also in train-loads? Yes, certainly.

3937. And if forced you could carry coal at the same rate? Certainly. I notice in the evidence which has been published in our papers that Mr. Stewart stated that the consumption of coal at his mine was 12,000 tons per month. Now, the whole traffic in coal during the last twelve months was only 28,416 tons.

- Mr. A. G. Pendleton.
5 Oct., 1896.
3938. There is another way in which the Barrier mines use your railways—that is, to reach Dry Creek;—what rate do you charge for carrying ore to Dry Creek? The same as is charged to Port Adelaide—that is, 11s. 6d. for sulphides and 15s. 4d. for carbonates; but the same statement that I made recently, about the lower rate covering the bulk of the tonnage, also applies in that case—that is, 11s. 6d. will cover all the tonnage.
3939. Therefore 14s. 9d. per ton will take ore after the 1st January next from Broken Hill to Dry Creek? Yes.
3940. What is the ruling grade from Cockburn to Port Pirie? The worst is 1 in 60; that applies both ways. Then the grades are 1 in 74, 1 in 62, 1 in 60, 1 in 95, 1 in 136, 1 in 97, 1 in 96, 1 in 100, 1 in 60, 1 in 70, 1 in 61, 1 in 94, 1 in 88, 1 in 103, 1 in 80, 1 in 85, 1 in 82, 1 in 221, 1 in 118. Therefore the worst grade is 1 in 60. In connection with that I may say that a survey has been already made for the purpose of reducing that grade to 1 in 80 over a considerable portion of the route.
3941. How much would it cost to give you a grade of 1 in 100 all the way, or 1 in 75 right through from Cockburn to Port Pirie? I think it would cost about £50,000. The estimate which has been made for, I should say, quite half of it is £22,000, and I do not think it would cost more.* The grades are very satisfactory. Anything unsatisfactory is to be dealt with almost at once.
3942. Supposing you found that the 3-ft. 6-in. gauge could not compete with a rival railway, and, in order to put you on equal terms with the New South Wales Railway Commissioners, you desired to convert your railway into a 4-ft. 8½-in. gauge, what would it cost? It would be impossible for me to give you an estimate offhand, but I have no doubt I shall be able to do so before you leave Adelaide. I may point out that in dealing with heavy goods traffic I could carry as much on our present gauge as on a 4-ft. 8½-in. gauge.
3943. Could a line be constructed over such country as that between Petersburg and Cockburn without ballasting? In my opinion, certainly not.
3944. Have you had any experience in this colony with regard to the construction of railways in that manner? The only experience was on this particular line from Petersburg to Cockburn. It was passed by Parliament, and a contract was entered into to construct the railway as a contour line with a minimum of ballast—a formation line almost. Before the work was nearly completed there were several demands made that the line should be properly equipped for carrying fairly heavy rolling-stock, and run at a speed which would enable us to complete the journey to Silverton in a reasonable time. Thousands of pounds were spent for that purpose. I am perfectly certain that no heavy traffic can be conducted with safety over a line which is unballasted, and it is the falsest economy to attempt it, because you have your rails destroyed in fifteen months or two years.
3945. Your remarks apply to that class of country? Yes.
3946. Do you also make that remark in regard to any class of country? Yes; any class of country of which I have had experience, or in fact any class of country I have ever heard of. I would not run heavy traffic over a formation line without ballast. The rails would be hooped in a very short time; they would become bent at the joints.
3947. What amount of ballast would be the minimum which you would put on? I would prefer that you would ask that question of the Engineer-in-Chief. It is a technical point; but I do not think we should have less than 4 or 5 inches under the sleepers.
3948. Are the wharfs at Port Pirie under your control? No. Those that belong to the Railway Department are leased. There is one leased to the Broken Hill Proprietary Company, one to the Adelaide Steamship Company, another to John Darling & Son, and there was one leased to the British Company which has since passed into the hands of the Broken Hill Proprietary Company by arrangement.
3949. Is Port Pirie at present a good port? Yes, a very good port.
3950. What is the depth of water there? Fourteen feet at low-water abreast the wharfs.
3951. Dealing with Port Pirie first of all, is it perfectly secure and landlocked, and is there no serious send of the sea? It is perfectly secure. The port itself is 10 miles up from Port Germein, which is open to the sea. It is quite protected.
3952. What is the largest vessel which you could safely deal with at present at Port Pirie? I cannot give an opinion, because I have nothing to do with the handling of the ships. I only know, as a matter of fact, that large boats come there; but I would not like to speak as an expert in dealing with ships.
3953. With regard to the approach to the port, could you easily carry out works which would give 30 feet of water? It would be a question of dredging a channel. I do not know that the cost would be prohibitive, but I cannot give an opinion.
3954. *Mr. Egan.*] What is the amount of coal imported yearly for the railways of South Australia? I suppose 60,000 tons.
3955. Where do you land it? At various ports down on the south-east sea-board—also at Port Adelaide, Port Wallaroo, Port Pirie, and Port Augusta, according to contract.
3956. Is it delivered at the same price at all the ports? No; at Port Pirie it is 15s. 6d. per ton; at Port Adelaide, I think, it is 13s. 6d. It is best Newcastle coal.
3957. *Chairman.*] What is the distance from Morgan to Adelaide? One hundred and five miles.
3958. What is the freight for wool from Morgan to Adelaide? Nineteen shillings per ton for greasy dumped.
3959. Is that the class of wool that is principally carried? It is greasy almost entirely. The charge for undumped is 21s. per ton. That is a rate which applies only from Morgan or Murray Bridge, or Goolwa to Adelaide, or Port Adelaide.
3960. Do you know the river freights? No.
3961. From how far up the Darling, the Murrumbidgee, or the Murray do you get wool? If there is a fair river we get it from a very considerable distance, but I cannot state exactly what the distance is. I do not think we get it from Bourke. From Menindie we do.
3962. What is your rebate district? There is no rebate on that. There is only a rebate in connection with the Broken Hill wool to Port Pirie alone. There is a rebate of 7s., 6s., 5s. 9d., and 5s. 4d. on wool carted for a distance of 50 miles, to Tarrawingee, Broken Hill, Silverton, or Cockburn, and consigned to South Australian ports.
3963. What are your wool rates from Port Pirie to Cockburn? Greasy, dumped, 40s. per ton; undumped, 45s. per ton.

3964.

* NOTE (on revision):—The completed estimate, which includes a scheme of deviation, is £100,000, and this work is in hand.

Mr. A. G.
Pendleton.
5 Oct., 1896.

3964. Is there any rebate on supplies coming by way of Morgau, Murray Bridge, or Goolwa? No; the rates I have mentioned are special ones for the ports.
3965. Do you recognise that they are competitive rates? Undoubtedly they are competitive rates, which, personally, I should like to see abolished.
3966. There is another aspect of the river trade—that is, the approach from Goolwa to Port Victor;—what is the length of the railway there, and its character? Eleven miles. There is a little rise in two places, but it is of no moment.
3967. What are the grades? One in 60, but that could be very easily cut out.
3968. What are the railway rates from Goolwa to Port Victor? Greasy, 4s. 6d. per ton. It is the same for dumped or undumped.
3969. What sort of a port is Port Victor? A very good one indeed.
3970. Can boats of any tonnage go there? Yes.
3971. Therefore, if a large proportion of the trade of the Murray and the Murrumbidgee had to find an outlet to the outside world in the cheapest way, is that the route which would be chosen, provided that there were good boats at Port Victor? Undoubtedly, and if time were no object. There is one element which will be admitted by owners and shippers of wool—that is, to get to Goolwa they have to cross what we call the Lakes Alexandrina and Albert, and the cost of insurance is increased for crossing the lakes.
3972. Has the possibility ever been considered of cutting a canal from the Murray to Port Victor? It has never been practically considered; it could only be done at enormous cost. The thing may be possible. I do not know anything that is impossible if money and engineering talent come together; but for such a short distance I question whether it would not be cheaper to put down two or three lines of railway, and to provide expeditious machinery for discharging at Goolwa and loading at Port Victor. That would get over the difficulty far more economically.
3973. Have you looked at the matter with a view to suggesting a cheap and easy service to cross from Goolwa to Port Victor as likely to be worked in some day in connection with the whole river system? No; there is no necessity for that unless there is some decided move in the direction of allowing all the wool to find the best and cheapest way down the river. As long as there is competition for the trade as there is at present it will of course be the desire of the grower to reach his market as soon as he can, and it is our desire to get a fair amount of haulage on the railways. Therefore we do not wish to give special facilities for carrying wool to Goolwa, although it finds its level there if the growers choose.
3974. Are you increasing the wharfage accommodation at Port Pirie? Only at the Intercolonial Wharf, so as to make the approach direct instead of by means of turn-tables.
3975. We want to know what are the interests to the west of Broken Hill of all the companies raising ore at Broken Hill. For instance, what have their smelting-works cost them, approximately, and what have they expended at Port Pirie on works that would have to be abandoned if they sent all the ore to the east? I am sure that the Proprietary Company would be willing to give that information with regard to their expenditure at Port Pirie. I know it has been very considerable, but I do not wish to suggest a figure. There are also extensive works at Dry Creek.
3976. Are there any other works of the same kind? Yes. Block 14 Company have works at Port Adelaide, which have been going very successfully for eighteen months. The Junction Company have works at Port Adelaide, but they have been idle for some time. I am told that they are likely to start soon.
3977. Have you any knowledge of the cost incurred in establishing these works? No.
3978. Are the works which you have particularised doing work similar to that which is proposed to be done on the eastern seaboard? I do not think they have their roasters up yet. That is work which they have in hand now at Port Pirie. I think they are smelting only the carbonate ore which they have taken from Broken Hill, and they have also a refinery at work.
3979. Does that represent the same class of expenditure as if the ore were taken to Sydney? Yes.
3980. Therefore there is a tendency not to abandon their works, but to continue to use them? Yes, that is so.
3981. *Mr. Hassall.*] I presume if you reduced your grades you could reduce your rates? Yes; it is a line which is very cheaply worked. We have not to maintain an expensive staff. I regard Petersburg as being quite apart from the Cockburn line. It was there before that line was made, and it is required for the northern and western systems. Taking the line of 145 miles from Petersburg to Cockburn, there are only two stations with station-masters and clerks; there are no books kept at the other stations; the other employeés are simply signalmen, so that we work the line at a minimum expense, and we are prepared to continue to do so.
3982. Are the works at Port Adelaide and Port Pirie of a permanent character? Yes; they will last for all time. It is only a question of maintenance. The lines of railway which we make through Crown lands are always unfenced. When the lands are taken up for agricultural purposes there is a clause which provides that the person who takes up the land must fence it, but if we run through agricultural country, to begin with, we fence our lines.

The following communication was subsequently received from Mr. Pendleton:—"When I met you yesterday you asked me if I could give you an approximate estimate of the cost necessary to alter our 3-ft. 6-in. gauge between Cockburn and Port Pirie to a 4-ft. 8½-in. line, and having looked into the matter as carefully as the short period allowed will permit, I have to say that roughly it would be £300,000."

Mr. Alexander B. Moncrieff, Engineer-in-Chief for Railway Construction, Department of Public Works, Adelaide, South Australia, sworn, and examined:—

3983. *Chairman.*] Are you Engineer-in-Chief for South Australia? Yes.
3984. What would be the minimum of metal or ballast which you would consider it justifiable to use in such country as that between Cockburn and Petersburg? With the trade which we are now carrying over that line the minimum depth of good ballast under the sleepers should be 6 inches.
3985. And then do you cover over the sleepers altogether with ballast? In this colony the sleepers have to be covered on account of the heat of the sun.
3986. Would that apply to a New South Wales line running west of Cockburn towards Menindie? Yes, I presume it would.

Mr. A. B.
Moncrieff.
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Mr. A. B.
Moucrieff.
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3987. Can you give us any information with regard to the present shipping accommodation at Port Pirie, the tonnage of the boats which go there, and what cost would be incurred in providing accommodation for boats up to 3,000 tons? I produce a plan of Port Pirie, showing the accommodation there. We are now dredging Port Pirie harbour to a uniform depth of 15 feet at low water. The tide rises about 11½ feet.

3988. So that a boat drawing 23 feet could approach it? In the approach to Port Pirie Harbour there is a minimum depth of 12 ft. 6 in. at low water; at the top of high water there is a depth of 23 ft. 6 in.

3989. Therefore, the maximum draught at Port Pirie at high water would be 20 feet. Yes, 20 or 21 feet.

3990. What is the nature of the bottom of Port Pirie and the approach to it? It is all soft, and there is no expensive dredging.

3991. Supposing you desired to provide accommodation for a boat drawing 28 feet of water at Port Pirie, would the cost be prohibitive? If orders were given to dredge out the whole of Port Pirie harbour so as to admit of a draught of 28 feet it would be a serious matter, but if it were simply a question of dredging out a berth at one of the wharfs there would be no difficulty about it.

3992. Would the dredging of the approach be a serious matter? It is a long approach; we should have to dredge a distance of, approximately, 3 miles in mud.

3993. Do you say that the cost of making Port Pirie available for boats of increased tonnage would not be great? It would not be great.

3994. What is the deepest draught boat which can use Port Pirie at present? Fifteen feet is the limit.

3995. What does that mean in tonnage? Later on I will let you have a schedule of the boats which come into Port Pirie. Dredging at Port Pirie in order to admit larger boats would not be expensive.

3996. What depth of water is available at Port Augusta? At the wharf at Port Augusta there is now a depth of 20 feet, and the approaches have all been dredged down to 18 feet at low water. The rise and fall of the tide is from 9 to 12 feet. A 20-foot boat could come there. There is a very fine wharf, and a direct railway approach. There is only a difference of 32 miles in the distance from Broken Hill to Port Augusta as compared with Broken Hill to Port Pirie.

3997. Could Port Augusta be readily deepened if necessary? Yes, it could be easily deepened. It is all sand. The frontage could be extended almost indefinitely.

3998. *Mr. Fegan.*] What is the frontage at present? Speaking from memory, I should say it is about 1,400 feet.

3999. *Chairman.*] Are both these harbours landlocked? Yes.

4000. Is there any "send" of the sea? No, they are very quiet.

4001. What is the nature of Port Victor? It is sheltered from the sea by an island and by a breakwater run out in a north-easterly direction. The breakwater is very strong.

4002. Is it a secure port? It is very safe when you get behind the breakwater.

4003. Is it safe to approach? It is very easily approached, but it is not so safe as Port Pirie or Port Augusta.

4004. Is it a good wholesome sea-port? Yes; once you are inside the breakwater you are quite safe.

4005. What is the depth of water there? The chart shows varying depths up to 27 or 28 feet. The anchorage varies from 19 to 27 feet. The chart shows behind the breakwater 6 fathoms, 5½ fathoms, 4½ fathoms, 3¾ fathoms, 3½ fathoms. We have an iron wharf inside the breakwater.

4006. What depth of water is there at the wharf? There appears to be 25 feet.

4007. Can we recognise Port Victor as being a good wholesome sea-port, and that a vessel, once it gets behind the breakwater, is safe, and also that a vessel drawing 25 feet can load there? Yes.

4008. *Mr. Trickett.*] Do large ships go to Port Victor? Not just at present; but very large ships do go there to load wheat chiefly, and to load wool.

4009. Is there any difficulty at all in navigation between Morgan and Goolwa? Not the slightest; it is a splendid river.

4010. What is the depth of water? There are no shallow places anywhere, and the depth runs to 60 feet.

4011. Can anything that goes to Morgan also go to Murray Bridge or Goolwa? Yes.

4012. From Goolwa to Port Victor we are informed that there is a railway, that the land is level, that there is no engineering difficulty;—has there ever been a project for constructing a canal there? Yes, there have been two projects. I produce a plan of a canal which was proposed to be made from Goolwa to Port Victor. The country was generally supposed to be very level. They commenced to plot a section, taking borings as they went, and as you will see from this section, when they got into 100 feet of solid granite they thought it was time to stop, and they never finished it. There was another suggestion which did receive some consideration—that was to cut across the sandhills for a distance of 2 miles from the river Murray, which would be practically making a new mouth to that river, which would discharge into the sea at Encounter Bay; but the "fetch" of the sea there comes all the way from the Antarctic Pole, and a tremendous sea rolls in sometimes, which would be rather dangerous.

4013. Then it resolves itself into this: That if the trade adjacent to the Murray and the Darling has to come down those rivers it has either to come through an artificial mouth of the Murray or by rail to Port Victor? Yes; or so develop the mouth of the river as at present to take out vessels.

4014. You dismiss the idea of carrying out the proposal you have just described? Yes; but steamers could get out of the present Murray mouth if it were properly developed, and so get over to Port Victor, but it is dangerous. I would summarise it in this way: No trade which could be carried on the Murray River would pay except at the cost of developing the mouth of the river, or of constructing a canal. That is the only way to carry on the trade successfully.

4015. Would it be expensive to make the Murray as far as your border such that the traffic would never be suspended? No; there would be no serious difficulty in developing the river from the mouth as far as Wentworth.

4016. *Mr. Fegan.*] Would it be difficult to make the river navigable all the year round? No. I know the river well from the mouth up to our boundary. I know the places which require to be improved, and it would not cost much; and that is also the case up to Wentworth.

4017. What is the distance from your boundary to Wentworth? I will furnish that information later on. We have been improving the river.

4018. *Mr. Hassall.*] Have you been doing any snagging? We have taken out all the snags, and have taken down all the overhanging trees. We have also adopted a method of deepening the river at shallow places.

places. We drive in a pile, leaving a narrow space between the left bank and the pile. On the right bank we stretch a wire rope, and hang on to that, by chains, pine-trees so that they float down the stream. The boughs are entangled in the sand, which forms a bank, and the water is forced into the channel, whereby a portion of the channel is made permanent. This proves very effective. We have entered upon rather larger operations in some places. Near Cragg's Creek we have put in a very extensive weir; it is not completed, but what we did last year was very successful. We have gone to a great deal of trouble about the river.

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4019. *Chairman.*] Would you kindly repeat your description of the method adopted for deepening the shallow places in the river? Yes. When we come to a shallow place in the river we drive in a pile a proper distance from one bank so as to leave a wide enough channel for the navigation. To that we attach a wire rope, which is stretched to the opposite bank—from that wire rope we suspend pine-trees so that the branches will trail down stream. They become entangled in the sand, and in a short time form such an impediment to the water that, sweeping round to the end of the pile, it scours the channel. We find that is better than sheet-piling.

4020. I understand that Port Pirie lies up a creek;—is there a heavy sea there? No.

4021. What is to prevent you going to the side of Spencer Gulf, and getting there whatever depth of water you want? We are there already, and there is nothing to prevent us getting whatever depth of water we want.

4022. Is the enterprise in connection with the smelting of ore at Port Pirie, Dry Creek, and Port Augusta of magnitude? We have very fine works at Port Adelaide, Dry Creek, and Port Pirie. There is nothing at Port Augusta.

4023. Do those works deal with ore? Yes, not only from the Barrier field, but also from places in South Australia.

4024. Do those works represent the expenditure of considerable sums of money? Yes.

4025. As an engineer, would you condemn absolutely any attempt in such country as that between Terowie and Cockburn to lay a line of railway without ballast for carrying heavy traffic? If you have any heavy traffic over a line it must be ballasted;—that is to say, if it is to have any life. It will cost you more in the end if you do not ballast it.

4026. As an engineer, would you face the full cost at first? I would ballast the line. As a matter of history, when the Cockburn line was started it was intended to be only half-ballasted. That is to say, a mere trifle of 3 inches of ballast was intended to be placed under the sleepers, and to make it a surface line as far as practicable, and no bridges where possible. It was found out, however, before the line was completed that that style of construction would never carry a train, so the Government arranged with the contractors to make the line as it is now, increasing the ballast and generally improving the line. But if the line had been laid out as a proper line to begin with, there would have been a large saving of money, because, having laid out the line on the surface, when they came to strengthen the line it was found that deviations were required in all directions in order to make it economical. The Silverton tramway was laid out from the first as a fairly good line. That line was laid out by the late Engineer-in-Chief of South Australia. In connection with the improvement of our railways and wharfs in connection with the Port Pirie trade we have already spent over £1,000,000.

4027. What does that embrace? The railway and deepening improvements at Port Pirie and the wharfs.

4028. Does that also include the expenditure at Port Augusta? No.

4029. Do you think that both ports cannot be legitimately charged with that expenditure? I did not consider Port Augusta in making out that statement.

4030. *Mr. Trickett.*] What did the line to Cockburn cost per mile? I cannot give you those figures. The original Parliamentary provision for a line from Petersburg to Cockburn, half-ballasted and laid wherever possible as a surface line, was £3,200 a mile. Material was very dear at that time.

4031. Have you made a similar line lately? No.

NOTE.—The following communication was subsequently received from Mr. Moncrieff:—“(1.) The largest vessel trading to Port Pirie is the ‘Buluwayo,’ 2,796 tons register. (2.) The largest vessel trading to Port Augusta is the ‘Hubbuck,’ 2,000 tons. (3.) The largest vessel trading to Port Victor is the ‘Hubbuck,’ 2,000 tons. The draught of this vessel is 24 feet when loaded. The depth at low water at Port Pirie Government wharf is 22 feet; in the harbour, 15 feet; and in the channel, 12 feet 6 inches. At Port Augusta Government wharf, 22 feet; in the harbour, 20 feet; and in the channel, 17 feet 6 inches. At Port Victor, 24 feet at the buoys. There is no channel, but a roadstead protected by a breakwater.”

TUESDAY, 6 OCTOBER, 1896.

[The Sectional Committee met at “Flecker's Hotel,” Adelaide, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. William Rendall Cave, merchant, Adelaide, South Australia, examined:—

4032. *Chairman.*] What is your occupation? I am a merchant carrying on business at Adelaide.

4033. Have you a full knowledge of the mining industry at the Barrier field and the South Australian interests which are identified with it? Yes.

4034. Can you give us a description of the smelting appliances in this Colony in connection with the Broken Hill mines? Of course, the Broken Hill Proprietary Company has a number of smelting works in this Colony, and the only one at Port Pirie now. I think they have acquired the rights of the British Company quite recently.

4035. Are the appliances and works in existence at Port Pirie in connection with Broken Hill of magnitude? They are certainly of very great magnitude.

4036. Are there works of magnitude at Dry Creek? Yes.

Mr.
W. R. Cave.
8 Oct., 1896.

4037.

Mr.
W. R. Cave.
6 Oct., 1896.

4037. Are there many others in South Australia? Yes; Block 14 Company has very large works at Port Adelaide, and they are extending those works. I think their works will be second to none if they carry out the extensions which they now contemplate at Port Adelaide. They have recently had under offer a piece of land twice the size of that they already occupy, and they are commencing to fill it up for the purpose of increasing their works.

4038. Are there very large interests at Dry Creek, Port Adelaide, and Port Pirie in connection with the Broken Hill mines? Yes.

4039. Do you desire to give us information particularly with regard to the facilities for loading at Port Pirie, and the freight charged? Yes. I understand it is contemplated now by the Proprietary Company to ship a very large quantity of their ore to Newcastle for treatment there. The cost of the conveyance of ore by sea from Port Pirie to Newcastle in the steamers now running would be somewhere about 5s. per ton—that is the ordinary rate. Not long ago we carried about 1,000 tons of lead for the company in one of our steamers to Sydney for transshipment, at 5s. per ton. That was by steamer from the wharf at Port Pirie by our labour, and it was delivered on board an ocean-going steamer in Sydney harbour.

4040. We have been informed by the Engineer-in-Chief that a boat drawing 15 feet of water can go into Port Pirie;—what is your opinion in regard to that? Vessels are loaded up there at present drawing 18 feet 6 inches; that is done constantly. I am a member of the Marine Board, and I know that the pilots will take up vessels at ordinary times of tide at Port Pirie drawing 18 feet 6 inches. Some of our vessels went out last year drawing 19 feet. They were laden with wheat.

4041. What is the tonnage of the largest vessel that could come in? I will furnish you later on with a return showing the tonnage of the large steamers that have gone in there. You can be assured that the large ocean-going steamers are now loading these concentrates at Port Pirie for Europe. There is one in particular, the "Omba." She met with a disaster and went into Freemantle. I think she had 3,000 tons of concentrates on board, which she loaded at Port Pirie.

4042. Could the capacity of that port be easily enlarged? Yes; it is only a question of deepening. With regard to the enlargement of the port, you have only to go down the river, and you can fill up as much as you like.

4043. If you could fix the depth of water, does not that control the whole business? Yes; but I should like to point out that a steamer of any draught, in my opinion, that comes into these waters can come into Port Augusta, which is a much better port for deep-sea vessels than Port Pirie. Vessels drawing 24 feet of water can load at Port Augusta.

4044. If Port Pirie is not deep enough, Port Augusta is? Yes. There was a motion in our Parliament to inquire into the question of leasing the wharf to the Sulphide Corporation. They selected Port Augusta in preference to Port Pirie, owing to the fact that there is no disability with regard to shallow water there, and Port Augusta has certainly more advantages in that respect than Port Pirie. The Government have spent a large sum of money in deepening Port Pirie, but even now it is not, and it will not be for years, so suitable a port for deep-draught steamers and for the large modern steamers which now come here. Large ocean-going steamers will always be able to come to a port like Port Augusta, and take five or six thousand tons of ore in one cargo, and perhaps more. The tendency now is to build steamers of very much larger capacity without increasing the draught in the same ratio. They are thus able to carry much larger cargoes with nearly the same draught of water. I assume the Sulphide Corporation had that fact in view when they selected Port Augusta, and, further, they arranged with the Government so that it would not cost them much more for railway carriage to take their ore to Port Augusta. I think there is only a difference of 25 miles, which would not be appreciable. The railway authorities recognised that fact, and they agreed to carry the ore at the same rate to Port Augusta as to Port Pirie.

4045. *Mr. Hassall.*] Is the line to Port Augusta a continuation of the Port Pirie line? It branches off at Petersburg, and goes northward. Port Augusta is at the head of the gulf. I think the Government entered into an arrangement with the Sulphide Corporation that the railway carriage from Cockburn to Port Augusta should be the same as from Cockburn to Port Pirie. They selected Port Augusta, and took up 1,000 feet of wharfage, with the idea that they would have the advantage of cheaper rates by sending their ore on board the new style of steamers. I know that they contemplate getting freight at 5s. per ton or less.

4046. Can you give us the draught of the deepest vessel that goes to Port Pirie and also Port Adelaide? Yes. I know that boats can always load down to 18 ft. 6 in. at Port Pirie. At different times I have loaded sailing vessels myself down to 19 feet. The pilots do not consider it is safe for a large vessel to load down to more than 18 ft. 6 in. At the same time, I know they frequently do that on a good tide, and they are taken out drawing a foot more than that.

4047. Do many passengers go from Port Pirie to Sydney? Very few. The boats that trade there are only cargo boats, and they do not carry passengers, as a rule. Howard Smith and Company's boats have sometimes come down *via* Adelaide, but comparatively few passengers travel by that route. The passengers, as a rule, come to Adelaide and then take the steamer. I should like to impress upon the Committee that if you do not build your railway, Port Augusta will eventually be the outlet for a much larger quantity of low-class ores than has been sent away in past years. Port Augusta has a great natural advantage in possessing 24 or 25½ feet of water. It would cost somewhere about £500,000 to obtain the same depth of water at Port Pirie. There is another fact that should be borne in mind. If it should become necessary to shorten the distance there is a kink in the present railway line which could be taken out, and that would counterbalance the difference in the distance from Cockburn to Port Augusta as compared with the distance from Cockburn to Port Pirie.

The following communication was afterwards received from Mr. Cave:—

FOLLOWING my remarks of this morning, I have refreshed my memory by reference as to the following:—

Draught of water at which it is safe for vessels to enter and depart from Port Pirie is 18 ft. 6 in. I have known ships to be taken down the river drawing (say) 19 feet and a few inches over, but in the case of a large ship the pilots always refuse to take them out drawing over 18 ft. 6 in. at high-water springs. There is a depth of about 18 feet dead low water at the Broken Hill and railway wharfs at Port Pirie.

At Port Augusta vessels having practically any ordinary draught can arrive and depart on ordinary good tides. A vessel drawing 26 feet or 27 feet can safely enter and leave Port Augusta. At the Government wharf there is 22 feet at dead low water.

The

MINUTES OF EVIDENCE—RAILWAY FROM CONDOBOLIN TO BROKEN HILL.

The following vessels have recently loaded with concentrates and ores at Port Pirie, viz. :—

Vessel.	Tons Cargo	Tons Reg.	Vessel	Tons Cargo.	Tons Reg.
Buluwayo	3,000	4,412	Basuto	2,000	2,742
Port Stephens	2,000	3,554	Gulf of Mexico	1,573	3,172
Oscar II	2,000	1,266	Sikh	1,200	2,672
Omba	3,557	2,950	Pondo	2,053	2,741
Gulf of Venice	2,002	2,923	Hubbnck	1,607	2,749
Chemnitz		2,700	Manica	2,002	2,733

Mr.
W. R. Caro
6 Oct., 1896.

You will note that in most of these cases the ships have only carried away ballast quantities of cargo from Port Pirie, and then have proceeded to the other Colonies to load up with wool and other light cargo. The "Omba," a steamer which I named in my evidence this morning, is, I think, the only vessel that has cleared with a full cargo of concentrates and ore to Europe; the others have simply called and taken in their ordinary stiffening, as above shown.

With regard to the passenger traffic from Port Pirie to Sydney by sea, this really amounts to nothing. There are no passenger vessels trading direct, and the "Dawn," a very small coaster, is the only vessel that carries passengers to Port Adelaide. Appended are the fares charged, viz. :—

Railway Fares.

Broken Hill to Sydney, via Adelaide.

1st Single	£8 15s. 0d.	2nd Single	£5 15s. 6d.
1st Return	£13 2s. 6d.	2nd Return	£8 13s. 3d.

Broken Hill to Adelaide.

1st Single	£2 9s. 8d.	2nd Single	£1 11s. 1d.
1st Return	£3 14s. 6d.	2nd Return	£2 6s. 8d.

Broken Hill to Port Pirie.

1st Single	£1 6s. 8d.	2nd Single	16s. 7d.
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By Steamer.

Port Pirie to Sydney.

1st Single	£4 4s. 0d.	2nd Single	£2 12s. 6d.
1st Return	2nd Return

Port Adelaide to Sydney.

1st Single	£3 4s. 0d.	2nd Single	£2 0s. 0d.
1st Return	£5 12s. 0d.	2nd Return	£4 0s. 0d.

By an arrangement with the Railway Department, I understand, these return tickets are interchangeable.

VICTORIA.

FRIDAY, 9 OCTOBER, 1896.

[The Sectional Committee met at the "Grand Hotel," Melbourne, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. WILLIAM JOSEPH TRICKETT. | JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.

The Sectional Committee further considered the proposed Railway from Condobolin to Broken Hill.

Mr. Henry C. Mais examined :—

4048. *Chairman.*] Were you formerly Engineer-in-Chief for South Australia? Yes, for twenty-one years.

4049. Did you construct the railway line from Petersburg to Cockburn? Yes; I constructed the whole of the South Australian railway lines, with the exception of 50 miles.

4050. What is the gauge of the railway to Cockburn? Three feet 6 inches.

4051. What did it cost? 144½ miles to Cockburn cost £540,000 up to the end of 1888, or £3,740 per mile. Since that date they have spent nearly £69,000 on additional railway works. They had sufficient rolling-stock when they opened the line to Broken Hill, but the traffic increased rapidly, and at the end of 1895 they had spent close on £69,000 on additional rolling-stock and other works.

4052. What is the cost per mile of the 3-ft. 6-in. gauge, such as that from Petersburg to Cockburn? About £3,000 per mile without equipment.

4053. Was that work carried out at a dear time? No doubt the work could be done for less now. I may say that the line originally was intended solely for pastoral purposes. After the contract was let, some diggings were discovered about 25 miles from Petersburg, and a large number of people went up there. It was then determined to make the line of a better class. Originally it was only a line laid with 4 inches of ballast, and the line was to be deviated where, under ordinary circumstances, a bridge would be necessary, and a bridge-crossing made, so that the line would go over any slight depression. A bank, for instance, would be made, and the line would be brought over the top of that, and be brought into the same position it would occupy if a bridge were built. That, however, was abandoned, and 4 inches of ballast, 1,700 yds. to a mile, were placed on the formation, and the sleepers put on top of that. The original intention was that 4 inches of ballast should fully ballast it. It was really an apology for ballast, and it would have almost been better without it. The work of putting down 4 inches of ballast, and subsequently ballasting the line, was done with the object of making a better line. The moment the line was opened additional ballast was put on by the Government.

4054. *Mr. Trickett.*] Was that the result of experience? It was considered inadvisable to work the line in that condition. Originally the railway was built merely to develop the country for pastoral purposes.

4055.

Mr.
H. C. Mais.
9 Oct., 1896.

Mr.
H. C. Mais.
9 Oct., 1896.

4055. *Chairman.*] In your opinion, would it have carried the traffic without the additional ballast? It would not have carried the diggings traffic. When that country is dry it is hard as the floor of this room, but after the smallest shower of rain it is as rotten as a bog. I have seen waggons loaded with goods going up to Broken Hill before the railway was built. There would perhaps be five tons in a waggon. They would camp at night on the road, and in the morning I have seen seventy of those waggons between Petersburg and Broken Hill, some of them sunk in the ground up to the bed of the waggon; others of them 1 foot or 2 feet down. That was simply because there was a slight fall of rain.

4056. *Mr. Trickott.*] What weight per truck did you estimate that this experimental line was to carry? The line was built with 41-lb. steel-rails. That was the lightest permissible rail; it was really lighter than Parliament sanctioned, but the Ministry would not have it heavier. Parliament prior to that passed a resolution that no narrow gauge railway should be built with rails less than 50 lb. weight. That resolution was set aside, and 41-lb. rails substituted. The rule that prevails in that matter usually is, that as one-twelfth of weight in lbs. of the rail is to the weight, you can put on a wheel. Dividing 41 by 12 you get $3\frac{1}{2}$ tons per wheel. Being steel, the rail would perhaps carry rather more than that weight, particularly if you had good sleepers under it. Many years ago when I first went to South Australia, there was a horse-line to be built from Gawler-town to Burra, where the copper-mines were. That line was 70 miles long. I reported on it to the Government, and the whole thing was altered. That line was laid with a 40-lb. iron-rail, and the sleepers were 21 inches centres. We ran our locomotives off the main line on to that line. The locomotives were of a lighter class then. The heaviest engine we put on would have six wheels, four coupled, and two in front, and it would weigh about 27 tons. They ran fairly well until they wore out the rails, and we had to renew them with 60 lb. steel-rails, with 20 inch centre sleepers. If you put the sleepers too close you cannot pack them, so there is a limit to that. Of course the proposition as it appears now is this—what is the probable traffic you are going to carry on the line you propose to build? Having ascertained that, you find out whether it is a daily regular traffic; then you know what power you want to pull that traffic over the railway, and you get an engine that can pull the load. Then you can ascertain whether you want it heavily or lightly ballasted, or whether you want to ballast it at all; but my experience in South Australia with reference to doing without ballast has not been satisfactory. We made a line by day labour for a distance of 100 miles, at Hergot Springs. That was done in a fair manner. It is a country extremely dry, but subject to occasional thunderstorms. After one of those storms I have seen the engine sink right down and bury the rails 2 feet in the mud. After we got the train out we left the rails there until the dry weather, when we pulled them out. That country borders on the lake, and there is gravel on it.

4057. *Chairman.*] What do you consider the 3 feet 6 inch gauge railway from Cockburn to Petersburg cost originally as ballasted to-day? £3,000 per mile.

4058. What do you think it would cost to-day? £2,500 per mile.

4059. What would that railway cost if it were built to a gauge of 4 feet 8½ inches? There is no rule by which such an estimate could be made.

4060. Can you give us any percentage? I can give you a statement of facts. If a 3 feet 6 inch gauge railway on level country cost £170 per mile less than the 5 feet 3 inch gauge, which was the standard gauge in South Australia at that time. In another part of the country, where it was most difficult to make a railway, the difference of cost was 50 per cent. The difference of cost between a 3 feet 6 inch gauge railway, and a 4 feet 8½ inch railway might be anything between £80 per mile and 30 per cent. It depends upon the grades and various other things.

4061. What would be the minimum amount of ballast which you could use between Cockburn and Petersburg, if you were carrying on heavy traffic? Nothing less than 6 inches under the sleepers.

4062. Do you think that a line 4 feet 8½ inches wide could be built to carry the trade between Cockburn and Petersburg for £2,600 a mile, exclusive of rolling stock? It is level country, but I do not think you could do it for much less than £3,000 per mile. That, however, is only an estimate, I have not gone into the question.

4063. Is there a limit to the use of additional sleepers? Yes, there is a limit. I am an advocate for having a line fully sleepered, instead of putting in as few as possible. You cannot have sleepers too close if you can pack them properly. The traffic on the line from Cockburn to Petersburg could never be conveyed on a surface line.

4064. *Mr. Fegan.*] Do you think it is possible for a railway 696 miles long to compete with a railway 252 miles long? That is out of the question; traffic will gravitate to the port which is nearest to it.

4065. Do you know if the rate of ½d. per mile per ton pays the South Australian Government? I cannot say now whether it does pay, but ½d. per ton per mile is very close shaving. It could not be done on difficult gradients. There the gradients are in favour of the traffic. From Broken Hill to Port Pirie it is practically a down hill grade. If that line had been laid with fair rails and good engines upon it, they could do the traffic well. When a line is made too light you have to run too many small trains.

4066. But a railway would not pay if laid down with heavier rails, and at an extravagant cost in the first instance? That has to be taken into consideration. Those rails will never be replaced with 40-lb. rails; they will be replaced with 50-lb. or 60-lb. rails.

4067. Will not that mean enormous cost added to the original cost? No, because that is not paid for out of capital. The difference in weight is charged to capital, but the cost of taking up the rails and putting them down is charged to revenue.

4068. Do you know what rights the Silverton Tramway Company possess which would prevent any other company from building a line alongside of theirs, or which would prevent the New South Wales Government from building such a line? I do not know that that company has any special rights. There was a rival line proposed years ago to run from Thackaringa in a straight line, but it never came to anything.

4069. What did the Silverton Tramway Company's line cost? Exactly the same as the South Australian railway to Cockburn. It was built by the same people. When the railway was brought to the border the same men went right through and finished it. The earthworks were done at the same price as the last 10 miles of the South Australian railway. The Cockburn line was taken in sections by the same contractor. There was an increased price given for earthworks the further the contractor went away from head-quarters.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Condobolin to Broken Hill.

SECTIONAL COMMITTEE.

APPENDIX.

A.

SWORN STATEMENTS BY MR. WILLIAM HAIGH, OF PORTLAND, AND MR. DAVID LAWSON.

WE, James Ryan and Louis Buckland Blackwell, journalist and civil engineer, respectively, of Lithgow, do solemnly and sincerely declare that on the 22nd day of September last we did obtain certain evidence from Mr. William Haigh, of Portland, herewith, marked "A," and from Mr. David Lawson, marked "B" herewith attached, and having reference to the proposed extension of the railway to Broken Hill; and we make this solemn declaration, conscientiously believing the same to be true, and in virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled, "An Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and Affidavits."

Made and signed before me at Lithgow,
this 1st day of October, 1896.

JAMES RYAN,
LOUIS B. BLACKWELL.

H. E. S. BRACEY, J.P.

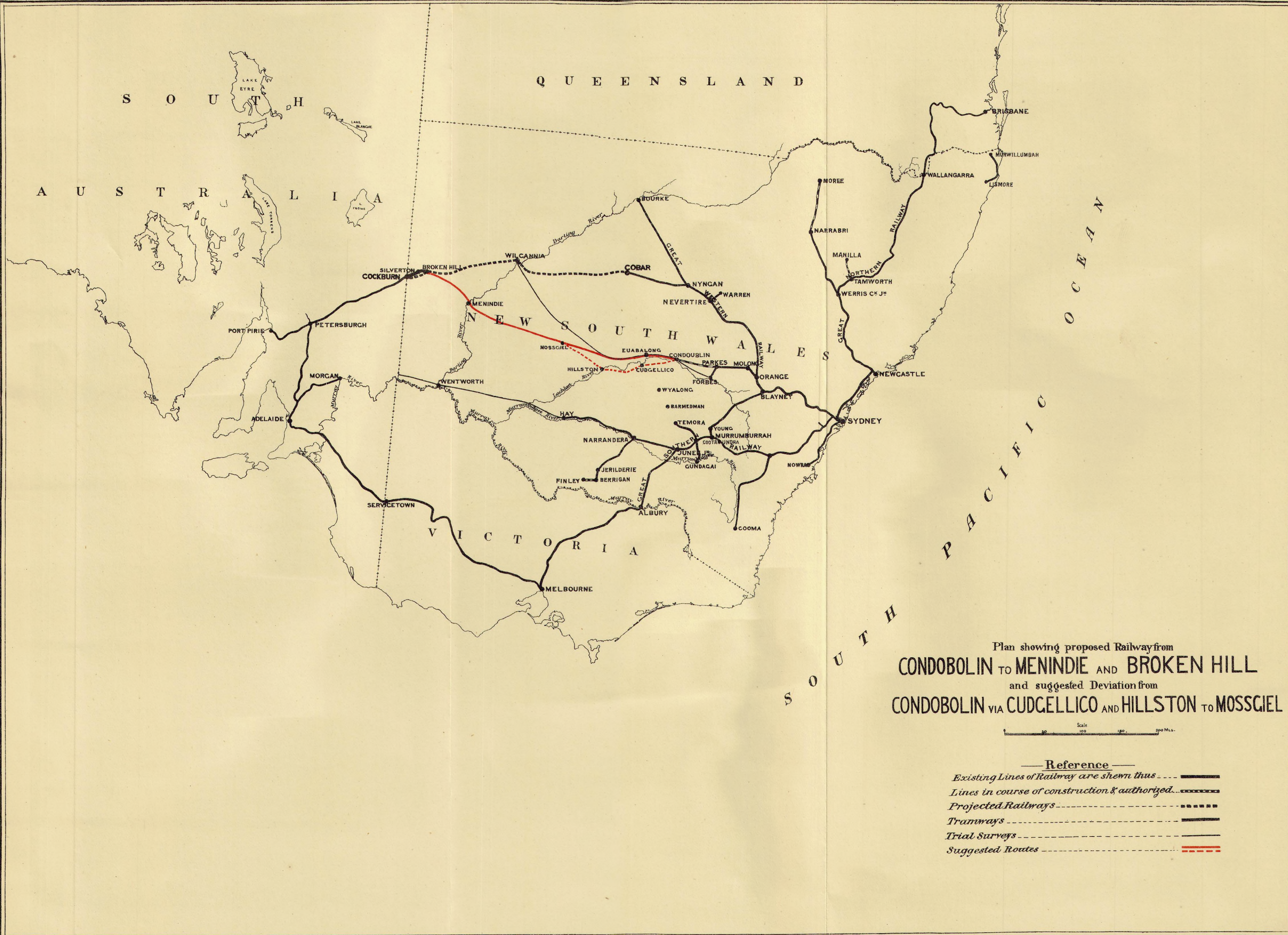
Mr. William Haigh was examined, and stated as follows:—

I have lived at Portland for nearly six years; was connected during that period with lime works.
I possess a thoroughly practical knowledge of the lime trade.
Have been supplying lime to Mr. Howell's smelting works at Dapto, and am now negotiating with him for the supply of limestone.
The property I am working consists of 15 acres, secured by a 14-years lease.
The present exposed face of limestone in my quarry amounts to 40 feet; do not know what depth it is, but must be considerable, as another quarry adjoining has been worked to a depth of 110 feet and not bottomed.
I cannot state the quantity of limestone in this neighbourhood, but think it is practically limitless.
The limestone deposit is exposed for half a mile in two directions.
The Cullen Bullen Lime and Cement Company have a quarry in operation close by.
I am prepared to supply lime delivered in trucks at Portland Siding at 15s. 6d. per ton, and limestone at the same siding at 4s. 6d. per ton, subject to further reductions for large quantities. I consider the stone from these quarries the best in the Colony.
On the 23rd instant I propose forwarding a sample of limestone to the Department of Mines for analysis.

Mr. David Lawson was examined, and stated as follows:—

For three years I was furnace manager to the Dundyvan Ironworks, near Glasgow; nine years in Muirkirk Ironworks, also in Scotland; four years with the Landore Siemens Steel Company, Swansea, in South Wales.
My experience in this country consists of eighteen months at Fitzroy, where I made 3,000 tons of pig iron, followed by about three months in Tasmania at Lampriere.
For the past thirteen or fourteen years I have lived in the neighbourhood of Piper's Flat Railway Station, and am well acquainted with the iron deposits on the Wallerawang Coal and Iron Company's estate. These consist of brown hematite, magnetite, and clay band ironstone. The brown hematite lode at a depth of 50 feet was proved 23 feet thick and 92 feet wide on the surface.
I consider there is from a half a million to three-quarters of a million tons of iron ore on this estate.
I believe all the country round here contains ironstone.
Sixpence per ton would be a fair royalty, to which must be added the cost of mining, amounting to 2s. 6d. a ton for brown hematite, and 1s. a ton for magnetite, also carting three miles to Piper's Flat Station.
This last item could be further reduced by constructing a tramway.

[Two maps and two plans.]



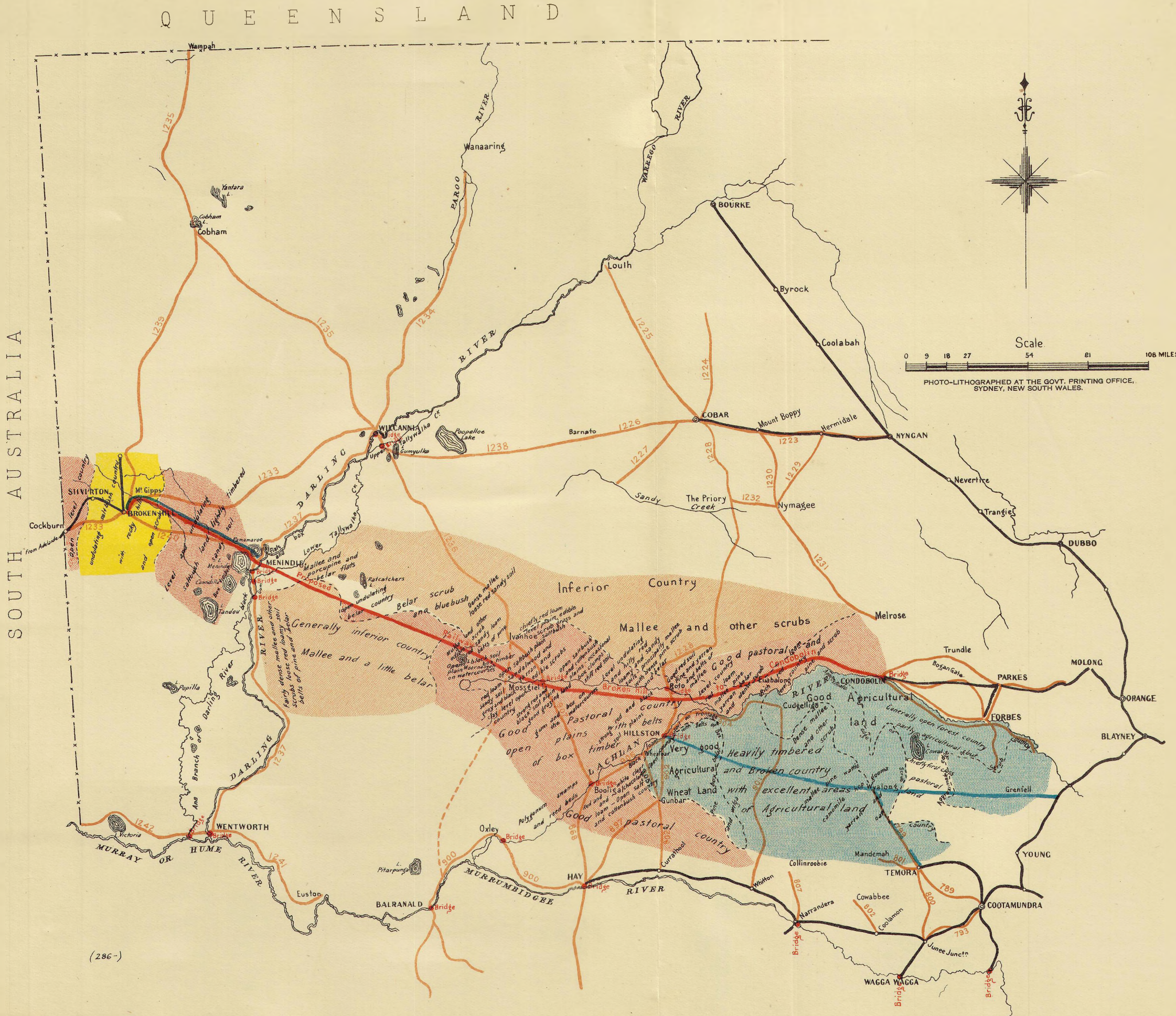
Plan showing proposed Railway from
CONDOBOLIN TO MENINDIE AND BROKEN HILL
 and suggested Deviation from
CONDOBOLIN VIA CUDGELICO AND HILLSTON TO MOSSGIEL

Scale 100 200 300 MLS.

- Reference —
- Existing Lines of Railway are shown thus ————
 - Lines in course of construction & authorized ————
 - Projected Railways ————
 - Tramways ————
 - Trial Surveys ————
 - Suggested Routes ————

SKETCH MAP
 SHOWING APPROXIMATELY THE POSITION OF LINE AND CHARACTER
 OF COUNTRY FROM GRENFELL TO BROKEN HILL.

PLAN 4.



1897.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLAN,

RELATING TO THE

PROPOSED RAILWAY

FROM

THE ROCK TO GREEN'S GUNYAH.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RAILWAY FROM THE ROCK TO GREEN'S GUNYAH.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing a line of railway from The Rock to Green's Gunyah," have, after due inquiry, resolved that it is expedient the proposed railway should be constructed; and, in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

THE PROPOSED RAILWAY.

1. The proposed railway has been under consideration for some years. In 1891, in a report on proposed railways for Riverina by Mr. S. Alexander, then an Examiner of Public Works Proposals, a line was recommended from The Rock to Murray Hut, and this led to a deputation waiting upon the Minister for Public Works, and urging the construction of a line in the direction of Murray Hut, as far as Green's Gunyah, and to a Ministerial statement in the Legislative Assembly that a railway would be taken through that locality. It was explained by the deputation then, and subsequently, that the line would pass through good agricultural land, much of it Crown land, and open up the country towards Brookong and Urana, giving communication to existing settlers and encouraging further settlement. The following year a survey of a line from The Rock to Murray Hut was completed, a route being decided upon which touched the southern end of the Crown land in the Green's Gunyah district; and again the line to Green's Gunyah was urged by a deputation to the Minister, this time with a written undertaking on the part of residents of the district to pay, if the railway were constructed, a special tax to the extent of 1d. per acre on land within a distance of 5 miles of the line on each side, $\frac{1}{2}$ d. per acre on land within a distance of 10 miles, and $\frac{1}{4}$ d. per acre on land within a radius of 15 miles. Nothing definite, however, was done in the matter until 1895, when a Ministerial promise was given that the proposal should be taken into serious consideration; and this was followed by the Railway Commissioners reporting upon the line, and by the reference of the work to this Committee.

DESCRIPTION OF THE LINE.

2. The line, which is 25 miles 13 chains in length, commences as a branch of the Great Southern Railway at the Albury end of The Rock station, 327 miles 7 chains 11 links from Sydney, and proceeds westerly, with a trend to the south, along a reserved 3-chain road, as far as 345 miles from Sydney, where the watershed between the Murray and Murrumbidgee Rivers is crossed. At this point the line leaves the reserved road, and takes a north-westerly course to Green's Gunyah, where it ends at 352 miles 20 chains from Sydney on the travelling stock reserve which extends between Wagga and Urana. Except for a few miles at each end

end of the line, where the land is flat, the country passed through is undulating, and very little of it is private land. The ruling grade upon the line is 1 in 80, and the sharpest curve 20 chains radius.

ESTIMATED COST.

3. The estimated total cost of the line is £65,939, or £2,620 10s. 6d. per mile, exclusive of land and compensation, which, however, is so small that the estimate of £65,939 is not likely to be exceeded.

One of the largest items in the estimate is £11,928 for earthworks, which, in places, will be somewhat heavy. Culverts, timber bridges, and small timber openings are estimated at £3,512; permanent-way materials (60-lb. rails) at £15,697; laying, ballasting, and sleepers at £13,175; station works, including junctions and sidings, £2,832; station buildings at £4,045; and other items of expenditure cover freight, water supply, mileage and gradient posts, telegraph, engineering and contingencies, &c. Level crossings, cattle stops, and fencing are put down in the estimate at £982.

RAILWAY COMMISSIONERS' REPORT.

4. The report of the Railway Commissioners upon the line shows, in a comparison of the estimated annual cost with the estimated revenue, a loss per annum of £1,127. The annual cost, as estimated, amounts to £3,802, which is made up of interest on capital expenditure at $3\frac{1}{2}$ per cent., £2,177, and working expenses, £1,625. The estimated annual revenue is £2,675, comprising goods traffic, live stock, &c., £2,200; passengers and parcels, £175; and mails, £300.

Nearly the whole of the country through which the line would run, the Commissioners say in their report, is exceedingly good agricultural land, but, as grain and similar produce cannot bear high rates of carriage, there is very little prospect of that development taking place in farming, which should be the case, unless railway communication is afforded. But, while admitting this, they are of opinion that the proposed line, if constructed, will, for a long time to come, be a burden upon the existing railway system, unless there be entered into with the people of the district some arrangement such as they have expressed themselves willing to make, by which they will be required to pay a special tax as a guarantee fund levied for the support of the line. On that condition, and the understanding that a local scale of traffic rates will be charged on the railway in order to produce a reasonable revenue, they strongly recommend the construction of the line. On any other basis they would not recommend it. The time has arrived, they consider, when some special action of this character should be taken in regard to what they describe as "the continuous applications for railway extension."

At the date of their report—July, 1896—unprofitable lines forming part of the railway system of the Colony were being worked at a loss of £370,000 per annum, and this sum has to be provided by the users of other sections of the railways paying higher rates than otherwise would be the case. Such a departure from the practice hitherto followed, as specially taxing the people of the district through which a railway likely to be unprofitable is constructed, would, the Commissioners point out, "have the effect of checking applications for lines in districts where there is little prospect of their being of a payable character; whilst, on the other hand, it would be a strong incentive to those living within the area guaranteeing the line to put all possible traffic thereon; whereas now, in many cases, for a slight personal advantage, some of the lines are left to carry 80 or 90 per cent. of the traffic which returns but little net profit, while the small amount of traffic which gives a reasonable return is taken by road."

The guarantee, they consider, should cease as soon as lines of this character pay working expenses and 3 per cent. upon the capital outlay.

ESTIMATE OF TRAFFIC.

5. The Commissioners' traffic estimate is based on a report from the Railway Goods Superintendent, made to them in May 1896 and subsequently amended. In the first instance the yield per annum anticipated from the line was set down at £1,075; but, in consequence of the Commissioners, during their visit to the district, being informed that the residents were prepared to pay double the rates stated in
the

the Goods Superintendent's estimate, on all traffic except wool, and that all items of traffic, with the exception of wool, would be doubled in tonnage, the estimated return from the line was increased to £2,675, the details of which are as follows:—

Goods, 800 tons, at 10s. per ton	...	...	...	...	...	...	...	...	£400
Wool, 800 tons, at 10s. per ton	...	...	...	...	...	...	...	...	400
Grain, 4,000 tons, at 5s. per ton	...	...	...	...	...	...	...	...	1,000
Live stock, 400 trucks, £1 per truck	...	...	...	...	...	...	...	...	400
Passengers, 750 at 4s. (allowing one and a half journey per annum for residents of the district)	...	...	...	...	...	...	...	...	150
Parcels	...	...	...	...	...	...	...	...	25
Mails	...	...	...	...	...	...	...	...	300
Total	...	...	...	...	...	...	...	...	£2,675

The Sectional Committee appointed to inquire into the proposed work came to conclusions with regard to the traffic different from those of the Railway Goods Superintendent and the Commissioners, and consider that instead of the line showing a loss of £1,127 per annum it would, with a fair season, probably show a surplus soon after construction. They report that the Commissioners' stock estimate appears to be fair, and do not question the estimate regarding goods, passengers, parcels, and mails; but they are of opinion that the return from wool and wheat is under-estimated. A very reasonable forecast of the wool traffic, based on the information obtained by them, is £500 as compared with £400, the estimate of the Commissioners; and a very moderate yield, in a fair season, of wheat grown in the district will, they say, return to the railway £2,250, representing 9,000 tons of wheat, as compared with £1,000, the Commissioners' estimate, representing 4,000 tons. "Not only is the Railway Commissioners' estimate much under the return of last year's harvest," the Sectional Committee state in their Report, "but it has been given without a full consideration of the yearly increase in the area of land under crop," which increase is indicated by the progress apparent in clearing and preparations for cultivation in many parts of the district.

These conclusions of the Sectional Committee place the estimate of traffic £1,350 above the total amount shown in the Commissioners' estimate, and £223 in excess of the estimated annual cost. The details are as follows:—

Goods	...	...	...	...	...	...	...	...	£400
Wool	...	...	...	...	...	...	...	...	500
Grain	...	...	...	...	...	...	...	...	2,250
Live stock	...	...	...	...	...	...	...	...	400
Passengers	...	...	...	...	...	...	...	...	150
Parcels	...	...	...	...	...	...	...	...	25
Mails	...	...	...	...	...	...	...	...	300
Total	...	...	...	...	...	...	...	...	£4,025

PROBABLE TRAFFIC AREA.

6. The Sectional Committee limit the country, from which traffic will be obtained by the proposed railway, to an area extending for about 12 miles around Green's Gonyah, and to within 6 miles of The Rock.

Commencing at a point north-west of Galore, the boundaries of the area are as follows:—On the north-east by a line running south-east 24 miles and a little to the north of the road from Narrandera to Bullenbong, to a point about 2 miles beyond Bullenbong; on the south-east by a line bearing south-west about 24 miles, to a point within 3 miles of Urangeline Creek; on the south-west by a line bearing north-west about 24 miles, and following generally parallel with the Urangeline Creek for about 16 miles; and on the north-west by a line bearing north-east about 24 miles, to the point first mentioned.

Over the area described, the Sectional Committee found that the special rate proposed by the Railway Commissioners would attract produce to the line, this rate being considerably less than the present cost of conveyance by road.

The present road rate for the carriage of produce from Green's Gonyah to The Rock is from 9s. to 10s. per ton, which, taking the lower figure, is 4s. in excess of what it is proposed to charge by the railway. Within 12 miles of The Rock a 5s. rate, the Sectional Committee say, would probably prevent the proposed railway from being used except when the roads are bad, for at this distance road carriage and the special railway rate are, in amount, the same. But if a rate of, say, 2s. 6d. per ton were charged within this distance, remunerative traffic would possibly be obtained

obtained to within 6 miles of The Rock, from which point the traffic would be attracted to the Great Southern Railway. That railway would, no doubt, within this limit, attract a certain portion of the traffic by road, not only to The Rock station but to Yerong station, south of The Rock.

INFLUENCE OF EXISTING RAILWAYS ON THE TRAFFIC.

7. The proposed line is surrounded by existing railways which influence, more or less, the country in the southern parts of the Colony.

On the east, or at The Rock end of the proposed railway, there is the Great Southern trunk line; on the north the south-western line from Junee to Hay; on the west, the railway from Narrandera to Jerilderie; and on the south, the line from Culcairn to Corowa, as well as the Victorian railways beyond the Murray. Outside the 12 miles area around Green's Gonyah, much of the traffic will probably go, as at present, to Narrandera and Coonong; and the Great Southern Railway, for a certain distance north and south of The Rock station, is in a position to attract from the proposed line traffic which might be regarded as belonging to it.

SUGGESTED SPECIAL TAX AND LOCAL RATES.

8. The suggested special tax upon the residents of the district, and the imposition of special local rates, were matters which also came before the Sectional Committee in the course of their inquiry. They found that neither is viewed favourably by the residents. It is pointed out that, unless legislation be passed to render the special tax obligatory, it can only be levied with the consent of the land-owners, and that, in the absence of this legislation, many persons will refuse to pay.

A special rate for the carriage of produce is regarded as more equitable; but a charge of 5s. per ton for the conveyance of grain is twice the sum paid on the Berrigan railway, and that is considerably greater than the ordinary grain rate. This fact, in itself, makes the proposed special rate unpopular, and, in addition to this, it is contended that before the railway can be constructed the district will have developed sufficiently to place the line on a paying basis, and render a special tax unnecessary. On this point, the Sectional Committee are of opinion that the district around Green's Gonyah is quite as favourably situated for the production of cereals as that around Berrigan, and that settlement in the district will very shortly be as satisfactory as it was around Berrigan when the construction of the Berrigan railway was recommended by the Committee.

THE LAND IN THE DISTRICT.

9. Within 5 miles of each side of the proposed line, and a similar distance beyond its terminus at Green's Gonyah, the Committee learn, from official information supplied by the Department of Lands, there are 136,980 acres of alienated land, 26,840 acres of reserves, and 2,880 acres of Crown land. Between 5 and 10 miles there are 145,880 acres of alienated land, 28,640 acres of reserves, and 3,820 acres of Crown land. Within from 10 to 15 miles there are 163,160 acres of alienated land, 21,810 acres of reserves, and 4,830 acres of Crown land. These figures make a total of about 450,000 acres of alienated land, 75,000 acres of reserves, and 10,500 acres of Crown land.

As the construction of the railway must enhance the value of land in the district, an increase in the rentals charged by the State cannot be regarded as unjustifiable.

AGRICULTURAL PROSPECTS.

10. Within the 12-mile limit area, defined by the Sectional Committee, there are about 370,000 acres of land, 300,000 of which may be classed as suitable for the growth of cereals. The remainder is plain country, most of which will probably continue to be used for pastoral purposes. In the smaller area, from which traffic will be obtained at a lower rate than can be charged in the larger, there are about 46,000 acres, a considerable proportion of which is good agricultural land.

The agricultural prospects of the district are very satisfactory. Statistics supplied to the Sectional Committee represent the area at present under cultivation as 20,984 acres. Large areas of land held for pastoral purposes are being devoted to agriculture. On Brookong station 5,000 acres have been let this year, to be placed under

under wheat. Next year this quantity will be increased to 7,000 acres, and ultimately to 10,000, the reason given for the increase being that agriculture pays better than pastoral occupation. 30,000 acres at Brookong are about to revert to the Crown under the exchange system, and will shortly be thrown open for settlement. Most of this land is suitable for agriculture. Locally the net return from pastoral land is estimated at from 3s. to 4s. per acre, and that from wheat land at 15s.

In the vicinity of Green's Gunyah agriculture is rapidly extending, much of the land being well farmed.

The high price of wheat, which will probably not be permanently maintained, has had great effect in stimulating the growth of cereals. In this district, in some parts of which the rainfall is under 20 inches, bad seasons must be expected; still there can be little doubt of the suitability of the conditions around Green's Gunyah or of agriculture being upon a solid basis. To the Sectional Committee the possibilities of progress appeared so great, that they regard the figures from which traffic to the railway may at the present time be estimated, as not a true index of the amount of production probable from the increase of settlement certain to follow railway construction.

WOOL PRODUCTION.

11. A considerable quantity of wool is produced in the district, and at present goes to Melbourne by way of Corowa; although for several years it came to Sydney. Under the competitive system which prevails in connection with the railway systems of this and the adjoining southern colony, efforts to secure the wool for Victoria are not likely to be relaxed; but the extension of the railway system of New South Wales from The Rock to Green's Gunyah must place that system in a more advantageous position than at present.

THE COMMITTEE'S RECOMMENDATION.

12. For the reasons stated—(1) the suitability of the land in the district for agriculture; (2) the extent to which cultivation is now carried on, and will probably progress; and (3) the increased value that will be given by the line to Crown lands in the district—the Committee are of opinion that the proposed railway should be constructed.

The resolution passed by the Committee is shown in the following extract from their Minutes of Proceedings:—

“ Mr. C. J. Roberts moved—

‘That, in the opinion of the Committee, it is expedient the proposed Railway from The Rock to Green's Gunyah, as referred to the Committee by the Legislative Assembly, be carried out.’

“ The motion was seconded by Mr. Black, and passed on the following division:—

Ayes, 8.	Noes, 5.
Mr. Ewing,	Mr. Humphery,
Mr. Roberts,	Mr. Hoskins,
Mr. O'Connor,	Mr. Trickett,
Mr. Clarke,	Mr. Lee,
Mr. Hassall,	Mr. Fegan.
Mr. Black,	
Mr. Wright,	
Mr. Farnell.	

“ Mr. Lee moved—

‘That it be a condition that, prior to the railway being constructed, the landowners guarantee the amount per acre recommended by the Railway Commissioners.’ ”

“ The motion was seconded by Mr. Wright, and negatived on the following division:—

Ayes, 5.	Noes, 8.
Mr. Humphery,	Mr. Ewing,
Mr. Hoskins,	Mr. Roberts,
Mr. Trickett,	Mr. O'Connor,
Mr. Lee,	Mr. Clarke,
Mr. Wright.	Mr. Hassall,
	Mr. Fegan,
	Mr. Black,
	Mr. Farnell.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 25th November, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM THE ROCK TO GREEN'S GUNYAH.

THURSDAY, 16 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee proceeded to consider the expediency of constructing a line of Railway from The Rock to Green's Gunyah.

Henry Deane, Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

1. *Mr. Lee.*] You appear here on behalf of the Under Secretary for Public Works? Yes, owing to the unavoidable absence of the Under Secretary. I have a statement prepared by him which I will read:—

H. Deane.
16 Sept., 1897.

PROPOSED RAILWAY LINE—THE ROCK TO GREEN'S GUNYAH.

Mr. Alexander, in his report on proposed railways for Riverina, dated 30th March, 1891, recommended a line from The Rock to Murray Hut, which would run about 8 or 9 miles south of Green's Gunyah.

Encouraged by this report, a deputation, introduced by Messrs. Cornly, Dibbs, Rae, and Lyne, M's.P., waited upon Mr. Secretary Young, and urged the construction of a line of railway from The Rock to Green's Gunyah. The Minister promised that as soon as surveyors could be spared he would have a survey made, and also continue it on to Murray Hut.

Soon after this Mr. Burge was engaged on an exploration of the route, and in November, 1891, the Minister stated in the House that the line would be taken through Green's Gunyah.

This prospect, however, was not realised, and persons interested urged the adoption of the route *via* Green's Gunyah, and that the line might be taken within a mile of Mount Galore.

Hereon Mr. Burge reported that the line recommended by Mr. Alexander ran 8 or 9 miles south of Green's Gunyah, but he (Mr. Burge) had deflected his line 6 or 7 miles north of Mr. Alexander's, so as to touch the southern end of the Crown lands forming the district known as Green's Gunyah. To go further north (to the Post Office) would add to the length of the line considerably, and increase the expense, and bring it within the area served by the Narrandera line; and would, moreover, involve a double crossing of Brookong Creek. To take the line, as proposed, within a mile of Mount Galore would increase and emphasise these objections.

On 11th August, 1892, Mr. Deane reported the completion of the survey from The Rock to Murray Hut—length, 99 miles. Estimated cost, £3,630 per mile = £359,370.

Deputations urging the construction of the line from The Rock to Green's Gunyah, waited upon Mr. Secretary Lyne, in September, 1892, and November, 1893, and on the latter date the Minister stated he had been in favour of the construction of the line for some time; and when the Betterment Bill, which he then had before the House, became law, he intended to urge before his colleagues the necessity for its construction. This, Mr. Lyne said, was one of the lines he desired to have made under the Public Works Act Amendment Bill, and if it was possible for him to induce the Government to construct it, the work would be carried out.

No further action of importance was taken till March, 1895, when Mr. Lyne introduced a deputation urging the submission of the line—The Rock to Murray Hut—to the Public Works Committee. Mr. Young, in reply, said he was fully aware of the highly productive character of this district, and promised to take the matter seriously into his consideration.

In April, 1896, the Minister issued instructions for a report to be obtained from the Railway Commissioners on the proposal from The Rock to Green's Gunyah. Mr. Deane estimated the line would cost £67,000, and would be about 25 miles long.

The Commissioners forwarded their report on the 7th July, 1896.

It should be pointed out that since the Commissioners' Report the estimated cost has been reduced by Mr. Deane from £67,000 to £65,933, or an average per mile of £2,620 10s.

ROBT. HICKSON,

Under Secretary for Public Works and Commissioner for Roads.

H. Deane. The Railway Commissioners' Report on the proposed line is as follows :—
16 Sept., 1897.

Office of the Railway Commissioners of New South Wales, Sydney, 7 July, 1896.

Proposed "Pioneer" line of Railway from The Rock to Green's Gonyah. Length, 25 miles.

In accordance with section 13 of the "Public Works Act of 1888," we beg to report as under :—

<i>Cost of construction—</i>		
The Engineer-in-Chief estimates cost of constructing the line (exclusive of land and compensation), at		£67,000
<i>Annual cost—</i>		
Interest on capital expenditure, at 3½ per cent.	£2,177	
Working expenses (total cost)	1,625	
	Total annual cost	£3,802
<i>Estimated revenue—</i>		
Goods traffic, live stock, &c.	£2,200	
Passengers and parcels	175	
Mails	300	
	Total annual revenue	£2,675

Nearly the whole of the country through which the line would run is exceedingly good agricultural land; but as grain and similar produce cannot bear high rates of carriage, there is very little prospect of that development taking place in farming, which would be the case, unless railway communication is afforded.

The line, however, if constructed, would for a long time to come be a burden upon the existing systems; but as the people of the district, when applying for this railway in 1893, made the suggestion that the whole of the surrounding district should have a guarantee fund levied for the support of the line, to the extent of 1d. per acre within a distance of 5 miles on each side, ½d. per acre within a further distance of 10 miles, and ¼d. per acre within a radius of 15 miles, we would strongly recommend the construction of the line on these conditions; but the land for a distance of 5 miles from The Rock station on the main Junee-Albury line should be excluded, as the residents within that area are already served by the main line. The time has arrived when some special action of this character should be taken in regard to the continuous applications for railway extension.

At the present time, as stated in our Annual Report, unprofitable lines are worked, involving a loss of £370,000 per annum, and this sum has to be provided by the users of the other sections of the railways. This necessitates the charging of higher rates than would otherwise be the case. The productive territory of New South Wales is so far from the seaboard that the development and prosperity of the country to a large extent depends upon exceptionally low rates being charged for produce, and this great burden of unprofitable lines is a serious handicap upon our efforts to reduce rates.

The adoption of such a departure as the foregoing would have the effect of checking applications for lines in districts where there is little prospect of their being of a payable character; whilst, on the other hand, it would be a strong incentive to those living within the area guaranteeing the line to put all possible traffic thereon: whereas now, in many cases, for a slight personal advantage, some of the lines are left to carry 80 or 90 per cent. of the traffic which returns but little net profit, while the small amount of traffic which gives a reasonable return is taken by road.

In connection with this line, it may be mentioned that the owners of Brookong Station last year, and again this year, diverted the whole of their traffic to Melbourne, whereas had this branch been in existence, and the guaranteeing arrangement been in force, no doubt the whole wool clip would have been put upon the line to be forwarded to Sydney, the guarantee to cease so soon as the line pays working expenses, and 3 per cent. upon the capital outlay.

The residents of the district, during an interview with us, were informed that a local scale of rates would be charged for the traffic on this line, as, if this were not done, there would be no prospect of a reasonable revenue being derived.

The Common Seal of the Railway Commissioners
of New South Wales was hereunto affixed
this 7th day of July, 1896, in the presence of,—
H. MCLACHLAN, Secretary.

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FEHON,
Commissioner.

The following is a description of the railway :—

The Rock to Green's Gonyah (now Lockhart) Railway.

(Length, 25 miles 13 chains; estimated cost, £65,939, or £2,620 10s. 6d. per mile, exclusive of land and compensation.)

This line commences as a branch of the Great Southern Railway at the Albury end of The Rock station, at 327 miles 7 chains 11 links, and occupies partly a reserved 3-chain road, bearing westerly with a trend to the south as far as 345 miles, where the watershed between the Murray and Murrumbidgee Rivers is crossed.

Here the reserved road is left, and a north-westerly direction is taken to Green's Gonyah, where the line ends at 352 miles 20 chains on the travelling stock reserve, No. 991, which stretches between Wagga and Urana.

The country passed through is undulating, except for a few miles at each end, which are flat.

Very little private land is intersected.

2. Have you any plans to put in in connection with the proposed line? I have a compilation of the parish maps and a general outline of the route to a scale of 2 inches to the mile, a tracing of the line as proposed to a scale of 10 chains to the inch, and a section of the line to a horizontal scale of 10 chains to an inch, and vertical scale of 100 feet, and the Books of Reference.
3. *Mr. Hoskins.*] The Department required the residents to give some guarantee, did it not? Yes. I beg to hand in a printed report by Mr. Stanley Alexander on the proposed railways in the Riverina referred to in the statement.
4. Do you know whether the people are willing to give the land for the purposes of the railway free? Scarcely any private land will be required. The line goes through reserves nearly the whole distance. It is a 3-chain road most of the way. At the Green's Gonyah end it passes through some land belonging to the Brookong run, which is to be exchanged for some other land belonging to the Government.
5. *Mr. Lee.*] Will you describe to the Committee the nature of the line you propose to build? The line is of the usual character, but the earthworks in some places are heavier than those on other light lines which have been lately considered, and the cost comes out considerably higher. It is about £2,600 a mile.
6. Has there been some alteration in the survey or some other cause which led you to reduce the amount? That small reduction which is mentioned in Mr. Hickson's report is chiefly due to the adjustment of prices.
7. It does not refer to any alteration in the principle of the line? No.
8. Is it put before the Committee as a light line? Yes.
9. To be ballasted throughout? No; only to be partially ballasted.
10. What difficulty, if any, are you likely to meet with from watercourses? No difficulties. There is only one creek of any importance.
11. It is fairly flat country there, is it not? It is undulating country. It is very flat when you get within a few miles of Green's Gonyah. Then the country is flat right away west to Urana, Jerilderie, and Berrigan.

12. The nearer you get to Brookong you get more into level country? Yes.
13. And with rather a heavy rainfall what provision have you made on that portion of the line for carrying off surface water? I have included in the estimate an item of about £3,500 to cover the cost of culverts.
14. How would that be divided? There must be either one large water-course or a number of small ones? The country will be dealt with according to its requirements.
15. Have you made any special provision in that respect? I have made what I consider a necessary provision.
16. Do you anticipate any difficulty with the surface water there? No.
17. Are the conditions of that district such that it is not subject to heavy flushes of surface water? No, I do not think there will be any difficulty at all. There is only one creek of importance. Several openings will have to be made there to take the floods, but there is not a large water-course.
18. What was the cost per mile of the line from Narrandera to Jerilderie? I do not remember. That line has been made some years; and when it was made, the same attention was not paid to economy that there is now. It also includes a long bridge over the Murrumbidgee.
19. I presume the cost of material was much higher then? Yes; labour and everything. The line that is nearest to this in cost that the Public Works Committee have considered is the line from Tamworth to Manilla; but on the Green's Gunyah line the earthworks are heavier, but, of course, there is no large bridge as there is over the Peel River.
20. Taking works of that character what would be the general average cost of the remainder of the line, exclusive of such special items? If the earthworks and the drainage were reduced, that is to say, if the earthwork and the drainage were of the ordinary character of those of light lines, we should cut out about £500 per mile. That would bring it down to about £2,100 a mile, and that would be very close to what has been recently given as the estimated cost of lines.
21. Does the drainage differ from the ordinary works? It does, in this way: the earthworks are heavier. There are cuttings on this line that will probably have a depth of 15 or 16 ft. Instead of being a surface line it will be over a certain portion a cutting and bank line. If you look at the parish map on which the line is marked, you will see that about two-thirds along the length of the line from The Rock there is a series of curves; those curves are rendered necessary by the character of the country. There are several heavy cuttings about that part.
22. I presume that is intended to obtain a sufficiently easy grade? Yes; a sufficiently easy grade, with the minimum of earthwork.
23. What grade have you decided upon? One in 80.
24. Will that be sufficient to meet the requirements of such a line, which will be considered a grain line? Yes; when we come to the construction I may be able to flatten the grades a little. I am satisfied that a ruling grade of 1 in 80 can be obtained at that cost.
25. We should like to have it from you definitely that these curves and detours from the straight line have been adopted for the purpose of obtaining a good grade? Yes; the reason why the line follows this course down south-west, instead of going straight across to Green's Gunyah, is that it follows along a 3-chain road until it gets to about the 344½ miles, that is 17 miles from The Rock. For the length of 17 miles from The Rock it follows almost entirely that 3-chain road, and from that point it follows a general north-westerly direction to Green's Gunyah.
26. Then the portion along the road appears to follow a fairly straight line? Yes.
27. But after you leave the road, the line appears to make several rather large curves. Yes.
28. And your answer is that they have been adopted for the purposes of obtaining a sufficiently easy grade? Yes. The 3-chain road that is made there was laid down, I believe, after the first survey from The Rock to Murray Hut. It followed the course of the line for a certain distance, and towards the end of the 3-chain road, that is about 344½ miles from Sydney, the road itself is curved. That is because it follows the original trial line. The trial line had these curves on it in order to follow the contour of the country.
29. May I ask whether that 3-chain road is there in consequence of the policy of making reservations some years ago which was adopted in nearly every trial survey? No.
30. Is this 3-chain road land that was reserved some years ago for a possible railway extension? No, it is not of the same character. The reserves that used to be made for railway purposes were 2 miles in width, a mile on each side of the trial survey line. This road was made because I believe the necessity for opening up communication was recognised, and it was thought desirable to carry it along where eventually a line would probably be taken.
31. In consequence of the existence of that 3-chain road of which you have been able to avail yourself, the resumption of land for that distance, I presume, will be entirely avoided? Not altogether. Last week I went over the line, taking with me the parish map and a tracing of the plan, to a 10-chain scale and a section of the line as laid out. The result of my inspection of the line was to select a slightly different route in some cases in order to make the earth-works easier and to get the desired grade. This line, shown on the parish map in red, is the line submitted for investigation by the Committee; but the line which I decided in my own mind was the proper one to adopt, would differ from this line to the extent that for the greater part of the way instead of being on the left hand side of the road it would be on the right hand side of the road, and at two places it would enter on private property instead of remaining on the road. One of these places is at the bend, 329½ miles. That is the point where the spur of what is called The Rock runs out. I find that by keeping a little off the road and going on to private land a better line could be obtained.
32. Will that necessitate any alteration in the Book of Reference? No; the Book of Reference is complete. The other alterations I mentioned are to make the line diverge at 334 miles to the left, crossing the creek, and turning round to the left again, and coming on to the road at about 336 miles. When the Committee go over the line they will see that there is rather a stiff rise from the creek up for about half or three-quarters of a mile, and in order to obtain good gradients it is better to curve the line round in that direction. These are the two places where the line will touch private property. With regard to the line where it leaves the 3-chain road at about 344 miles, and apparently goes through private allotments, those allotments belonged to the freehold of the Brookong estate. They have been handed over to the Government in exchange for other land.

- H. Deane.
16 Sept., 1897.
33. Would you be good enough to give the numbers of the portions? The numbers are 40, 41, and 81.
 34. These sections were transferred to the Crown, and are now Crown land? Yes.
 35. Are the portions traversed by the deviation at 355 small or large holdings? Small holdings.
 36. But are they selections or pastoral holdings? The three portions belong to Edward Ashcroft and T. H. Cawood. It is land that has been selected, I think.
 37. Beyond taking the line through the land you take no improvements of very much value? No. I think that a portion of the land is under cultivation, but we need not take much of it.
 38. Your evidence is that there are no engineering difficulties to be contended with on this line? No.
 39. And there is every reason to suppose that for the amount of money indicated a substantial line can be made? Yes.
 40. Are you of opinion that a line of that character would meet the requirements of the district? Yes.
 41. You do not think it is necessary to construct a line at a higher rate? No.
 42. This line will afford all the convenience that is required by that district? Yes.
 43. You are satisfied in your own mind about that? Yes.
 44. Do you think there is any point of take off on the main line more suitable than The Rock? No. The Rock is the most suitable.
 45. In so short a distance the provision for stations is a very small item? The amount in my estimate for station work, including sidings and buildings, is £6,877.
 46. Have you a detailed estimate by you? Yes. It is as follows:—

THE ROCK TO GREEN'S GUNYAH (NOW LOCKHART).

REVISED estimated cost of a single line of railway, 25 miles 31 chains in length, with 60-lb. rails. Ruling grade, 1 in 80. Sharpest curve, 20 chains radius.

Description.	Estimated Cost.		Average per mile
	£	s. d.	
Earthwork	11,928	10 0	474
Culverts, timber bridges, and small timber openings	3,512	1 6	140
Level crossings, cattle stops, and fencing	982	10 0	39
Permanent-way materials	15,697	7 3	624
Freight	3,735	4 6	148
Laying at 1s., £2,169 4s.	13,175	2 0	524
Ballasting one-quarter at 4s., £2,169 4s.			
Sleepers at 3s., £9,110 14s.	2,832	0 0	112
Station works, including junctions and sidings			
Station buildings—Waiting-sheds, £400; platform, £200; goods-shed, £200; station-master's house, £200; 5-ton crane, £200; 20-ton weighbridge, £275; stock-yards, £370; engine-shed, £500; turn-tables, £1,100; coal stage, £150; carriage-shed, £200; grain-shed, £250.	4,045	0 0	161
Water supply	1,500	0 0	60
Mileage and gradient posts	377	8 9	15
Telegraph	377	8 9	15
Miscellaneous	450	0 0	18
Cost of works	58,612	12 9	.....
Engineering and contingencies, 12½ per cent. nearly	7,326	7 3	291
Total cost	£65,939	0 0	.....
Average cost per mile	£2,620	10 6	.....

47. Under these rates of construction you are of opinion that the line will be sufficiently strong to carry a locomotive sufficiently heavy to draw the heavy trains which will be necessary, inasmuch as it will be a grain line? Yes.
 48. You think you have made ample provision for the cost? Yes.
 49. I suppose you do not care to express any opinion as to the policy of this expenditure? No; but I was very much struck with the fine character of the country.
 50. Could you tell us, with regard to that local levy, whether the people are still willing to carry out that levy? I am pretty sure that they are. When I was there, the residents were very anxious to get the line, and quite willing to fall in with such an arrangement.
 51. Are there any other points in connection with the line that you would like to lay before the Committee? I mentioned just now that some of these freehold lands had been handed back to the Government in exchange for other lands, so that the cutting up of this land and its sale by the Government will result in considerably more settlement than there is at present. Recently, the village of Green's Gunyah, now called Lockhart, was surveyed, and portions were put up for sale; and I am told that the prices fetched were considerably higher than the upset price, and that all the allotments put up were sold.
 52. *Chairman.*] Are there any buildings on them? There is an hotel, and a number of small buildings are going up. The district gave one the impression of being one of considerable energy.
 53. *Mr. Lee.*] Is agriculture there capable of extension? Yes, very largely. I should have mentioned that a large area of what was originally the Brookong run, about 9,000 acres, has been cut up and sold.
 54. How long ago? Quite recently.
 55. Was that done in anticipation of the extension of the railway or on account of the demand for land in that district? I think the Committee should get the information from the Lands Department.
 56. How many acres of alienated land would the line take? About 25 acres.
 57. The rest of the line goes either along the road or through land at present in the hands of the Crown? Yes.
 58. In that case, the small area of land that is required to be taken would not necessitate a demand on the part of the Government that the land should be given? No.
 59. We might fairly accept that as an explanation of the absence of any recommendation of that sort? Yes. I should like to suggest to the Committee that they obtain particulars as to the amount of Crown land which is available for selection. I should also like to add that I ascertained that on the Brookong estate

- estate there were 4,500 acres of land under cultivation on the share principle, not very far from Green's Gunyah, and I was informed that the total area under crop in the vicinity of Green's Gunyah was about 20,000 acres. To the north of Lockhart there are the districts of Galore, Osborne, and Goree Creek. With regard to the possible extension of the line in the future, I should like to point out that if the line were carried straight from the 3-chain road in a straight line across country it would cross the Brookong and Mahonga runs, and arrive eventually at the district of Clear Hills.
60. That is no great distance from Berrigan? Thirty miles.
61. Would not that be too close? I am not expressing any opinion as to the advisability of it. I was only mentioning that that is the direction which the line might follow. I should like to say that it is not necessary that the line should follow that straight course, which is the production of the 3-chain road, but if it went round by Green's Gunyah, then, by turning slightly to the left after passing Green's Gunyah, it could come on to the same route again.
62. I suppose the distance from The Rock to Coonong would be about 50 miles? No, 60 miles.
63. Your proposal is to go about 23 miles? About 25 miles.
64. From Green's Gunyah to Coonong would be about 15 miles. No, 36 miles.
65. It would not be over 30 miles? Thirty-four miles in a straight line.
66. The railway station at Coonong would influence the traffic 15 or 16 miles from that point? They look upon it that the road between Coonong siding and Urana is practically impassable. It would look as if the line ought to be kept well south so as to run parallel with the Jerilderie branch, and not interfere with it.
67. In consequence of the views I mentioned, it would be difficult for you to say how it would be possible for any extension of this line to be entertained? I would say this: that if there is any reason for extending the line from Green's Gunyah in a south-westerly direction it is this—that at present the whole of the produce of that district goes into Victoria. From Urana and Clear Hills, from Brookong and Mahonga, the wool and pretty well the whole of the produce from this district is taken into Victoria, and if a line were made there it would have the effect of intercepting it.
68. Regarding the traffic from that district which is said to go to Victoria, do you happen to know whether the conditions have changed in any respect since the completion of the line to Berrigan? No; because they would not go down to Berrigan and then go back again. Berrigan does not suit them.
69. You say that the country lying between Berrigan and the Murray necessarily yielded traffic to the Victorian railways before there was an extension from Jerilderie; but since that has been completed to Berrigan, does it not capture a certain amount of trade that used to go to Victoria? I think Mr. Harper could give you better information as to that.
70. *Mr. Trickett.*] I think you said that on your visit you determined that the line, instead of going along the 3-chain road in certain places, should go into the adjoining land? Yes.
71. Was that Crown land? No; private land.
72. Would that cause any claims for sovereignty? Not to a serious extent.
73. Did you inquire into that? Well, I saw the conditions.
74. You took that into consideration? Yes. It is the only way that I saw of getting the grade that is wanted—namely, a grade of 1 in 80—without incurring heavy expense in earthworks, and almost destroying the road.
75. Would it lengthen the line to any considerable extent? It lengthens the line by about half a mile.
76. Would you get all your material for the line on the route? Yes; we can get sleepers, and we should get ballast at The Rock.
77. Would you have to employ separate rolling-stock for that line, or would the ordinary engines be used on it? They are 60 lb. rails, and no doubt certain engines would be told off for the work.
78. Would it be a lighter class of engine than those used on the main line? Yes, lighter than the heavy engines which draw the main-line trains.
79. Would it be worked in the same way as the other light lines which have been recently carried out? Yes, exactly.
80. I suppose this line of railway may be considered on a par with the Nevertire to Warren railway? It is a heavier line than that.
81. Is it a very soft kind of country? No; it is undulating country. Some of it is very flat, and some rather hilly.
82. You said, in reply to Mr. Lee, that the local residents were prepared to submit to a kind of guarantee rate? Yes, but I did not go into any calculation.
83. Is it a line that would be likely to cost much for maintenance? No.
84. There are well-defined waterways to carry away the water to prevent anything like what occurred on the Narrabri to Moree railway? Yes, there are defined waterways. There is one point which struck me very forcibly when going over that line from Coolamon to Ariah, and that was the advisability of making an arrangement, if possible, such as was suggested by the Railway Commissioners when the Lismore to Tweed line was before the Committee—viz., that where a railway increased the value of the land, the increased value of the land should to some extent go towards paying the capital for the line. I think there is very little doubt that there are many districts in the Colony where the land which is worth (say) from 15s. to 20s. an acre is doubled in value as soon as a railway is made; and it would be only fair that the cost of the railway should be partly defrayed out of that increased value.
85. *Chairman.*] What you mean is virtually a railway betterment tax? Yes.
86. *Mr. Trickett.*] Will the owners of the land through which the railway is to run give the land required for the line? I did not make any inquiries on that point. The quantity required would be very small.
87. Do you propose to fence the line where it goes through private property? That might or might not be necessary. I have enough in the estimate, I think, to fence it if necessary; but I do not think it will be.
88. Is it a sheep grazing country? It is partly grazing, and one portion that we should go through is under cultivation.
89. And it would not be necessary to fence that? No; nor the other, because the lines that have been recently approved go through grazing country and they are not fenced.
90. Have you constructed any lines that run through unfenced grazing properties, and if so has there been any outcry on the part of proprietors of runs and any inconvenience or loss of sheep? I do not think there has been any serious outcry, though I think that occasionally stock are run over.

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91. But not to such an extent as to make that a ground for fencing? No; the traffic is worked entirely in the day time. It would be a matter for serious consideration if the trains had to be run at night.
92. Would a train be run every day on this line? I should not think so. They have a mail twice a week I think now at Green's Gunyah from The Rock.
93. I suppose that is only a small settlement? It is a village which has only recently been laid out.
94. Is there plenty of water at Green's Gunyah? Yes.
95. *Mr. Clarke.*] Seeing that this is a short line, is it intended to carry it further? There is no intention at present to carry the line any further. I explained a little while ago how it could be extended. I think the direction it would take if it were extended would be towards Clear Hills.
96. I think you indicated in what direction it should be carried down towards Berrigan? Yes; it was Clear Hills. That broken line on the map shows the position of the survey.
97. In answer to Mr. Trickett you could not give any idea whether the land would be given for the purposes of the railway by the owners? There is not much of it.
98. The line goes through good country? Yes; very fine country.
99. Fit for the growth of wheat and other cereals? Yes.
100. *Mr. Wright.*] Will you explain why that double bend is shown in the line; it bends first to the north and then to the south? The first bend is to avoid The Rock; then the line follows the 3-chain road.
101. Does it, by coming to the south, avoid the Bullongong Plains? Yes; they lie to the north-east of Green's Gunyah.
102. If a prolongation of that line takes place, can you tell the Committee why the nice little town of Urana is left out? It is pretty close to the Jerilderie line.
103. Is there any particular reason why Urana should be left out if the line is prolonged? It is too near the other line, and it would appear to be desirable to tap the country further south.
104. I suppose the town must be sacrificed for uninhabited country? No; there is a good deal of settlement at Clear Hills.
105. According to Mr. Alexander's report, the whole of the population of that district is 997 people, all the way from The Rock to Urana, leaving out Urana? That would have to be supplemented very considerably.
106. Do you think it would be quadrupled? I do not know.
107. If that is a proper estimate of the population six years ago, do you think it is likely to be more than quadrupled at the present time? I could not say, but I can say that there are numbers of Victorian farmers on the look-out for land; every bit of land that is thrown open for selection is snapped up. There are a great many more applicants for land than will be supplied for years to come.
108. The holdings are nearly a 1,000 acres each; therefore, would not a small population occupy a large area of country? Yes; but it means a great deal of cultivation. The selectors cultivate from a third to a half or two-thirds of their whole area.
109. Eventually they will? In many cases they do now.
110. I suppose that if their average holdings are a 1,000 acres they will not cultivate more than one-tenth? Yes, they will. When I was on the Coolamon to Arriah line there were men cultivating over a 1,000 acres each.
111. This line passes through the Tootool property? Yes.
112. What sort of country is it between the Rock and Bullongong? After you get about 7 miles out it is very good land all the way.
113. You are not in a position to give the Committee any information as to why Urana is left out, further than that it would be going too near the Jerilderie line? There is no actual proposal to extend the line at all, but an extension in the direction of Clear Hills has been talked of. Urana is only about 18 miles from Coonong siding. If they had a good road it would serve them, but as it is, they are badly cut off in wet weather.
114. A great deal of the country along this line is served by the Southern line is it not? Yes, but it will pick up traffic all along. Green's Gunyah will be the centre.
115. How far is it from Green's Gunyah to Urana? It is nearly 30 miles. It is about 10 miles to Brookong, and Urana is about 18 from there.
116. You think this route is the best to serve that part of the country? I do.
117. What about an extension from Wagga Wagga straight through? I think from The Rock is the better extension. An extension from Wagga Wagga would mean a longer line, and more construction to get clear of the influence of the main line.
118. *Mr. Hassall.*] The distance from The Rock to Green's Gunyah is only 26 miles? About 25 miles.
119. Is there a decent road between the two places? There is not a made road, but you can travel very well on it in fine weather.
120. I presume that something has been done to make the road fairly passable? No; nothing has been done.
121. Where do they take their produce to from Green's Gunyah? They make to The Rock.
122. They travel on the road in its natural state? Yes. The road to Wagga Wagga is also used.
123. What is the road like between Urana and Coonong? Very bad.
124. Is it much worse than the road from Green's Gunyah to The Rock? Yes. The road from Green's Gunyah to The Rock goes through fairly drained country. It is a very fair natural road, generally dry; but from Urana to Coonong siding they tell me is very bad. I went in the coach, and passed the Coonong homestead,—the coach driver has keys to the gates,—and there is a comparatively good road.
125. If you keep off the heavy traffic, but where the heavy traffic is it cuts up does it not? The road is closed in by fences, and gets cut up in a terrible manner.
126. Is the country between The Rock and Green's Gunyah fairly settled? Yes.
127. What description of settlement is there? There is a great deal of cultivation and wool growing. The settlers are principally farmers.
128. Do they send their produce to The Rock for shipment? Yes.
129. Has there been any great agitation on the part of the people of Green's Gunyah for the line? Yes; they are very anxious for it.
130. Do you think it will be a line that will pay? My opinion is that eventually it will pay very well. Of course it does not come within my province to inquire fully into that subject. 131.

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131. There are no engineering difficulties? No.
132. Do you cross any watercourse between the two places? Yes; there is a small creek, but it will not not cause much expense.
133. What do you estimate to be the cost of the line? The total is nearly £66,000. It makes, on the modified route that I think ought to be adopted, £2,620 10s. 6d. a mile.
134. Is any of that country to the west of Green's Gunyah suitable for agriculture? Yes, nearly the whole of it. It is a level country—but most of it red soil.
135. What is it mostly used for? Pastoral purposes.
136. Is there a probability of the land being devoted to agriculture if the railway is extended? Yes. I think it is certain, if the railway were extended, there would be a much larger development. Land would be thrown open on the share principle.
137. Do you think there will be a sufficient number of applicants for it to develop the country pretty well? Yes; there are more applicants for land than can be accommodated.
138. Is there every probability that if the line be constructed it will open up the country and naturally bring traffic to the line? Yes; it seems to me to have very good prospects indeed.
139. *Mr. Roberts.*] Will your estimate of £2,600 a mile cover all the expenses of every kind, including land resumptions? There is so very little land required that I have not included it; but I have no doubt that it would cover it.
140. What percentage have you allowed for incidental and unforeseen expenses? For engineering and contingencies I put down 12½ per cent.
141. Is the country between The Rock and Green's Gunyah more hilly than the country between Jerilderie and Berrigan or Berrigan and Finley? Yes. The country between Jerilderie and Berrigan and Berrigan and Finley is quite flat, but here there are decided undulations.
142. Would that account for the increased estimate of cost;—I think the lines from Jerilderie to Berrigan and Berrigan to Finley were constructed at a lower rate? Yes, £2,000 a mile.
143. How is it that this line would cost £600 a mile more than those lines? It is through a different class of country.
144. Do you remember what was the cost of the line from Culcairn to Corowa;—was it a light line of railway? It was not as light a line as the railways that we make now. At that time there had been a considerable reduction; but it had not been made so low as this. I think the Culcairn to Corowa line cost about £3,000 a mile—perhaps £3,500 a mile.
145. Is the character of the country between Culcairn and Corowa similar to that between The Rock and Green's Gunyah? It is very similar.
146. Could you say whether, on the Culcairn to Corowa line, the traffic is increasing? No; I think it is a dead loss.
147. To a greater extent than was anticipated? I could not say without referring to the Commissioners' report.
148. Are you able to say whether any increased settlement took place between Culcairn and Corowa after the line was constructed? I am not.
149. *Mr. Humphery.*] Mr. Alexander reported to the Under Secretary for Public Works, on the 30th March, 1891, upon various proposed lines through the Riverina district, and referring to a proposed railway from Green's Gunyah, 26 miles, which I take to be identical with the line now proposed by you, from The Rock to Green's Gunyah, he says this:—
- Respecting the third line on this list, viz., the branch from Hanging Rock,—as before mentioned, it does not command sufficient extent of country to give promise of large revenue. Westward of its terminus the whole land to Urana is open plains, which will yield nothing. Southwards there is but an extent limited to a few miles in depth and width, from which traffic can reach the new line by a shorter road than to the existing line; but northwards the whole extent of country to Boree Creek will be under its influence. It will carry the wool from the Brookong shed and possibly from the Urangeline also. The district is one that will surely repay by expanding under the impulse of railway communication, but such confined areas cannot, for the space of a generation in time, carry the population and be subdivided to the extent necessary to provide the large production and consumption needed for support of a railway.
- You have been over that line? Yes.
150. Have you been beyond Green's Gunyah? Yes; I went right through Brookong to Urana.
151. Are you prepared to express any opinion on this paragraph in Mr. Alexander's report, which appears to be inconsistent with what you have stated to the Committee? There is a very large extent of red-soil land all over the district. Of course, in the neighbourhood of the creeks, the country would be liable to floods, or there would be water standing about, and the land would not be suitable for cultivation; but there must be hundreds of square miles suitable for cultivation.
152. Between The Rock and Green's Gunyah? I spoke of land to the north-west and south of Green's Gunyah. I mentioned just now that on the Brookong run, which lies to the west and south-west, they have 4,500 acres of land under cultivation, and that is sufficient corroboration, I think.
153. Are you prepared from your experience to express any opinion upon Mr. Alexander's statement? I do not think I quite understand it.
154. It means simply that this is not a branch line that can be recommended in the expectation that it will lead to production of settlement of a character that will eventually support the railway; do you agree with Mr. Alexander? No, I do not. That report was written in 1891, and during the last six years an expansion, quite unanticipated by Mr. Alexander, has taken place.
155. Do you think it would be possible to lessen the estimate you have given of the cost? I do not think so. I would rather, if there is any saving, spend it in improving the grade. One in 80 is a very good grade, but 1 in 100 would be better.
156. Is it contemplated to construct a railway from Coonong to Urana? No; it has been proposed.
157. Why is there a dotted red line on the map now before the Committee? That shows a trial survey that was made.
158. Has that line been recommended? I had instructions to get a trial survey made from Coonong to Hopfield, and that is part of it. It was never finished.
159. Is it your opinion, from personal observation, that Green's Gunyah should be the terminus of the proposed line? For the present. I think that eventually it should be continued.
160. Are you prepared to say in what direction? I think it should go towards Clear Hills if it is extended.

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161. Have you examined the country between Clear Hills and Green's Gunyah? I have not been over it, but we have reports upon it.
162. Does it not strike you that it would be an unnecessary line to Berrigan, having in view the fact that Berrigan is already connected with Jerilderie? I think it would be.
163. Then it is your view that it should stop at Clear Hills? I think that would be quite far enough for it to go.
164. The rest of the country being served by the existing line? Yes; I think that if a line was eventually made to Clear Hills, it would tap traffic which is now lost to the Colony.
165. By going further south? Yes.

FRIDAY, 17 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

Hugh McLachlan, Secretary to the Railway Commissioners, sworn, and examined:—

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166. *Chairman.*] You are Secretary to the Railway Commissioners? Yes.
167. *Mr. Trickett.*] Mr. Deane, on behalf of the Under Secretary for Public Works, handed in a statement connected with the proposed line of railway, and with it the Commissioner's minute, dated the 7th July, 1896;—I suppose that the facts and figures therein stated are correct? Practically correct.
168. Do you wish to add anything to that statement? No.
169. This line of railway is a short line of 25 miles, involving at the outside apparently a loss of £1,100 a year? Yes.
170. Would you tell the Committee what are the chief reasons that actuated the Commissioners in suggesting this line? I do not know that they suggested it. They were asked to report upon it, and they simply gave a report. I do not think they recommended it.
171. The suggestion did not come from the Commissioners in the first instance? I do not think so. They were asked by the Minister for Public Works to report.
172. The report of the Commissioners does not very much extol the line? No.
173. Are you personally acquainted with it? I have not been over the country.
174. In the first paragraph of the report of the Commissioners, it states that nearly the whole of the country through which the line would run is exceedingly good agricultural land? Yes.
175. In May, 1891, Mr. Alexander reported on a proposed line in that part of the country. He says, on page 19 of his report:—

The evidence and inquiry failed to elicit any reasonable object for extending either of these lines to Urana. In a direct line from the nearest settlement in parish Hebdon, Urana is distant 20 miles. The whole of this space of country is plains land, which will probably be unproductive of revenue for generations of time.

Is not that rather inconsistent with the statement in the Commissioner's report? The country in the neighbourhood of Brookong and Green's Gunyah is, I believe, suitable for agriculture. Of course you are a considerable distance from Urana at Green's Gunyah, and about Green's Gunyah there is a certain amount of cultivation going on.

176. It is clearly admitted that this line would be a non-paying line for many years to come according to the Commissioners' minute? Yes.

177. Seeing that at present the country is losing £370,000 a year on these unprofitable lines, do the Commissioners think it is desirable to increase this loss by making such a line as this? The Commissioners do not recommend the line.

178. Do they regard it merely as a line to be constructed from The Rock to Green's Gunyah, or a line to be extended further south towards Urana? They have no idea of any future extension.

179. I see one of the reasons given in favour of the construction of this line is that the people in the district are willing to pay some kind of a rate. The Commissioners say in their report:—

The line, however, if constructed, would for a long time to come be a burden upon the existing systems; but as the people of the district, when applying for this railway in 1893, made the suggestion that the whole of the surrounding district should have a guarantee fund levied for the support of the line, to the extent of 1d. per acre within a distance of 5 miles on each side, ½d. per acre within a further distance of 10 miles, and ¼d. per acre within a radius of 15 miles. . . .

Have the Commissioners gone into that to see what is likely to be realised? That matter arose in this way: The Commissioners were waited upon by a number of selectors and other people interested in the Green's Gunyah district, and in talking over the matter the Commissioners pointed out that the line would involve a loss, and the local people made that suggestion. From figures which the Commissioners have prepared, if that proposal were adopted it would mean a tax of about £1,500 per annum. Of course, it is only a suggestion, and an indefinite one at that. I think it is only right to say that the people who made the suggestion were not the biggest land-owners in the district.

180. You say it means a sum of £1,500 a year? Yes.

181. How do you make that out? Simply by taking the number of acres within the boundaries laid down and working it out.

182. Is that calculation based upon the land that is alienated or on Crown lands as well? I think it was made upon the whole area.

183. You do not know how much of that land is alienated? The calculation is based upon the whole area.

184. *Mr. Trickett.*] Would you be able to let us know? I will mention it to Mr. Harper, and turn up the figures.

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185. I suppose that that £1,500 a year is not included in your estimate of revenue? No.
186. So that if this little idea did come off you would be so much to the good? Yes.
187. You have put down the goods and passenger traffic at £2,375;—is that at the ordinary or special rates? At very special rates; at what you might call exceptional local rates.
188. Are they heavier than any present rates? Yes; they are heavier than any local rates.
189. Are they on all produce? Yes.
190. Could you tell us what you propose to get for the carriage of wheat? Five shillings a ton.
191. How much is that rate heavier than any other? The Committee should know that the estimate of traffic is a most favourable one for the line. Five shillings was fixed, on the basis of what the people said they thought they would be willing to pay. It is a higher rate than we have ever attempted to charge anywhere else—double the rate we are charging from Jerilderie to Berrigan, and it is very much higher indeed than the rate from Corowa to Culcairn.
192. You have fixed these high rates in consequence of the representation of the residents as stated in the concluding portion of the Commissioners' report? Yes; I think personally it is to be accepted with a certain amount of caution.
193. Was that promise made recently? It was about May, 1896.
194. There may have been a considerable change in the population between now and that time? I do not think there has been much change in the population.
195. You state that the produce from Brookong station was diverted to Melbourne last year and this year, whereas, had the branch been in existence, it would have been brought to Sydney;—do you know that as a fact? I do not.
196. It is only a matter of conjecture? That is all.
197. The question of the destination of these woolclips is very often governed by the particular company that has a lien on the station? Yes; and the relative cost of transit.
198. I suppose you do not know what the road carriage is between The Rock and Green's Gunyah? I do not. A certain amount of grain comes in by road.
199. The Engineer-in-Chief pointed out yesterday that to get better gradients he was going to divert the line through some private property;—have you been informed of that? No; we do not as a rule deal with routes.
200. You do not appear to have put down anything for land resumption? No; the estimate is always furnished by the engineer.
201. As far as present experience has gone, these short lines of railway have not been a success? The Jerilderie to Berrigan line has not been doing badly. The Narrabri to Moree line is doing well, and the Parkees to Condobolin line, as far as it is opened, has been doing well.
202. I suppose the Commissioners, even in countenancing a line of this kind, are actuated by the possibility of future settlement? Yes; there is no business to-day to warrant a railway.
203. The agitation for this line appears to have extended back as far as 1891? It has been going on for many years. The original proposal was to make a railway from The Rock across to Jerilderie, and from there to Hay, I think.
204. Looking at the map, one would think that it is a line that if constructed at all should have a future extension in the direction of Urana, so as to serve that strip of country midway between Jerilderie and Culcairn? That has not been considered at all.
205. Have the Commissioners considered the question whether it would be better to bring a line from Wagga Wagga to Green's Gunyah? They have not gone into that at all. They simply reported on the line before them.
206. Do the Commissioners think that this line, which is chiefly for the purpose of carrying cereals, will become profitable to the railway system? As a general rule, an agricultural line is a good line, not so much on account of the carriage of cereals as of other articles that must be carried, because an agricultural country is pretty thickly populated as compared with a pastoral country.
207. The back trade is good? Yes.
208. Is not 5 miles rather a short distance to make a limit with regard to this special guarantee which is to be exacted from the people;—do you not think they would most likely cart their stuff at least 10 miles? That is a matter of detail. If we have a guarantee, the Commissioners look upon 5 miles as a reasonable limit.
209. If this idea is carried out, it should begin at 5 miles? That is their idea.
210. There was a suggestion offered to the Committee yesterday that if the construction of the railway was the means of selling Government land at a higher price than they would have got if there was no line of railway that should be taken as a credit in regard to the construction of the line;—do you approve of that? That is an old idea of the Commissioners. When the Lismore to Tweed line was before you they went into the matter elaborately, and strongly recommended that something should be done. If you could reduce your capital you have certainly so much less interest to pay.
211. Do they still adhere to the proposal? Yes; it is one that has been acted upon in Victoria and practically in some other countries.
212. But they have not been able to get a credit from the Government in regard to their lines in that way? Not from the Government; but we have had one instance in which we had capital written down—that of the Sans Souci tramway. Those who advocated it made a substantial gift in money towards the construction of the line and gave the land free.
213. But it has never been carried out by the Government in a book-keeping way? Only by giving the land free.
214. I suppose the ordinary rolling-stock would be run on a line of this kind? Yes.
215. I understand from this report and your evidence that, although the Commissioners do not oppose this line, they only countenance it as a line which may pay in the future? Yes. They would not say that they strongly recommend the construction of the line.
216. *Mr. Lee.*] There are two lines running into that country—you might call them parallel lines—one from Junee Junction towards Albury, and from Narandera to Berrigan? Yes.
217. That leaves a space between the two within which is the subject of the present recommendation? Yes.
218. Are there any special features of development either in the opening up of large estates, or the bringing of land under cultivation, or anything else that would justify the extension of the railway into that

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that district? The construction or extension of the railway would naturally induce a certain amount of development. It is understood that part of the Brookong estate would be cut up, and other big runs put under cultivation under certain conditions. It is purely a question whether it would be profitable to do it.

219. This Committee has had a large amount of evidence before it at various times that an ordinary district would be served by a railway within 20 miles? Yes.

220. You say that the whole of the district could be served by taking the produce through one or other of the lines I have mentioned, and the difficulty is to understand what justification there is for the recommendation of this railway extension under such circumstances? Of course you understand that the Commissioners do not recommend the line. They simply report upon the lines put before them.

221. I suppose it can be accepted as correct that there is a very fine agricultural area inside these two lines? Yes; the Commissioners think that there is a good deal of country along the route of the proposed line that would be suitable for agriculture.

222. And would be largely settled upon? Yes.

223. It would appear that the cost of the line placed before us is in excess of the trade that can be placed upon it to make it pay? Yes.

224. Have the Commissioners considered whether a narrower gauge of railway, and a cheaper one, would meet the case? They have considered that more than once, and they are very strongly of opinion that the existing gauge should be adhered to. That was the reason for recommending pioneer lines of railway. A break of gauge they think would be disastrous, and the only places where they would recommend it would be in broken country, or where there was not likely to be a connection with other lines.

225. You say that under no circumstances would they recommend a break of gauge? Not in this country, and where you have to connect with the main system of railways.

226. If the Commissioners do not recommend this extension, I suppose the report has been placed in the hands of the Committee as simply the report of the Commissioners necessary under the Public Works Act? Yes.

227. If this line were constructed, is the traffic of the Brookong station amongst the traffic that you would expect to get? Yes.

228. And if you gained that produce, as well as prospective produce, the line still shows a loss of £1,100 a year? Yes.

229. Does not the question arise whether it is advisable to extend the railway in that direction to secure that produce, which it would cost so much to get? Yes; the Commissioners have included the Brookong traffic in their estimate; but even including that traffic, if we got it, there would still be a loss.

230. As there is only 50 miles between the two lines, and the area dealt with is so small, the traffic outside that cannot be very large? No; I think not.

231. *Mr. Fegan.*] The rates mentioned in reference to this line have not been applied to any other portion of the Colony? No; they are the highest local rates that we have.

232. What is the reason that you propose these rates? The Commissioners pointed out that on the ordinary scale of charges the line would make a heavy loss. The people expressed themselves willing to pay a high local scale of charges.

233. Would it not be right to apply this to other lines, such as the Mudgee line? In the one case you have the line already built; in the other you have to consider the building of it.

234. The people in that district have to pay, in an indirect way, for the support of these other railways that do not pay? As a matter of fact, the railways on the whole are practically paying their way. There are sections which do not pay.

235. But these people have to pay the cost of lines which they do not use? There is no tax on them, as the railways are practically paying.

236. These rates seem rather excessive? Yes; but they are the rates which they said they would pay.

237. What guarantee have you that the people would pay them? None at all, except their own statement.

238. So that if you were to construct this line and the people refused to use it there would be no chance for it to pay? They could refuse to use the railway if it paid them better to cart their goods; but I do not think it would, even at the rates proposed.

239. Is it not a fact that in some cases waggon traffic is coming into competition with the railway traffic? Not for grain, principally as regards general goods.

240. So that even on these 26 miles there would be a better opportunity of competing successfully if there were good roads? We have no competition with the railway for the grain traffic, nor should we have at 5s. That is about 2½d. a mile.

241. The rate which they have agreed to pay would be much cheaper than what they are paying at present? I think so.

242. Do you know what they are paying at present? I do not.

243. *Mr. Hassall.*] I see by the estimate of the cost of construction and the probable traffic that there will be a loss on this line of about £1,200 a year? Yes.

244. Have you reason to believe that that estimate is correct? As I have explained, it is the most favourable estimate that could be made.

245. It is not in the most favourable light as regards the line? Yes.

246. You do not think it will pan out like the Moree line? No.

247. You propose to levy a special local rate? Yes.

248. Have you ascertained whether they are willing to pay that? The local rates are based upon what they have stated they are willing to pay, although they are very much higher than any other local rates that we have for both cattle and grain.

249. In the event of the traffic exceeding expectations, would that rate be lowered? I should think it would be.

250. You do not think there is much prospect of it? I do not.

251. This extension will not secure any traffic that you do not obtain at present, would it? We have lost the Brookong wool for the last two or three years, it having gone to Melbourne; but there is a prospect that we might get that wool and other wool from the district. As a matter of fact, the Brookong wool is included in the estimate, but there is a doubt as to whether we should get it.

252. Would it be worth while to make a line to secure the Brookong wool? It would not.

253. Or the wool in the vicinity? I do not think so.

254. Are there any other large clips round there that might be secured? There are the Mahonga and Urangeline, but it is doubtful whether we should secure them.
255. Have you any estimate of the probable clips? Yes; we know what the clips are. Mabonga is not included in the estimate.
256. It is sent on to the Murray? It is sent to Wahgunyah.
257. Is there a prospect of additional country being opened up by this line? That is one of the possibilities that the Commissioners hold out. It is good agricultural land, and the line might develop an agricultural settlement.
258. You turn the country from pastoral occupation into agricultural settlement? Yes.
259. And you increase the traffic? They have allowed for a certain development of traffic in the estimate.
260. There is very little prospect of the estimate being exceeded? Very little for a long time to come.
261. *Mr. Roberts.*] If the Railway Commissioners were really favourable to this line would they not make a recommendation? Yes; I think they would have specially mentioned it if they thought it was a line particularly worth taking up.
262. Do they not at times make special recommendations? It is very seldom that they do that. They might indicate to the Government where they thought an extension might be made, but as a rule it is in consequence of a request from the Government that they report upon railway construction.
263. But in the present case they specially avoid making any recommendation except under certain conditions? Yes.
264. That is with regard to certain guarantees? Yes.
265. If those guarantees were forthcoming, would the Commissioners really recommend the line? If the Commissioners could see that the line would be no loss on the main system of railways I think they would be prepared to recommend it. Of course, it is largely a matter for the Government and Parliament, the question of charging special rates as far as the land areas are concerned; it is a matter of policy.
266. Is there any precedent for a guarantee of this kind? No; I do not recollect any precedent. A Betterment Bill was introduced into Parliament in 1887 or 1888, but it was not passed.
267. What amount of revenue would the Brookong wool afford? I think the Brookong clip is about 5,000 bales.
268. That is a traffic worth looking after? Yes, it is a big clip. Of course, we should not get it at the ordinary rates, because they are too favourably situated with regard to Melbourne.
269. Does all the wool south from Brookong, between Brookong and the Murray, go to Melbourne? Along that line, inland, I daresay most of it does.
270. What has been the result of the construction of the line from Culcairn to Corowa? A loss of £7,000 to £8,000 a year.
271. Is the loss greater than was anticipated at the time of its construction? No; I think the loss is somewhere about what was anticipated at the time the Commissioners made their report.
272. Can you say whether any increased settlement took place after the construction of that railway? Not of my own knowledge.
273. Is it contemplated to extend the line from Berrigan in the direction of Clear Hills, or do you contemplate coming down towards Clear Hills with this line? The Commissioners have no knowledge of any such intention. They would not take the initiative in a matter of that kind.
274. Are you in a position to afford the Committee the advantage of any opinion that the Commissioners might hold with regard to any future extension? No; the Commissioners have not expressed any opinion in regard to it.
275. *Mr. Humphery.*] How much nearer would Brookong and Urangeline be to Melbourne than to Sydney? I think Brookong would be about 130 miles nearer to Melbourne.
276. Besides its being 100 miles near to Melbourne, the Victorian Railway Commissioners make great concessions to New South Wales pastoralists sending wool to Victoria? Yes. In speaking of that district, I am referring to the distance from Brookong to Gunyah, and from Gunyah onwards. If you had a railway *via* The Rock and Albury it would be about 80 miles closer.
277. It would not shorten the distance by much to Melbourne? No; it would be further to Melbourne than by a direct road.
278. What concessions are made to New South Wales pastoralists sending wool into Victoria? The concession varies according to the district from which the wool is sent. From that district they have been carrying it at half what they charge their own people—giving a rebate of nearly 50 per cent. on the wool.
279. That is to say, you have to compete against Victoria with regard to distance, and also with regard to concessions? Yes.
280. So that, probably, any wool you might obtain by the extension of the railway from The Rock to Green's Gunyah would be carried by you without profit? I would not say without profit, but certainly at much less than the ordinary rates.
281. Let us look at it from a business point of view: first you have to concede 100 miles in carriage? Yes, of course; but you must recollect that a good deal of that 100 miles is by road. We have the advantage of more railway communication.
282. How far would Green's Gunyah be from Urangeline Creek? Fifteen or 16 miles, I should think.
283. What would be the difference in cost of carriage by road between Urangeline and Wahgunyah? I believe that wool was carried from Brookong to Wahgunyah for 20s. to 25s. There may be 5s. difference between Brookong and Urangeline.
284. *Mr. Hoskins.*] Mr. Halliday, the late owner of Brookong, used to send his wool to Sydney? Yes. We have had it, and quoted special rates to get it.
285. *Mr. Humphery.*] You are aware that Urangeline station and Mahonga are owned in Victoria? I believe they are financially controlled in Melbourne.
286. At the present time, is not all the wool shipped to Victoria? Yes.
287. Has not that been the case for many years? Three or four years ago we had the Brookong clip.
288. Have you had the Mahonga and the Urangeline? We had the Mahonga one year.
289. Was the wool carried at a profit? Yes; none of the wool is carried at a loss. It is difficult to say what is loss and what is profit, because we do not take out the ton mileage. The difference between not carrying and carrying the wool at a low rate is a profit to us.
290. What distance by rail did you carry the wool from Mahonga? From The Rock.

- H. McLachlan.
17 Sept., 1897.
291. What is your charge for a similar distance on the northern and western systems? The ordinary rate from The Rock is £2 19s. 3d.
292. What is it on the northern and western systems? It depends upon local circumstances.
293. But you have not similar competition on those systems? No.
294. What is your rate? I should not like to quote from memory—the ordinary rate from The Rock is £2 19s. 3d.
295. Is it probable that the extension of the railway from The Rock to Green's Gonyah would not influence the rate of carriage to Sydney? If we had to cut for the wool, I do not think we should get much higher than we had.
296. You would not get more for carrying wool from Green's Gonyah than you do for carrying it from The Rock? Very little.
297. You have mentioned the difference in the distance of 100 miles, and the concessions made by Victoria;—would you not have to carry for less from Green's Gonyah than you carry it now from The Rock if you wanted to get the wool from Mahonga and Urangelinc? Yes.
298. Therefore, the line would be profitless as far as the wool-clip is concerned? You could not credit the local rate to it for that wool.
299. Will that line be profitless taking that view? Of course, if the line brought clips that we never had before there would be a certain amount of profit for the main line, but you could not allocate local rates to the local lines. You would have to charge a lower through rate from the new terminus than the ordinary rate from the present terminus.
300. But it is quite certain that in order to obtain that traffic you have to carry at a much lower rate than you are charging the producers over a similar distance? Yes.
301. *Chairman.*] How far is it from The Rock to Sydney? 328 miles.
302. How far is it from The Rock to Melbourne? About 257 miles.
303. That is 71 miles shorter to Melbourne? Yes.
304. What is the cost of transhipment? We charge 1s. as a rule.
305. How far on the railway will a shilling carry wheat? There is an extended rate for long distances. It would carry it more than 100 miles.
306. Bearing in mind the difference in the distances, and there is a break of gauge, would the wheat go more cheaply from The Rock to Melbourne or to Sydney? As a mere matter of railway carriage I should say to the former; but there are other considerations. I should say that but for the transhipment it would be cheaper to send the shorter distance.
307. It would be cheaper to send to Melbourne? I think so.
308. Suppose there was no transhipment? Then it would depend upon which railways have the more economical system.
309. So that if natural conditions were permitted to operate the produce from The Rock would go to Melbourne? Yes, if the conditions are the same in both directions.
310. If there were no interference with natural conditions? Yes.
311. Therefore, the produce from The Rock would go to Victoria? I think so under like circumstances.
312. I mean if there was no attempt by either Government to bring the traffic to its own railway? Yes.
313. But since Victoria offered a general reduction of 46 per cent. over the area you have to meet that by concessions that will enable you to hold at least a portion of the trade? Yes.
314. *Mr. Hoskins.*] But the longer the distance the lower the rate per mile? Yes; but if you have a short and a long length from a common starting point the short length will get the traffic. I have an article by Professor Seligman, of America, on the Interstate Commerce Act, in which he deals with the subject of the carriage of goods over long distances under competitive conditions very cleverly. He says:—
- The main point is the development of the traffic. The goods must not be charged so high rates as to render their transportation impossible or unprofitable. We must keep in mind the distinction between the fixed and the variable expenses. If the freight can be secured at rates which will more than cover the variable expenses—the actual hauling and a proportionate part of the station expenses—it will pay the road to take this freight, because an addition, however small, is thereby made to the fixed expenses. These would have to be met at all events, whether that particular freight was taken or not. A small contribution to fixed expenses is better than none at all. The choice is between freight at a rate slightly above mere cost of operation, and no freight. Yet to apply this low rate to all commodities would, of course, render it impossible to meet the fixed expenses or earn profits. In other words, it is profitable for a railway to transport certain classes of freight at rates which, if extended to all business, would ruin the company.
- Secondly, local discriminations may arise from competition in the centres of traffic, whether the competition be due to railways or waterways.
- The number of competitive centres in the United States is immense, the quantity of local discriminations is hence correspondingly large. A lower rate to the competitive centre is the sole condition of the retention of the competitive traffic. Increase of charges means a destruction of business.
- From the standpoint of the railway, therefore, the principle of differential rates is beneficial. It is due in the last instance to the distinction between fixed and variable expenses. Any rate on the through business above mere operating expenses is *pro tanto* profitable. The surplus goes to defray the fixed expenses. Rather than not get the traffic at all, the railway will take it at reduced rates; and yet these reduced rates, if applied to all business, would be ruinously unprofitable.
315. Your basis is made out of a local rate of 5s.? Yes, for grain.
316. We will take it for granted that the road rate is 9s. for the 25 miles;—the least you could offer to the people about Green's Gonyah would be 4s. a ton? Yes.
317. That 4s. a ton is not likely to have very much effect in inducing traffic to come to Sydney? Of course we get the traffic to Sydney now. The rate suggested is one that practically they fix themselves as that which they could afford to pay.

John Harper, Goods Superintendent, Department of Railways, sworn, and examined:—

- J. Harper.
17 Sept., 1897
318. *Chairman.*] What are you? Goods Superintendent, Department of Railways.
319. *Mr. Clarke.*] Have you any statement to make? Yes; I have here a report which I made to the Railway Commissioners. It is as follows:—

PROPOSED RAILWAY FROM THE ROCK TO BROOKONG.

Goods Superintendent's Office, Sydney, 30 May, 1896.

As directed by the Commissioners, I have traversed the district purposed to be served by the proposed railway from The Rock to Brookong.

The estimated distance is 33 miles, and the cost £36,186—£2,616 per mile.

Reference

MINUTES OF EVIDENCE—RAILWAY FROM THE ROCK TO GREEN'S GUNYAH.

Reference to the map attached will show that the proposed extension runs parallel with the existing line between Junee Junction and Narrandera, and almost at right angles to the main line to Albury and the line from Narrandera to Jerilderie.

J. Harper.
17 Sept., 1897.

The approximate distance of the line between the Narrandera and Jerilderie line and the line from Junee to The Rock is about 60 miles.

Between The Rock and within a trafficable area to the terminus of the proposed extension there are at the present time sixty selectors, holding between them an area of 40,000 acres, and having under cultivation about 7,000 acres. These farmers use The Rock station for the purpose of delivering their produce.

In addition to these selectors, who are in the immediate route of the proposed line, there are about twelve selectors whose holdings are about 12 miles south-west of the proposed terminus at Urangeline Creek, and who at the present time carry their produce to Yerong Creek. The aggregate production of wheat of these selectors last year represented about 60,000 bushels.

Station Properties.

The station properties which would be immediately served by this line are Tootool, Brookong, and Emu Plains.

The Urangeline and Mahonga shearing-shed is about 8 miles from Brookong, and might possibly, assuming that competitive rates were quoted, use the line for trucking purposes.

Population.

The population is a scanty one, but I understand it is the intention of the Lands Department to throw open reserves in the district, and no doubt the fact of this would be the introduction of a class of small selectors who will engage in agriculture.

There is no doubt the country is well suited for wheat production and general agricultural purposes. The soil consists, to a very great extent, of rich red and chocolate soils. The greater portion of it, however, is already taken up by the selectors referred to, or has been secured by Brookong and Mahonga pastoral holdings.

As far as the existing traffic of the district is concerned the two principal woolclips at the present time are carried by road to Wahgunyah and shipped to Melbourne. Practically it is only agricultural produce, a limited quantity of live stock traffic, and a small percentage of wool which finds its way to our railways. The supplies for stations are obtained from Melbourne, whilst the selectors deal chiefly in a retail way with Wagga Wagga.

I found on investigation that Mr. Day had carefully examined and analysed the produce of the district, but his estimate is probably rather sanguine, assuming, as he did, that the extension would secure to the Department the Brookong and Urangeline clips of wool. As far as this item of traffic is concerned it is needless to say that even assuming the railway were built to Brookong to-morrow, the question of securing the carriage of the wool would depend upon competitive rates lower than those on the main line being quoted.

Grain, &c.

With average seasons there is no doubt the output of grain would largely increase, but I do not think that under existing circumstances we could estimate a higher production than 2,000 tons, whilst the average rate would not exceed 2s. 6d. per ton.

Revenue.

My view is that the line would not produce more than £1,075 revenue per annum, made up as follows:—

Goods, 400 tons, at 10s.	£ 200
Wool, 800 tons, at 10s.	400
Grain, 2,000 tons, at 2s. 6d.	250
Live stock, 200 trucks, at 10s.	100
Passengers	100
Parcels	25
Total	£1,075

With £12 per mile added for mails, the total estimated revenue would amount to £1,471.

From personal observation, whilst making inquiries on the proposed line, I am of opinion that should it be considered desirable to build any extension from The Rock towards Brookong it would be wise to terminate it at a point on the travelling stock route in the neighbourhood of Green's Gunyah, from whence, should it ever be deemed necessary, it might be extended upon Crown lands to whatever westerly point might be desired.

It appeared to me that the proposed extension to Brookong would be a mistake, as the area available for settlement even on the station itself becomes reduced as the line takes a westerly course, and the terminus would practically be upon an open plain, entirely unsuited for settlement, whilst for 8 miles of its route it would pass through the freehold portion of Brookong, creating severance and unnecessary expense.

I may further add that I do not see any present necessity for the construction of this line, for whilst it may be urged that it passes through rich agricultural country it can scarcely be considered that the distance of its areas from the existing railway line is prohibitory.

Urana, the present station for which is Coonong, is on the south-western line, a distance of 335 miles from Darling Harbour, whilst by the route from Brookong the distance would be 361 miles, and it is questionable if the construction of this line would not tend to divert the Urana traffic from its existing railway point at Coonong.

The Secretary.

JNO. HARPER.

After the visit of the Commissioners I added this to my report:—

On the assumption that the statement made to the Commissioners by the residents of the district on the occasion of their visit was accepted, to the effect "That they were prepared to pay double the rates taken in my estimate on all traffic, except wool, and that all items of traffic with the exception of that article would be doubled in tonnage," the estimate would be increased as follows:—

Goods, 800 tons, at 10s. per ton	£ 400
Wool, 800 tons, at 10s. per ton	400
Grain, 4,000 tons, at 5s. per ton	1,000
Live-stock, 400 trucks, £1 per truck	400
Passengers, 750 at 4s. (allowing one and a half journey per annum for residents of the district)	150
Parcels	25
Mails	300
Total	£2,675

320. Do you think that report is accurate? Yes.

321. And that the traffic is not likely to increase? I would not say that it would not be likely to increase. Developments have taken place which may lead to very great increases. If the Government, as I have heard, have exchanged land unsuitable for agriculture for lands which are suitable, it ought to lead to far closer settlement.

322. The total annual revenue on this line would leave a loss of £1,100 a year? Yes; according to the Commissioners' report.

323. Do you think, in the event of this line being constructed, that loss may be ultimately reduced? I think it would be a long time.

324.

- J. Harper.
17 Sept., 1897.
324. It appears that the people are agreeable to pay local rates? Yes; so they stated to the Commissioners.
325. In what way can you compel these people, supposing they refused to pay local rates? Their only alternative is to refuse to use the line.
326. If the line is made, and they refuse to contribute to the local rates, there would clearly be a loss? Undoubtedly;—if they choose to use the road instead of the line.
327. What is the road-carriage from The Rock to Green's Gonyah? It is about 9s. a ton for wheat, and about £1 a ton for wool.
328. What is the rate from Urana to Coonong? There is no wheat taken from Urana to Coonong, and very little wool.
329. From about 5 miles from The Rock, between there and Green's Gonyah, will not the farmers bring their produce to The Rock by road? Undoubtedly, rather than pay such a rate as they speak of.
330. From fully half way? Yes; rather than pay that rate.
331. I understand that the Brookong wool, and that of some other stations, at present goes to Melbourne? Yes.
332. In the event of this line being made to Green's Gonyah, would it be an inducement to them to send their wool to Sydney instead of to Melbourne? I think we should probably get the Brookong wool, but I am doubtful about the Urangeline and the Mahonga wool.
333. Is it not to the interest of the firm or syndicate who have control of the Brookong Station to send the wool to Melbourne? I do not know. Circumstances have altered considerably. I think it is the Union Mortgage and Agency Company who have control. If so, it would not matter to them whether the wool came to Sydney or to Melbourne. The Urangeline and Mahonga interests are in Melbourne. I am afraid the Urangeline wool would not come in this direction. Their wool-shed is some 9 miles south of Brookong.
334. You think that the other clips, independent of Brookong, would possibly still go to Melbourne? I think so.
335. Is the country from The Rock to Green's Gonyah, in the immediate neighbourhood of the line, good agricultural land? Splendid, and some of the best has not been placed under agriculture yet. It is good agricultural country until you get west of Green's Gonyah. There is a ridge which is rather broken, but all the rest is good country.
336. Mr. Alexander in his report said this:—
The district is one that will surely repay by expanding under the impulse of railway communication, but such confined areas cannot, for the space of a generation in time, carry the population and be subdivided to the extent necessary to provide the large production and consumption needed for the support of a railway.
Is that correct? That might have been quite true at that time, but the Berrigan line had not been built, and the district referred to by Mr. Alexander embraced a district which is now being served by the Berrigan line.
337. Would it alter the character of the country? It would alter the character and purposes of the railway. When that report was made, the Berrigan line had not been submitted to the Public Works Committee. Mr. Alexander's report embraced the whole country from The Rock to Finley. A line has been constructed which taps the country to the south-east and west of Berrigan, cutting off what is most undoubtedly the best portion of the district. I have no hesitation in saying that the district about Berrigan is better than about Brookong, and the rainfall is more certain.
338. Would not that be rather against the carrying out of the proposed line if the best land about Berrigan and Finley is cut off? You have my view of the traffic; I do not think I can go further than that.
339. Are you aware that the Railway Commissioners are in favour of the present line? I am not aware that they are in favour of it except on certain conditions. I have, of course, read their report before. I notice that it is surrounded by conditions, and I take it that they would not be in favour of a line if those conditions did not prevail.
340. You cannot say whether those conditions are likely to be carried out—they are only promised? If the Commissioners have taken them as *bona fide* I can scarcely express a doubt about them.
341. Under all the circumstances, do you think that this would be a good line to construct? I do not think that it would be a good line to build from a paying point of view.
342. Mr. Roberts.] Can you give the Committee information as to the result of the construction of the line from Culcairn to Corowa? The loss in the year ending December, 1895, after providing for working expenses and interest, was £7,925; in 1894 it was £8,023.
343. Does the Culcairn to Corowa line, in your opinion, rob the line from Albury to Culcairn? No; all the traffic which came in on the Culcairn and Corowa line at Culcairn now joins at Burrumbuttock and other points on the line.
344. Chairman.] What is the traffic? Scarcely anything but wheat.
345. Mr. Roberts.] I suppose all the wool goes to Melbourne? Yes; last year we had one clip, but this year it is going to Melbourne.
346. Chairman.] Where does the wheat go to? To Sydney; with the exception of last year, when, owing to unusual circumstances, a large amount was shipped to South Australia; but that is unusual.
347. Does any quantity of the wheat you are speaking of go down to Melbourne? No; not from Corowa.
348. Does it not go there in bond? No; I understand they do not allow it now.
349. Mr. Roberts.] How long has that law been in operation? The arrangement under which wheat was allowed to go to Melbourne in bond was withdrawn two years ago. There was a difficulty about identification.
350. Chairman.] What advantage would there be to the country if this line were constructed? It would give a very much increased value to the area exchanged at Brookong and any other Crown lands that exist in the neighbourhood. It would also tend to very extensive settlement, and it would bring traffic on to the main line—that is to say, instead of carrying a sheep to the acre, the wool of which goes to Melbourne, it would probably carry one-third or one-half of a ton of wheat which would find its way over our main line.
351. Mr. Hoskins.] At the rate you charge for wheat it does not pay? If we get enough of it it is alright. It is the quantity that pays.

352. *Mr. Roberts.*] I believe that the Victorian rebate system extends to Brookong;—how much further does it go? It extends indefinitely north to the Queensland border, and the further you go the worse it gets. It is as high as 66 per cent.
353. How far north towards Sydney does this rebate system successfully operate? Into the neighbourhood of Wagga Wagga.
354. And what would be the rebate rate at Brookong? 46 per cent.
355. Do you ever carry the Brookong wool to Sydney? We had it about three years ago.
356. Not since? No.
357. Was it carried at satisfactory rates? Yes; we should be glad to carry it again at the same rates.
358. Would that be on account of the large quantity of wool? Yes. Of course, we make a distinction—we have to in those competitive districts—between large clips and small ones.
359. Have you endeavoured to get the Brookong wool since? Yes.
360. But failed, on account of the more favourable inducements offered by Victoria? Yes.
361. How does the country between The Rock and Green's Gunyah compare with the country round Berrigan? I should say that, generally speaking, the country around Berrigan, taking the whole of it, is a little better, and the rainfall is better. There is very little to choose between them as regards the quality of the soil. I think the rainfall in the two places is about 18 inches against 20 inches. The Berrigan country is closer to the Murray, and it is well known that on the Murray they get a better rainfall than further north.
362. Has the value of the land around Berrigan increased since the railway was made? I think so.
363. Was it not quoted about £4 an acre? Yes, about £4 or £5 an acre.
364. What would you value the land at around Green's Gunyah? I think at about £2 10s. an acre.
365. Would the produce of wheat per acre be as large at Green's Gunyah as it is around Berrigan? It would scarcely be so good as Berrigan. The country improves as you come south-west to Clear Hills, in the direction of Berrigan, and approaching the Murray.
366. It improves as you go in a south-westerly direction? Yes.
367. How far is Clear Hills from Berrigan? I think about 35 miles. I think that Clear Hills, Berrigan, and Jerilderie, represent the three sides of an equilateral triangle.
368. Would you regard Clear Hills as being the terminal point in the event of its being determined to take the railway in a south-westerly direction from The Rock? I could not see much advantage in going any further, assuming that it was decided to go there, because when you pass Clear Hills you begin to interfere with the trafficable area of Berrigan.
369. Is 24 miles regarded as the trafficable area from the railway station? Twelve miles they say; but, as a matter of fact, 20 miles may be taken as being nearer.
370. As a rule, a wheat producer would not regard 20 miles as too far? It would not be absolutely prohibitive. There would practically be only 12 miles between Clear Hills and Berrigan.
371. I suppose that all the country about there is very similar in character, taking any line from The Rock to Coonong, from Coonong to Berrigan, Berrigan to Corowa, and Corowa to Culcairn? No; it is a very different class of country. To the north it is all open plains, and the rest is forest.
372. Is it not a fact that the further you go east from Jerilderie in the direction of The Rock the land becomes more hilly? Yes, in the direction of Clear Hills.
373. I mean towards The Rock? Yes.
374. The more easterly you go the more undulating the country becomes? Yes.
375. And instead of finding the remarkably level country that you find between Jerilderie and Berrigan and Berrigan and Finley, you find it more expensive for railway construction? Not necessarily. There is a great deal of flat country.
376. In the estimate for the construction of the line you will find the line from Jerilderie to Berrigan cost only £2,000 a mile, but the cost of the line from The Rock to Green's Gunyah will be £2,600;—is not that a very large increase in the cost of a pioneer line? Most of it arises from the difficulty in getting away from The Rock. I think you will find that some of the line in the vicinity of The Rock will cost over £3,000 a mile, whilst a great deal of the other will cost only the same amount per mile as the line to Berrigan.

TUESDAY, 21 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq., M.P.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

John Harper, Goods Superintendent, Department of Railways, sworn, and further examined:—

377. *Mr. Hoskins.*] Do you think there is a prospect if the railway is made from the Rock to Green's Gunyah that within a reasonable time the receipts for it will be equal to the working expenses and interest on the expenditure? No; I cannot conceive that it will unless the people are content to pay the rates which they undertook to pay—that is to say, the rates which were given by me the other day.
378. Do you think there is a probability, judging from the character of the country, that the population in the district which will be served by the railway will largely increase? I think so; in view of the fact of a considerable area of land being thrown open for occupation, I think the population would be materially increased.
379. If the proposed railway be constructed, do you think it will act as a feeder to the Victorian railways? I do not think so under existing circumstances. It is hard to foretell what may happen in the future.

No

J. Harper.
17 Sept., 1897.

J. Harper.
21 Sept., 1897.

J. Harper. No doubt if Federation takes place, and there is a disposition to trade with the nearest port, the advantage would be distinctly in favour of Port Phillip, but I would add this: I think that under these circumstances the people who would use this line would not be content to pay the rates they said they would pay.

21 Sept., 1897.

380. You mean the extraordinary rates which they suggested amounting to a tax on the land? I am not speaking of the tax on the land, but of the high railway rates—5s. a ton for wheat carried 25 miles.

381. Is not that lower than the charge by road? Yes.

382. I notice that in the Railway Commissioners' report they state that if the line is constructed there is a probability of its carrying the wool from Brookong station;—is it not a fact that when Mr. Halliday was alive the Brookong wool did come to Sydney? Yes.

383. How is it you lost it? I am inclined to think that Mr. Halliday was more far-seeing than his successors, and that he thought that by utilising the New South Wales railways he would derive some indirect advantage.

384. He told me he had a special rate, and he could get freights here for wool cheaper than in Melbourne? Yes.

385. Do the residents in that district get their stores from Melbourne? Most of the stations get their stores from Melbourne, but the selectors buy principally in a retail way at Wagga Wagga.

386. How far will it be from this railway to the nearest station on the Culcairn-Corowa line? That line would be about 60 miles away, I think.

387. I thought that perhaps this line might be used to send produce to Melbourne by the Culcairn-Corowa line? As long as the matter remains in our hands we can always prevent that by imposing unfavourable rates in that direction.

388. And having to carry the goods 50 or 60 miles from the proposed line to the Culcairn-Corowa line would be a block also? It would be for wheat decidedly.

389. *Mr. Trickett.*] When Mr. McLachlan was being examined he was asked a question with regard to levying a special guarantee fund rate, which is to be 1d. an acre for 5 miles, $\frac{3}{4}$ d. an acre for the next 5 miles, and $\frac{1}{4}$ d. an acre for the next 5 miles, making altogether 15 miles;—was that calculation based upon the whole of the land, including the Government land? I fancy it was based upon the whole of the land in the district.

390. *Mr. Hoskins.*] You have no agreement of that kind in any part of the Colony in connection with the railways? No.

391. *Mr. Trickett.*] It is very important that we should know about this because it involves a revenue of £1,500 a year to the railway. But if a large amount of this £1,500 a year is to come from Crown lands it is hardly worth talking about? Of course, I can only speak with regard to conversations I have had with the Commissioners on the subject, but I think the calculation was based on the whole area within 15 miles of the line, which it was considered would very soon be occupied.

392. *Mr. Hoskins.*] Would it not involve the passing of a special Act of Parliament? That was the view of the Commissioners, but they thought that if the Crown sold or leased the land it should be subject to that charge within that radius. The Commissioners did not initiate the proposal.

393. *Mr. Trickett.*] The Commissioners say that it means £1,500 a year, and they must have gone on some basis? Yes, they calculated on the land within a 15-mile radius.

394. When land was alienated it was considered that it should carry this obligation? Yes; it was a very rough estimate. The idea was simply to lay the principle before the Government.

395. Were you consulted with regard to this memorandum of the Commissioners, dated 7th July, 1896? No.

396. Then you are not able to explain the second paragraph more than you have done? Perhaps I may have had some conversation which led up to it.

397. The Commissioners say:

The line, however, if constructed, would for a long time to come be a burden upon the existing systems; but as the people of the district, when applying for this railway in 1893, made the suggestion that the whole of the surrounding district should have a guarantee fund levied for the support of the line, to the extent of 1d. per acre within a distance of 5 miles on each side, $\frac{3}{4}$ d. per acre within a further distance of 10 miles, and $\frac{1}{4}$ d. per acre within a radius of 15 miles, we would strongly recommend the construction of the line on these conditions; but the land for a distance of 5 miles from The Rock station on the main Juree-Albury line should be excluded, as the residents within that area are already served by the main line. The time has arrived when some special action of this character should be taken in regard to the continuous applications for railway extension.

Were you a party to the drawing up of that? No; but I was present at the discussion, prior to its being drawn up.

398. It involves a large question of policy? I think the object of the Commissioners was to draw attention to the matter, and to put it before the proper tribunals—this Committee and Parliament,—as to whether it should be adopted. The Commissioners have previously suggested matters of policy, as far as the alienation of Crown lands is concerned, and the application of the proceeds towards the building of railways or the payment of interest on the cost of construction.

399. But you can see that this involves a big question? Decidedly. This matter having been brought before the Commissioners when they visited the district, they thought it their duty to bring before the Minister the possibility that under these conditions the line might be built.

400. With regard to residents already there, you could make a bargain of that kind, but when you come to people going to take up Crown land in that district you place them on quite a different footing from applicants for Crown lands in other parts of the country? The Commissioners appreciate the difficulty. They do not indicate how it should be done. I think their object—in fact I am sure of it—was that they desired to bring before a deliberative body of this character this proposal.

401. They seem to have arrived at a definite sum, and neither of the officers whom we have had before us seem able to say how that sum is going to be realised? The whole of the land was taken as becoming liable to that charge—Crown lands and all other lands in the district.

402. *Mr. Hoskins.*] The Commissioners felt that there ought to be a general system of assessing the land for the cost of the railways, where railways are constructed? Decidedly, but the whole position is this: the Commissioners have before laid before the Committee the idea that when Crown lands are alienated in the vicinity of a railway, a certain proportion of what is obtained from those Crown lands should go towards the capital cost of that line. This is an alternative. It is practically the betterment system. I think their desire was to lay before this Committee the suggestion made to them.

J. Harper.
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403. *Mr. Trickett.*] So far the Railway Commissioners have not been able to mature a scheme of betterment? Not the railway authorities—the Government.

404. You want to make up the loss? This calculation had been made long before the Commissioners visited the district. The rate per acre had been fixed before that and laid before the Minister. The Commissioners simply dealt with the paper that was in the hands of the Minister or the constructing authority, the matter having remained dormant until it was revived by the people in that district. The subject was not initiated on the occasion of the visit. I hope it is quite clear to the Committee that the Commissioners did not initiate this proposal—it had been initiated two or three years before.

405. I suppose that those residents who made this proposal were few in number? They were more representative of the selector class than any other. They did not represent the large estates, I must confess. They were chiefly selectors on the Brookong estate.

406. *Chairman.*] When Mr. Alexander reported on that country in 1891, he did not appear to have a very favourable opinion of it, as you will see from page 19 of his report, where he says:

The whole of this space of country is plains land, which will, probably, be unproductive of revenue for generations of time.

I can explain that. In order to describe the difference between the plains country, or inferior country, suitable only for pastoral purposes and agricultural country that I believe will be suitable for cereals, you start midway between Narrandera and Coonong, then go in a south-easterly direction to Brookong, coming southerly to the track between the Billabong and Urangeline Creeks, then take a westerly trend approximately midway between Jerilderie and Berrigan. On the west of that line there is inferior land unsuitable for the growth of cereals. To the east it is suitable for the growth of cereals. As Mr. Alexander says, westward in the direction of Urana you get on open plains.

407. *Mr. Trickett.*] In the vicinity of the proposed line the land is suitable for agriculture? It is along the whole route of the line. There is no possibility of any agricultural development in a westerly direction from the terminus at Green's Gunyah. There would be no extensive area of suitable land to the west for two reasons: because it is unsuitable for the growth of cereals, and such traffic as there is is intercepted by the proximity of the Jerilderie to Narrandera line.

408. That being so, it emphasises the suggestion that this is a line that is likely to remain at Green's Gunyah instead of being extended? I do not know. I fancy there are people who look upon its extension towards Clear Hills as a probability. It is good country in the neighbourhood of Clear Hills and Daysdale.

409. Are not those people pretty well served by the existing lines on the east and west? The people at Clear Hills are about the same distance from Jerilderie as the Berrigan people were. It is about 25 miles from Clear Hills to Jerilderie, and they are about 35 miles from Brookong.

410. Mr. McLachlan told us that this line was submitted on its own basis without any idea of extending it? The Commissioners have nothing before them with regard to a future extension.

411. With regard to the statement made by Mr. Alexander in 1891, is it not a fact that in connection with the growth of cereals New South Wales has taken a considerable jump during the last few years? Yes.

412. I suppose the Commissioners have that in view in regard to establishing this short line of railway? What the Commissioners had in view, I fancy, is this: That in building a line of that character their experience of the class of selectors who go into the district is that they will farm very intensely, and there will be a constantly increasing traffic.

413. All that district, Jerilderie, Berrigan, Finley, The Rock, and Green's Gunyah, has largely developed of late years as a wheat-growing centre? Yes.

414. With regard to those special rates to be paid there;—do you attach much importance to them? They are the rates which were submitted to the Commissioners, and which the people undertook to pay.

415. What do you think of these spasmodic efforts with regard to the payment of high rates? People are always agitating and offering to pay until they get the line.

416. Then they want a reduction? Yes; they see that their neighbours are not paying so much. I do not mean to say that they might not be compelled to pay it, by no lower rates being made; but they probably would not pay the high rate willingly.

417. *Mr. Lee.*] I am not very clear as to whence this proposal to levy special rates emanates? It was a proposal made to the Minister by the residents, or by a large number of them.

418. Do you clearly remember whether it was intended to cover a levy on all freehold land and upon Crown lands as well? Those who made the proposal dealt with their own land.

419. Was it freehold land? Freehold and selections.

420. It did not include Crown lands? No; they could not speak about Crown lands.

421. Did they say for what period they would pay the levy? Yes; until the line paid.

422. Do you think that the owners of land lying 15 miles north of Green's Gunyah will consent to pay a levy for railway purposes when they are already within 25 miles of a railway terminus? That is a matter which I think the Commissioners left for this Committee to consider or for Parliament to deal with. As I have said, the object of the Commissioners was simply to lay this proposal, which is certainly a unique one, before the Government.

423. What is the rate for grain on the Culcairn to Corowa line? The ordinary through rate for grain is in addition to the mileage rates to Culcairn.

424. What is the length of the line from Culcairn to Corowa? Forty-seven miles 39 chains.

425. Suppose you wanted to send stuff from Culcairn to Corowa, what would be the rate? The difference on the whole through rate would mean 3d. a ton; 13s. 1d. is the rate through from Culcairn, and 13s. 4d. from Corowa to Sydney.

426. Is that line used for conveying grain to Corowa or to the main line? Most of it is used for conveying grain to the main line stations.

427. Can grain be sent through Victoria in bond? I understand that it cannot.

428. *Chairman.*] Then what is the use of differential rates? They have no differential rates for wheat.

429. *Mr. Lee.*] One of the difficulties which the Department has placed before the Committee is this: You propose to make a line 26 miles long, and the grain rate is to be 5s. a ton, and there will be a loss of £1,200 a year, and you have so much length of line within a few miles of the Jerilderie to Berrigan line where the rate is 2s. 6d. If you show a loss on this proposed extension after imposing double the rate that you have imposed on the other line, what probability is there of that line ever paying working expenses? In my report I said that it never would pay.

- J. Harper. 430. *Mr. Wright.*] In view of the fact that we are likely to have Federation very shortly, what is your opinion of the policy of constructing a railway in that part of the country? My opinion is that we should be more likely to realise a higher rate than we do to-day if we had Federation. If the line be used to convey wheat to the local market we should probably get more from a line of that character than we get under existing circumstances.
- 21 Sept., 1897. 431. Are we not practically building lines which, after Federation has taken place, will divert the traffic to another colony? A railway of that character would have the effect of sending the traffic to Port Phillip.
432. Away from Sydney? Yes.
433. So that these railways in the neighbourhood of the Victorian border, in the event of Federation, will give our people better facilities for trading with the adjacent colony than with Sydney? Yes; but I do not know that these railways may not pay better being utilised that way than they do at present.
434. Whilst you think it would divert the trade from Sydney, looking at it from a purely railway point of view, it might increase the railway revenue? Yes.
435. I understood you to say that you saw no immediate prospect of this railway paying? No.
436. Do you think there is any great necessity for the line? I do not.
437. Do you think that Urana should be connected with the main line? I do not.
438. You do not think there is sufficient trade to justify it? No.
439. You will observe from the plan that the terminus of the railway at Green's Gonyah leaves Urana many miles away? There is absolutely nothing in the neighbourhood of Urana. The object of the line is to avoid the plains country, and to get into agricultural country.
440. *Mr. Hassall.*] Do you think there is any better point from which to take that railway across? I do not know of any. It is a great pity that the Committee had not the opportunity of investigating the thing before the Jerilderie line was made.
441. Then the proper route for that railway would have been from The Rock to Green's Gonyah, and from there to Berrigan? Yes.
442. Then the question arises, do you not think the extension already in existence from Narrandera *via* Coonong to Jerilderie and Berrigan will practically serve the intervening country between there and the southern line? I do not think it would develop it properly; but I cannot conceive of a paying railway that could be made there now.
443. What is the furthest point that any of these places would be from the railway? Clear Hills is about 28 miles from Jerilderie; Daysdale about 33; Clear Hills is about 22 miles from Berrigan; and Saveruake about 12 miles. The whole of the cultivation in the neighbourhood of Green's Gonyah is well within 20 miles of a railway.
444. The cost of land carriage is not an insuperable difficulty in taking produce to market? It is a heavy item; but I suppose there are compensating advantages.
445. Do you think the construction of the railway will bring any more traffic to the railway than you have at present? I think there will be more settlement and more production, and consequently more traffic will be brought on to the main line.
446. Practically, you would get what is now carried by road? We should get more, because there would be more production in the district if the railway was made; but I am not prepared to say that there would be enough, and that we should get enough profit to justify the making of the line.
447. You think that the interest on the cost of the construction and the working expenses would be considerably more than you could expect to realise from the carriage of traffic? Yes.
448. You do not look upon it as a profitable one? I do not look upon it as a line of such pressing importance that it should be made under existing conditions.
449. You think it would be advisable to give time for agricultural development? My opinion is that it would be as well to wait for Federation.
450. *Chairman.*] You told Mr. Lee that you were charging 3d. a bushel for the carriage of wheat from Corowa to Culcairn? Yes.
451. On the Jerilderie to Berrigan line you are charging 2s. 6d.? Yes.
452. On the Jerilderie to Berrigan line you are charging 2s. 6d. for half the distance, and on this line you propose to charge 5s.? Yes. On the Jerilderie to Berrigan line it was a distinct undertaking on the part of the people. Everyone expressed their willingness to pay that rate, and I believe they will be content to pay it.
453. Why is the carriage on the line from Culcairn to Corowa only one-tenth of the freight from Berrigan? On account of its proximity to the main line.
454. Is that the only reason? That is one of the chief reasons.
455. Has Victorian competition anything to do with it? Nothing whatever as regards wheat.
456. *Mr. Lee.*] How did the Berrigan line result last year? The year is scarcely complete yet. It looks well so far, but I want to emphasise the difference between this district and the Berrigan district. As I pointed out, west of this district you get into country absolutely incapable of agriculture. At Berrigan, no matter which way you go, north, south, east, or west, you are surrounded by a good agricultural area. One thing that makes me afraid of this line is there being no possible development in a western and south-western direction. With a thousand pounds as the estimate of the amount we should receive for the carriage of cereals at the rate of 5s., there would require to be 12,000 acres for which Green's Gonyah would be a dépôt.
457. *Mr. Humphery.*] In what locality is there 7,000 acres under cultivation? Cultivation extends along the whole length of the line.
458. But along 10 miles of the line you would not get any of it? No.
459. How many acres are there under crop in the last 15 miles? I should think not a quarter of the whole area.
460. Probably there are not 1,500 acres available to send produce to the line? I do not think so.
461. You are assuming that you would get 5s. a ton for long distances? Yes.
462. It would not pay anybody to pay 5s. to have their produce carried 10 miles? I should think not.
463. There appears likely to be a deficit of £1,200 a year on the working of the line? Yes.
464. If there were 24,000 acres under wheat which would come to the line at Green's Gonyah, would that pay? Yes; if they are content to pay these rates.

465. The line would pay if it could be proved that Green's Gunyah would be a depôt for the produce of 24,000 acres of wheat; if beyond doubt they would use Green's Gunyah as a depôt? Yes, and would pay 5s. a ton. J. Harper.
21 Sept., 1897.
466. You propose to levy 5s. a ton on freight between Green's Gunyah and The Rock? The people propose to pay 5s. a ton. Kindly put it that way.
467. *Chairman.*] Taking into consideration the freight suggested by the producers and approved by the Commissioners at 5s. a ton from Green's Gunyah to The Rock, where do you think the wheat traffic would split between The Rock and Green's Gunyah? That would depend to a large extent on purely local circumstances.
468. Taking a case where the producer was contiguous to the line? I should think that those who are either north or south of the line for any distance would be disposed to evade the payment of 5s. by carting their wheat to The Rock.
469. Would you say three-fourths of the line would be under the influence of The Rock, and the traffic along the rest of the line would go to Green's Gunyah? I should think so.
470. What is the distance to Melbourne from The Rock and also the distance to Sydney? The distance from Melbourne to Wodonga is 187 miles, and from Wodonga to The Rock 60 miles, making a total of 250 miles approximately. The distance from The Rock to Sydney is 327 miles, leaving a balance in favour of the Melbourne route of 77 miles.

Stanley Alexander, Supervising Engineer, Railway Construction Branch, Department of Public Works, sworn, and examined:—

471. *Chairman.*] What is your position? Supervising Engineer, Railway Construction Branch, Department of Public Works. S. Alexander.
21 Sept., 1897.
472. About the 26th May, 1891, you made a report on the country in which it is proposed to make this line of railway, embracing a large portion of the Riverina country between the Billabong and Murray? Yes.
473. At the end of your report you have a diagram, in which you show a line from Murray Hut to Berrigan, Savernake, Clear Hills, and towards Green's Gunyah? Yes.
474. Was that a line that you viewed with favour? Yes.
475. Notwithstanding the fact that the Jerilderie to Narrandera line was in existence at that time? Yes.
476. What reason had you for that? That is a line I recommended, from Murray Hut to Hanging Rock, as a main trunk line to suit the whole country.
477. Why did you locate it exactly in that position? It passed through much good country in order to reach the very good land between Clear Hills and Murray Hut.
478. Did you consider the line to Clear Hills, Berrigan, and on to Finley? Yes.
479. Is it good land? Yes, most of it is very good.
480. Since there is a line in existence from Jerilderie to Berrigan, and also a line to Finley to be built, would you still be of opinion that this line should be constructed? The existence of that line to Jerilderie modifies the question altogether. The construction of a line now from The Rock to Berrigan would make a circular railway. I should not think it was justifiable now.
481. Your evidence is that from Clear Hills, in a westerly direction, there is valuable country? From Clear Hills westerly is valuable country, and again from The Rock to Urangeline. There is an intervening space between Urangeline and Clear Hills which is of no value for agriculture.
482. No doubt it was a mistake to construct the line from Narrandera to Jerilderie? I think it is a pity that that line was ever made.
483. The construction of the Jerilderie to Berrigan line in continuation with the line existing from Narrandera to Jerilderie materially modifies your view with regard to the construction of that piece from Clear Hills to Brookong? Yes, certainly. That is not now the right way to reach the country about Clear Hills.
484. In clause 5, of your report of 1891, you say, westward of its terminus the whole land to Urana is open plains which will yield nothing? Yes, but that is not correct. As far as Brookong it is good land.
485. No large area of land is to be found on the west that would feed the terminus of the line at Green's Gunyah, because of the proximity of the Narrandera to Jerilderie line? There is a great extent of good country west and north-west of Green's Gunyah. Map No. 4 shows my idea of the profitable development of that part of the Riverina.
486. Is this your view that a through line as shown on map No. 4 from The Rock *via* Savernake, Clear Hills, Berrigan, and Finley would be a wise line to construct? Yes, on the date of that report.
487. But since the Jerilderie to Berrigan line has touched some of the best of the country you do not consider the through line to be necessary? That is right.
488. Will you state definitely your opinion with regard to this proposed line from The Rock to Green's Gunyah? I do not think it will pay. It is 25 miles long; it will take a scope of a country about 30 miles, and of that 10 or 15 already belongs to the main line. It is only when you get 10 or 15 miles away from that line that you begin to earn any new revenue.
489. Is there room for a third line between the existing lines? There is room for a long line such as I projected down to Murray Hut, but not for a short line 20 or 30 miles long.
490. Between the main line passing by The Rock and the Narrandera to Jerilderie line there is 60 miles? Yes.
491. A line midway between the two would take the traffic for 15 miles on either side, making 30 miles altogether, leaving the main line to serve 15 miles of country and the Jerilderie line 15 miles of country? Yes.
492. Do you regard that as over-supplying the wants of such a district at present? No, I should not think so, if the central line could be a reasonably long one, say, 100 miles in length. A line from The Rock to Murray Hut would be about 100 miles long.
493. Is there not suitable land round Green's Gunyah to justify the construction of a railway from The Rock to there? It is good land, but there is not enough of it, and there is no back country from which traffic might be drawn. West and south of Brookong there is an unfertile belt which is the limit of the area under the influence of such a line.
- 494.

- S. Alexander. 494. But there is not enough of it? No. They have good roads there or good roads can be made at moderate expense. The ground is suitable for road making, and there is plenty of material for making roads in that district.
- 21 Sept., 1897. 495. In your opinion Green's Gonyah is not one of the places to which a railway should be constructed at present? I think not.
496. Mr. Humphery.} What is the character of the land between Green's Gonyah and the Billabong Creek? Between Green's Gonyah and Urangeline Creek it is all good. As soon as you cross the creek you get into very swampy country, country that will never be settled.
497. For what distance? About 24 miles.
498. That is all inferior country? Yes.
499. Running on towards Clear Hills and Green's Gonyah the land is good? Yes. On crossing the Billabong Creek you come to Clear Hills and very good land indeed. That good land carries you right through from Clear Hills to the Murray Hut. It is also very good at Savernake and right down to the Murray.
500. Then there would be 24 miles of inferior land between Urangeline Creek and Billabong Creek? Yes.
501. From your recollection of the country near Urangeline and Clear Hills, do you think this 24 miles of railway would pass through country not likely to be placed under agriculture? I said just now that it was all worthless land, but I see that I said in the eighth paragraph of my report in 1891 that, "the land, though not altogether coming under the category of plains land nor yet of forest land, is still low, flat, and, in part, subject to flooding, being covered for the most part with a stiff, clayey soil, common on land in similar localities all over Riverina. There are, however, several settlers on this part. Very much of the land is again private property." I do not think that the land between Urangeline and Billabong Creeks will ever be thickly settled, but settlers there will be living in a struggling way, subject to floods and having stiff land to work.
502. Is it your opinion that, in consideration of any extension from Green's Gonyah to Clear Hills, 24 miles of line must be regarded as likely to be unprofitable. Yes.

WEDNESDAY, 22 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The HON. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The HON. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The HON. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The HON. WILLIAM JOSEPH TICKETT.	GEORGE BLACK, Esq.
The HON. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from The Rock to Green's Gonyah.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

- C. E. Rennie. 503. Chairman.] Do you produce a map showing the tenure of land on each side of the railway from The Rock to Green's Gonyah, and from there onward to Berrigan? I do.
- 22 Sept., 1897. 504. Will you describe the areas that you have taken? The total width of the land shown as being influenced by the railway under consideration from Green's Gonyah, is about 28 miles in average width.
505. How far north-west of the dotted line on the map have you taken? From about 12 to 15 miles.
506. And the reason why you have gone no further distance than 12 miles north-west is because the influence of the Narrandera to Jerilderie line extends that far? Yes.
507. And the same thing applies to the main Southern line on the other side? Yes; from 20 miles beyond Green's Gonyah to Berrigan the land is taken 10 miles to the north-west, and 15 miles to the south-east.
508. Even down as far as Clear Hills you come under the influence of the Narrandera and Jerilderie line? Yes.
509. And 15 miles towards the south-east? Yes. The blue tint on the map shows the alienated land, the green shows the reserves, and the brown colour the Crown land; the Crown land is only in scattered patches.
510. Will you describe the total area of alienated land or land in process of alienation? The total area of land from The Rock to Green's Gonyah is 549,030 acres; the area of reserved land, 96,850 acres; and the area of Crown lands, 11,740 acres. Then, from The Rock right through to Berrigan, the area is 1,155,840 acres; the area of the reserves is 178,430 acres; and the area of Crown land 33,340 acres.
511. I asked you a moment ago whether the alienated land was not only alienated land, but also land in the process of alienation? Yes; conditional purchases, conditional leases, homestead selections, and auction sales.
512. In the opinion of the Lands Department the land is gone? Yes; you may regard it as all alienated.
513. What local name is on the map 20 miles beyond Green's Gonyah? It is portion 40, parish of Faed.
514. In that area down to the point you mentioned, 20 miles beyond Green's Gonyah and to The Rock, the total area of Crown lands is 11,000 acres? About that.
515. Are you prepared to express an opinion with regard to the possibility of the alienation of any reserves? There are about 2,000 acres in process of subdivision, to be set apart for homestead selection. There are, at present, proposals being considered by the Department in connection with the Brookong exchange, by which reserve No. 2,443 is to be thrown open.
516. How many acres are there? Several thousand acres.*
517. What other reserves are there? The stock reserve, from Urana towards Wagga Wagga, is being cleared, and there may be some pieces of that available; we cannot tell the quantity.
518. You say that there is Crown land 20 miles beyond Green's Gonyah;—how does that happen to be Crown land? It is chiefly remnants left unalienated.

519.

* NOTE (on revision):—About 9,000 acres.

519. Do you consider that the remnants are as good as the adjoining land which has been taken? The probability is that they are less profitable areas; they are mostly small pieces. C. E. Rennie.
22 Sept., 1897.
520. When you find the country all taken except the reserves and small pieces, those pieces must be inferior? Yes, or too small to occupy. Some of them are very small.
521. Therefore, these remnants are either too small to occupy, or are inferior land? I think that may be assumed.*
522. You do not know the form of alienation? There are different forms. I could not specify them.
523. I suppose a great deal of it is by auction sale? Yes. There has been a patch taken up by homestead selection near Green's Gunyah.
524. What was that before? It was withdrawn from leasehold area. It went off very quickly.
525. Any land thrown open in that vicinity in suitable areas would be likely to be alienated? Yes; there is no doubt about that.
526. The operation in connection with reserves and leasehold areas, and the exchange and surrender, cannot cover more than a few thousand acres? I have hitherto only spoken about reserve 2,443.
527. What are the total operations possible there? The total operations are larger than that. The areas which the Crown is now negotiating for, to acquire by exchange, mount up to about 29,000 acres.
528. Where are those 29,000 acres? It is in different blocks. There is a large block in the parish of Clive.
529. What is the area? I could not tell the separate area.†
530. There is one area south from Green's Gunyah, a distance of about 12 miles? Yes, about that. There is another of several thousand acres about 6 miles south-east of Green's Gunyah, and there are two other areas comprising a couple of thousand acres half way between Green's Gunyah and The Rock, and another area of about 4,000 acres about 12 miles north-east of Green's Gunyah. These areas aggregate about 29,000 acres.
531. Therefore there would be about 29,000 acres of Crown land which would be to some extent benefited by the construction of this line? Yes—that is, if these exchanges go through. The Crown is negotiating to acquire the land by exchange.
532. The probability is that there will be 29,000 acres of Crown land affected by the line? Yes.
533. What is the area which the Crown allows one holder? It varies very much, but it is reckoned that about 480 acres of wheat-growing land is sufficient.
534. Presuming that there are 29,000 acres of wheat-growing land available, how many would that accommodate? About sixty families. That is only an approximation, because the areas vary a great deal. It is all good agricultural land which is proposed to be acquired.
535. Taking the northernmost portion that is likely to be affected by the exchanges, how far away is that from the main line to Sydney? About 16 miles.
536. Is that the shortest distance you can get? Yes.
537. Then the others suitable for wheat-growing—how far are they off? About 12 miles from The Rock; the next one is about 18 miles, and the others would be about 18 miles.
538. Therefore, the greatest distance of the most distant of these 29,000 acres of Crown land from the existing line is some 18 miles? Yes.
539. And the nearest appears to be about 12 miles? Yes.
540. If the exchanges to which you refer take place with regard to the larger area of lands due south from Green's Gunyah, and distant therefrom about 12 miles, even with a line constructed to Green's Gunyah the people would save about 6 miles of road carriage, since from that place to the nearest place on the Southern line is not more than 18 miles? It is about 18 miles. This largest area to which I refer, the centre block, appears to me to be about 11 miles from Green's Gunyah and about 18 miles from the main Southern line, somewhere in the vicinity of Henty.
541. Are you prepared to express an opinion as to whether the construction of a line from The Rock to Green's Gunyah would have any material effect upon the value of the Crown lands that you anticipate alienating? It would increase the facilities of railway communication.
542. You are not prepared to say whether it would have any material effect upon those lands? I hardly think so; because they are not very far distant from the line now, and the land would go in any case. I do not think it will go any faster for the prospects of having another line.
543. Are you aware whether the reserves which have been referred to are likely to be curtailed? I could not say. It is most likely that, sooner or later, they will be reduced in size.
544. Does that cover the whole case with regard to such land as would be incidentally affected by a line from The Rock to Green's Gunyah? Yes. No doubt having a line there will make the land better for settlement; but I think the land will be taken up just as fast whether there is a line or not.
545. Coming from The Rock, south-west from the land which you have described as 20 miles from Green's Gunyah, how much land is there there? About 21,600 acres of Crown land.
546. Can you inform us why it has not been sold? I could not say, because some of these large pieces may have been recently-cancelled reserves. A large area classified there will be thrown open to selection very shortly.
547. The Crown are endeavouring to deal with it? Yes.
548. But the whole amount comprises only an area of 21,600 acres? Yes.
549. There is a reserve shown a little north-west from the dotted line on the map;—how far is that from Berrigan? It is about 13 miles from Berrigan, north-east.
550. The other area is shown almost due east from Berrigan? That is about 24 miles. It is under a proposal for exchange for other land.
551. How far south from the dotted line on the map is it? About 12 miles.
552. Therefore, if the line were extended to Berrigan there are some 20,000 acres that might be affected by it? Yes.
553. Would that be materially affected by the line? I am not prepared to say.
554. What exchanges are there going on in the southern portion of the area shown? About 10,000 acres.
555. Only 10,000 acres? Yes—that is to say, within the limits of 10 miles north-west and 15 miles south-east.
556. You are not prepared to say whether there will be any operations with regard to the reserves? No; I could not say. 557.

* NOTE (on revision) :—Some remnants are in leasehold areas, and so not available.

† About 10,000 acres.

C. E. Rennie. 557. Have you brought any information which we have not got from you? I cannot tell the Committee any more except this, that the lands are in treaty for surrender. There is an area of about 24 miles north-east from Berrigan on the line itself that is in treaty for surrender—about 3,800 acres. There are about 4,700 acres, about 26 miles east from Berrigan, and another area about 24 miles off at Coreen comprising about 2,000 acres.

22 Sept., 1897.

558. There can be no material increase in the value of the areas of land which the Crown will have to sell by the curtailment of the reserves? No.

559. Therefore, as far as the public estate is concerned, the construction of the line from The Rock to Berrigan will not have any material effect? No.

560. A railway from The Rock to Green's Gunyah, or from The Rock to Berrigan, will not have any material effect in increasing the value of Crown land, and therefore in increasing the amount of money that you will receive? I do not think so.

561. The land will go off just as quickly without it? I think the demand for land is sufficient to insure it all being taken up. All the land which has been acquired is good agricultural land.

562. As far as the State property is concerned in that vicinity, it does not appear to you that a railway would materially affect it, the conditions being such that you can sell the land on the usual terms whether a railway is made or not? Yes; that is the case as far as I can judge. If the whole exchange area that we are now in treaty for were acquired, and we allowed 480 acres for each family, that would provide for seventy or eighty families.

563. As far as you are aware your total operations would appear to be limited to the settlement of about seventy families? Between seventy and eighty families on the land to be acquired by exchange.

Walter Alexander Smith, District Engineer, Department of Public Works, sworn, and examined:—

W. A. Smith. 564. *Chairman.*] You bring some information from your Department? Yes; in Mr. Scarr's absence I bring a statement which he was to have presented to the Committee. I am not myself acquainted with the Wagga Wagga district.

22 Sept., 1897.

565. The only information that you have is that furnished by the office? Yes; it is as follows:—

Department of Public Works, Account Branch, 20 September, 1897.

STATEMENT showing expenditure on certain roads affecting the question of the proposed Railway from The Rock to Green's Gunyah.

Item No.	Mile- age.	Roads.	Amount voted.						Amount expended.
			1892.	1893.	1894.	1895. (6 months)	1895-6.	1896-7.	
1,418	60	Wagga Wagga to Gillenbah	£ 600	£ 600	£ 520	£ 300	£ 520	£ 440	£ s. d.
1,423	22	Wagga Wagga to The Rock .....	.....	220	180	100	180	150	2,599 1 4
1,425	18	Coonong Station to Urana	720	720	650	300	650	620	603 11 8
1,426	15	Henty Station to Munyabla	300	300	200	100	200	200	2,939 0 1
1,431	60	Rock Station to Urana	600	600	550	250	450	400	912 10 8
1,432	25	Rock Station to Green's Gunyah ..	.....	.....	.....	75	125	145	1,855 14 9
1,434	30	Yerong Station to Urangeline	600	600	450	250	450	450	261 16 2
			2,820	3,040	2,550	1,375	2,575	2,405	2,181 6 4
									11,353 1 0

Nicholas Colston Lockyer, Collector of Customs, sworn, and examined:—

N. C. Lockyer. 566. *Mr. Fegan.*] Mr. Harper was here yesterday, and made a statement to the effect that wheat could not go in bond through Victoria;—has any alteration been made with regard to that to your knowledge? Not so far as I am aware. It is not at all likely that there has been any alteration.

22 Sept., 1897.

567. Then that statement is not correct? We received, in 1895, over 300,000 bushels of Riverina wheat in Newcastle and Sydney, sent through Victoria under bond.

568. Then Mr. Harper's statement is not correct? I do not think it is.

569. In your position, would you not receive an intimation of it if any change took place? I have not had time to make inquiries, but it seems very improbable that such a thing could have taken place. It is practically impossible.

570. It could not have taken place last year without your knowing it? No.

571. You would be advised if any change were intended? We should have heard about it without a doubt. I can make inquiries by to-morrow.

572. *Mr. Lee.*] It would not take place without your Department being informed? I think not. It would create a great deal of discussion.

FRIDAY, 24 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

William McIntyre, Chief Electoral Officer, Chief Secretary's Department, sworn, and examined:—

573. *Chairman.*] Have you a statement to make in regard to the population of the area that is presumed to be affected by the proposed railway from The Rock to Green's Gunyah? I have made an estimate of the population within the two areas. I have taken the number of electors in the localities within the areas. W. McIntyre.
24 Sept., 1897.

574. The first area is from The Rock to Green's Gunyah? Yes.

575. How wide on the northern and southern sides of the railway? Fifteen miles on the southern side of the railway, but there is a direct line from The Rock to a point 15 miles from the railway south-easterly, and midway between the Narrandera to Jerilderie railway and this proposed railway. I estimate that there are 1,449 souls within the Green's Gunyah area—that is, the northern part.

576. That is the first total population? Yes.

577. You arrived at that by taking the number of electors and multiplying by what? By 4½. That is the official figure used by the Statistician. I think that is, if anything, a little under the actual population.

578. Is it dependent upon the last roll? Upon the roll in force.

579. Have you anything with regard to past years? No.

580. You have another area? Yes; the southern area, from a point 20 miles from Green's Gunyah, 10 miles on the northern side of the proposed railway line, and 15 miles on the southern side. I have estimated that there are 2,857 souls in that area; the total population in the whole area being 4,306.

581. What population is there within 10 miles of The Rock going west? I cannot give you that.

582. You have included The Rock? Yes; I have included The Rock, and I have included Berrigan. There are twenty-one electors at The Rock—that will be a population of eighty or ninety. At Berrigan there are 180 electors, representing a population of 750. At Bullenbong there are twenty-one electors, representing a population of about ninety. At Green's Gunyah there are twelve electors, representing a population of fifty or sixty. At Brookong there are fifty or sixty electors. At Urangeline Creek there are three electors within one division, and nineteen in another division. I have a list of all the localities, with the number of electors at each place.

583. Will you read it? Yes, it is as follows:—

PROPOSED Railway from The Rock to Green's Gunyah and Berrigan.

Electorate.	Division.	No. of Electors.	Estimated Population.
<i>North-eastern portion.</i>			
Wagga Wagga	Pt. of Jackson's Waterhole	26	117
The Hume	Pt. of Hanging Rock	195	877
The Murray	Pt. of Urana	101	455
		322	1,449
<i>South-eastern portion.</i>			
The Murray	Pt. of Urana (including Urana)	206	927
	Pt. of Tocumwal (including Berrigan)	277	1,246
	Pt. of Mulwala	81	365
	Pt. of Corowa	67	301
	Pt. of Jerilderie	4	18
		635	2,857
Total		957	4,306

<i>Jackson's Waterhole.</i>	<i>Hanging Rock Div.—contd.</i>	<i>Urana Division—continued.</i>	<i>Mulwala Division—contd.</i>	
Arajoel	Tootal	Urana	Narrow Plain	
Mimosa	Urangeline	Urangeline	Savernake	
<i>Hanging Rock Division.</i>		<i>Tocumwal Division.</i>		
Bullenbong	Urangeline Creek	Berrigan	Turrarnia	
Bourke's Creek	Wallandool	Boomanoomana	Wongamong	
French Park	<i>Urana Division.</i>		<i>Corowa Division.</i>	
Galore	Boree Creek	Kilvanna	Coreen	
Green's Gunyah	Brookong	Lallatee	Daysdale	
Hanging Rock	Butherwah	Nangunnia	Goonambal	
Lalla Rook	Burrangong	Momalong	Granville	
Mittagong	Clear Hills	Warmatta	Mahonga	
Munyalba	Emu Plains	<i>Mulwala Division.</i>		
Pleasant Hills	Goonambal	Bull Plain	Overton	
The Rock	Goonambal North	Emu Park, Coreen	<i>Jerilderie Division.</i>	
Toolandool	Mahonga	Myall Point, Coreen	Myall Plains	
	Nowranite			

WEDNESDAY,

WEDNESDAY, 29 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from The Rock to Green's Gonyah.

Henry Chamberlaine Russell, C.M.G., Government Astronomer, sworn, and examined:—

H. C. Russell,
C.M.G.

29 Sept., 1897.

584. *Chairman.*] Have you the particulars of the rainfall in the district between The Rock and Green's Gonyah? Yes. We have not a station called Green's Gonyah, but we have one at Burrangong, almost in the same spot, and there the rainfall is 19.36 inches, the records being very satisfactory as to time, as they extend over twenty-one years. The rainfall at Mittagong is 22.98 inches; at Wagga Wagga, 23.27; at Yerong Creek, near Mangoplah, it is 24.11; at Urana, according to a twenty-two years' record, the average is 18.48. At Berrigan it is 17.86 inches, but this is from only one year's record—1895. At Bullabong, the rainfall is 21.21; at Jerilderie, 18.14.

585. The rainfall in the country affected by The Rock to Green's Gonyah line may be taken as approximately from something under 19 inches to something over 24 inches? Yes.

586. Taking a fair mean, we might say about 22 inches? Yes, I think so.

587. Does the rainfall come at a suitable time of the year? Yes; it comes in the latter half of the year, which is very favourable for wheat-growing.

588. Therefore, if the soil is suitable, it ought to be a good district for cereals? Yes. Speaking generally, the rainfall increases regularly from west to east, and when you get down below the Lachlan it increases towards Victoria going due south. The rainfall is rather better in the southern part of the districts concerned than that in the northern parts.

THURSDAY, 30 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from The Rock to Green's Gonyah.

Joseph Clarke, Inland Mail Clerk, Postal and Electric Telegraph Department, sworn, and examined:—

J. Clarke.

30 Sept., 1897.

589. *Mr. Lee.*] We should like some information in regard to the mail service between The Rock and Green's Gonyah? We have only one mail line to Green's Gonyah. It is on our line between The Rock, French Park, Ferrier's, and Urana, *via* Brookong, 52 miles, three times a week; a covered conveyance; cost, £249 a year. The distance to Green's Gonyah is 25 miles. It is somewhere near Ferrier's post office. I should say that it would cost about £100 for that part of the service if it had to be run separately from The Rock.

590. If the railway charge for the same distance would be £300, you would practically pay £200 more than you pay at present? Yes.

591. That is the only mail line that would have to be discontinued if this railway were made? Yes, I think so.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and further examined:—

C. E. Rennie.

30 Sept., 1897.

592. *Chairman.*] Have you any information with regard to the land on the route of the proposed line from The Rock to Green's Gonyah? Yes.

593. The Committee wish to know the areas of land within 5 miles of the line, between 5 and 10 miles, and between 10 and 15 miles of the line? Within 5 miles of each side of the line there are 136,980 acres of alienated land.

594. Does that extend 5 miles beyond Green's Gonyah? Yes; all round, but not to the east of The Rock. Between 5 and 10 miles from the line there are 145,880 acres of alienated land; then from 10 to 15 miles from the line there are 163,160 acres of alienated land. The reserves within 5 miles of the line are 26,840 acres; Crown lands, 2,880 acres; that is about 30,000 acres altogether. Between 5 and 10 miles of the line there are 28,640 acres of reserves, and 3,120 acres of Crown lands; altogether about 32,000 acres. Between 10 and 15 miles of the line there are 21,810 acres of reserves, and 4,630 acres of Crown lands; about 26,000 acres altogether.

595. *Mr. Wright.*] Can you give the total alienated land within those areas, and the total areas of Crown land? About 450,000 acres of alienated land, about 75,000 acres of reserves, and about 10,500 acres of Crown lands.

596. That is all that is really available in the entire district at the present time? That is within 15 miles of the line.

597. A little over 10,000 acres? Yes.

FRIDAY,

FRIDAY, 5 NOVEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	JOHN LIONEL FEGAN, Esq.
The Hon. JAMES HOSKINS.	THOMAS HENRY HASSALL, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.
CHARLES ALFRED LEE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

William Henry Patrick Cherry, Chief Compiler, Government Statistician's Department, sworn, and examined:—

598. *Chairman.*] The Committee desire information with regard to the Mark Lane prices of wheat for a term of years? I can give you information as to the prices obtained by both British and imported wheat; but the information in regard to imported wheat only goes back as far as 1891. The following figures are taken from the official statistics of the British Board of Agriculture, and identical with the figures published in the official gazette, and published also in the *Mark Lane Express*, which is issued every week.

W. H. P.
Cherry.
5 Nov., 1897.

Year.	Price per bushel.	
	British.	Imported.
1891.....	s. d. 4 7½	s. d. 4 9½
1892.....	3 9¼	4 1¼
1893.....	3 3½	3 5½
1894.....	2 10½	2 10½
1895.....	2 10¼	2 11½
1896.....	3 3¼	3 3¼

599. Therefore imported wheat brings about 1d. a bushel more than the British wheat? From ½d. to 1d. a bushel more. In 1893, when the British wheat was worth 3s. 3½d. per bushel, the quantity returned is given as 2,620,060 imperial quarters, being 8 bushels to the quarter. In 1894, the quantity returned was 1,956,824 imperial quarters; in 1895, the quantity returned was 1,928,383 imperial quarters; and in 1896, when the price went up, 2,111,021 imperial quarters. These figures apply only to British wheat.

FRIDAY, 12 NOVEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.	FRANCIS AUGUSTUS WRIGHT, Esq.
HENRY CLARKE, Esq.	FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from The Rock to Green's Gunyah.

William Henry Patrick Cherry, Chief Compiler, Government Statistician's Department, sworn, and further examined:—

600. *Chairman.*] The Committee desired certain further information with regard to wheat; have you been able to get it? Yes, most of it. I should like first to add to the evidence I gave the other day about the prices of wheat in London. I gave the prices in London for ten years, and I should like to give the septennial average for 1896. The annual average ranged from 4s. 0½d. in 1887 to 2s. 10d. in 1894 and 1895, and then it rose again in 1896 to 3s. 3½d. The septennial average for the period ending 1896 was 3s. 6½d. The prices of wheat in Sydney in the months of February and March for the last ten years were as follows:—1887, 3s. 10d. in February and 3s. 11d. in March; 1888, 3s. 6d. and 3s. 6½d.; 1889, 4s. 9d. and 5s. 3d.; 1890, 3s. 6d. and 3s. 6d.; 1891, 3s. 7½d. and 3s. 10d.; 1892, 4s. 9d. and 4s. 9d.; 1893, 3s. 6½d. and 3s. 6d.; 1894, 3s. and 3s.; 1895, 2s. 5d. and 2s. 7d.; 1896, 4s. 4d. and 4s. 4d. For the present year the price in February was 4s. 8d. and in March 4s. 6d. I was asked for information as to the cost of freight and other charges from the Australasian provinces. The total cost from the farm in New South Wales to London would be 1s. 9d. per bushel.

W. H. P.
Cherry.
12 Nov., 1897.

601. How is that made up? It is made up by reckoning first of all the cost of carting the wheat from the farm to the railway station, and trucking it there at 3d. per bushel. That is the average rate for landing the wheat at the railway station, assuming that the farmer is about 20 miles from the railway station. That would be a little over 9s. per ton. Then the railway freight is estimated at about 4½d per bushel. The next item would be cartage from Darling Harbour to the ship, which might be put down at about 1d. per bushel. In regard to ocean freightage there has been very little wheat exported during the last few years, but the average was about 25s. a ton or at the rate of about 8d. per bushel. The insurance would be ½d. a bushel, and the selling and other dues in London would come to about 4d. a bushel. These items of cost make a total of 1s. 9d. per bushel.

602. That estimate is on the supposition that the wheat grown in New South Wales is carried over 20 miles to a railway station? Yes, about 20 miles.

W. H. P.
Cherry.
12 Nov., 1897.

603. The only item we could touch, therefore, would be 3d. for carting? Yes. In the case of a large wheat-growing farm close to a railway siding a man would save that, or nearly that.

604. As railway construction proceeds contiguous to the farm it would eliminate that 3d.? Yes, a good deal of it.

605. And if it were possible to put the wheat right into the ship's hold at Darling Harbour the item of 1d. per bushel would also be eliminated? Yes, that would be so, if it were possible to dispense with the cartage from Darling Harbour to the ship.

606. Then there is a possibility of eliminating a portion of the 3d., say 1½d., and there is a possibility of eliminating the 1d.? Yes. There is also another possibility. I have reckoned the ocean freightage to London at 8d. per bushel, or 25s. per ton, but if large quantities were exported it is possible that sailing vessels might carry wheat as low as 20s. or 21s. per ton, which would be about 6½d. per bushel. I gave 8d. as the average of the last three years.

607. The tendency with regard to oversea freight is towards a reduction? Yes.

608. The reduction in the ocean freightage from 8d. to 6½d., which you think possible, would mean another 1½d. off your total estimate? Yes.

609. So that there is 4d. a bushel which you might take off your estimate of 1s. 9d. without very much danger, which would bring it down to 1s. 5d. as the cost of transit from the average wheat-field in the Colony to London? It is possible that the cost of the selling and other dues in London, which I put down at 4d. a bushel, might run as high as 5d. The charges are pretty heavy.

610. How did you arrive at the 4d.? The city and market dues come to 5d. a ton. The landing and dock charges would vary from 3s. 6d. to 5s. a ton. Then there are other charges for sampling and superintending; then there is the *del credere* brokerage and the selling commission in London. All these charges might run up to 5d. a bushel.

611. What was the average price of wheat in London for the last seven years? Three shillings and sixpence farthing.

612. Therefore, if New South Wales had been exporting wheat under such conditions as you particularise, the average return per bushel for the last seven years, depending upon Mark Lane, would be about 2s. 1½d.—that would be the average price on the farm after deducting 1s. 5d. as the cost of transit to market? Yes.

613. What was the lowest price in London according to your figures? The lowest price was 2s. 10d.

614. That would leave the farmer 1s. 5d. in the worst year? Yes.

615. What was the highest price in London? Four shillings three farthings in 1887.

616. Deducting 1s. 5d. as the lowest possible price of transit to London, that would leave 2s. 7d.? Yes.

617. *Mr. Lee.*] What was the price of wheat in New South Wales in 1887? Three shillings and elevenpence.

618. *Chairman.*] Have you any estimate of what it costs to produce wheat? Yes. The cost of producing wheat varies very much according to the size of the farm and the appliances used. It does not appear that it would pay a man to grow wheat for export to London on such a small area as from 50 to 75 acres. A man could grow wheat for export on an area of from 150 to 200 acres; but he would not get much out of it. The cost of growing wheat is approximately:—15s. 6d. an acre on large farms; 20s. an acre on moderately sized farms; 27s. an acre on small farms. These figures are given in *Wealth and Progress*. I have examined them closely, and am sure they are pretty correct. On a farm of about 200 acres it costs a man from 1s. 6d. to 1s. 8d. a bushel to grow his wheat.

619. There would be no profit in that? No.

620. Did you include the man's labour? Yes.

621. How much of that 1s. 6d. or 1s. 8d. would be his labour? It is very difficult to say. With a farm of 450 or 500 acres, a man, according to my figures, could grow wheat at a cost of from 1s. to 1s. 3d. per bushel, according to the district. Taking 12 bushels to the acre, which is the average yield in New South Wales for the last thirty years, it costs a man from 13s. to 15s. an acre. I have proof of the correctness of these figures from the books and accounts of farmers themselves.

622. How do you make up that cost of from 13s. to 15s. per acre? I will take the case of a farm at Carcoar—an old farm, 450 acres in extent. The expenses for sowing and harvesting are £294 on the 450 acres,—which is an average of about 13s. an acre.

623. Would you give the details comprised in that total sum of £294, specifying the items of ploughing, cost of seed, and so on? I could scarcely give the items, but as furnished in a reliable return which I have, they make a total of about £294, which represents the cost of sowing and harvesting on this farm of 450 acres. The man is one of the best farmers in the district. In calculating their expenditure some farmers include charges which others do not seem even to think of. I think from 13s. to 15s. an acre is a good average for a farm like that. In the case of this farmer the cost of growing wheat is 1s. 1½d. per bushel.

624. What was the lowest price for wheat in Mark-lane which you gave us in your figures for septennial periods? The lowest price was 2s. 10½d., and the highest was 4s. 0½d., the septennial average being 3s. 6d.; so that, according to these figures, it would pay the farmer the amount I have just quoted. In the year to which those figures apply, the yield was only 7 bushels to the acre. It was a very bad year. The farmer gets an average of about 12 bushels to the acre. In a very bad year he would meet his expenses.

625. Taking off the freight charges, the highest year in the septennial period shows 2s. 7½d. a bushel, and the lowest year 1s. 5½d., the average being 2s. 1d.? Yes.

626. Therefore, a man cultivating 400 or 500 acres in New South Wales, since the cost of production, according to your figures, is 1s. 1d., would get in the highest year 1s. 6½d., and in the lowest year 4½d., or an average of 1s. a bushel? Yes.

627. Taking into consideration the surroundings of a farm, and considering what the farmer saves in the shape of house-rent, food that he produces on the farm, and other items, if he had £150 a year cash coming in, he would be able to live? Yes.

628. Therefore, it means this: that a man with an ordinary farm of 450 acres, such as you described, even if he had to send his wheat to London, would be able to make a living, generally speaking? Yes.

629. Looking at the whole state of the case, taking the last seven years as an example, as regards the prices in London, and the cost of wheat in the London market, in your opinion could wheat-farming be carried out so that the farmer in New South Wales could afford to live if he had to send his wheat to

Mark-

Mark-lane, provided reasonable opportunities were given to enable him to get his produce to the sea-board? Yes; I think a farmer ought to get more than a living; at any rate, if he could always rely upon those prices he could live.

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630. Did you include rent in your calculations? In the case quoted, the rent was in the shape of interest on a conditional purchase. Of course, if a man rented land, this item would amount to very much more. It would come to from 6s. to 8s. an acre, which would add a great deal to the total cost of production. Under those circumstances it would not pay; but in the case of a conditional purchase it would pay.

631. As against that, in your calculation you paid the man for his labour? Yes.

632. That does not go to an outsider, it goes to the farmer himself; he is virtually selling his labour to himself? Yes.

633. That is an item you have not included in the calculation? Yes.

634. And that would, to a certain extent, meet the rent difficulty? Yes.

635. *Mr. Humphrey.*] In your estimate, did you take into consideration the initial cost of putting the land under crop? No; the farm had been under crop for years. If a man had to start on a farm, and buy everything, of course it would come a great deal more expensive.

636. You have not included the cost of clearing and stumping? No; in the case I gave all the clearing was done.

637. You supposed that at the time you began to make your estimate of cost the land was fit for the plough? Yes; if a man had to clear the land it would make all the difference in the world.

638. Have you any more information to give to the Committee? In regard to the cost of freight, that would be pretty much the same from all the Australasian provinces. I was asked for information in regard to the charges on wheat sent to London from Canada, the United States, Argentine, India and Russia. The charges from the United States and from Canada would be about the same. The railway freight from Chicago would be about 7½d. a bushel, and the freight from New York to Liverpool about 2½d. a bushel. That would mean a freightage of about 10d. from Chicago to London.

639. Can you give us any information as to the cost of production in America? No; but according to figures given in the published report of the United States Department of Agriculture, the price on the farm in 1892 was 2s. 7d.; in 1893, 2s. 3d.; in 1894, 2s.; in 1895, 2s. 1d.; and in 1896, 3s. These figures represent the average prices all over the States. The average crop in the United States is about 12 bushels, the same as in this country. In Canada it is a little more.

640. *Mr. Roberts.*] Have you any note as to the reason of the rise in price in 1896? No; it was a general rise. In regard to India, the freight from Bombay to London would be from 5d. to 6½d. a bushel, or from 15s. to 20s. a ton. In the case of Russia, the freight to London from Odessa would be from 7s. 6d. to 10s. a ton, or from 2½d. to 3½d. a bushel. I was also asked about the freight from Argentine. I can give a little information about Argentine, which, it appears to me, in regard to wheat production, is the only country we have to fear. Large quantities of wheat are imported into the United Kingdom from the United States and Russia; but they do not import much more wheat into London from either the United States, Russia, or India, than they did ten years ago. I suppose the reason is, in the case of the United States, that they find it takes all their time to keep pace with their own population. At any rate, as a matter of fact, the export of wheat from that country is not much greater than it was five or ten years ago, neither is the production very much greater. It does not appear, therefore, that we have much to fear from those countries. But the case of Argentine is different, and it will take us all our time to cope with that country.

641. *Mr. Hoskins.*] What is the average acreage production in Argentine? About the same as in this country.

642. *Chairman.*] As against India can we hold our own? Great Britain is not getting much more wheat from India now than she was five or ten years ago.

643. How does the cost of transit from Chicago to London compare with the average cost from New South Wales to London? The cost from Chicago to London would be about 10d. a bushel—7½d. on the rail, and 2½d. across the Atlantic.

644. *Mr. Wright.*] Would they send wheat from Chicago by rail or by canal? The greater portion goes by rail.

645. *Chairman.*] In the cost of 10d. a bushel from Chicago to London, have you included the various charges in the shape of selling dues, etc., which you added to the cost of transit from New South Wales? No; 5d. a bushel must be added.

646. Then the figures show a total cost of 1s. 3d. from Chicago to London, as against 1s. 5d. from New South Wales? Yes, they have a slight advantage over us.

647. Therefore, a wheat-grower in New South Wales, as regards access to London, would be pretty well on the same footing as a wheat-grower adjacent to Chicago? Yes; he would be slightly at a disadvantage—say to the extent of 1½d. or 2d. a bushel.

648. You have given the cost of production in the United States? Yes; I gave the prices on the farms during the years from 1892 to 1896. There is a note in the report of the Department of Agriculture in which one of the officers says: "Investigations made in the different districts on the great plains show that in some places, with an average of 15 bushels per acre at 40 cents., it might be profitable." As he took special places, it is probable that, instead of 1s. 8d., 1s. 10d. or 2s. would be more like an all round price that would be profitable.

649. What is the cost of conveying wheat from Argentine to England? In a consular report made to the Board of Trade, it is stated that they can land wheat at the port of Rosario for 35 cents., or 1s. 6d. a bushel. Then it has to go from the port of Rosario to Buenos Ayres by rail, a distance of nearly 200 miles, and the cost would probably be about 3d. a bushel. The ocean freight it is rather difficult to arrive at. Ships charge 35s. a ton for the round voyage from England, taking out coal and bringing back wheat. I am told that 15s. a ton would be a good average to estimate for coal, and 20s. for wheat, which would be 6½d. per bushel. The figures, therefore, would be 1s. 6d. per bushel landed at the port of Rosario, 3d. a bushel for the railway carriage—I cannot be positive as to this item—and 6½d. for the ocean freightage. If we add to this 5d. a bushel for other charges, the cost, landed in London, would be about 2s. 8½d. Probably the railway freight from Rosario to Buenos Ayres would not be as much as I have estimated.

650. The item of 1s. 6d. to Rosario includes the cost of production and everything up to that point? Yes.

651. There is only a difference of 2d. in the freight to London between the United States, Argentine, and Australia? There is not very much difference. I have given the freight at 6½d. from Argentine and 6½d. from Australia.

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652. Therefore, the profit in favour of Argentine is in respect of the 1s. 6d. a bushel, embracing the cost of production and expenses to Rosario? Yes.

653. How do they do it for 1s. 6d. :—have you any suggestion to offer on that point? I cannot give you the details, but I would point out the way they grow wheat in Argentine. Two or three capitalists form a syndicate, and they get from Spain and Italy men of the peasant class who, with their ancestors, have been growing wheat for generations, and consequently thoroughly understand it. They provide these men with all appliances and sufficient to live upon for about two years, and when the crop time comes round the principals step in and take a certain proportion of the returns. It is something like the halves system in New South Wales. In dealing with the cost of production we have not taken into account a system of that kind. We have not taken into account a case like that of Mr. Greene of landra. Mr. Greene cultivates a very large area, and it is done, I think, on the halves system. What the cost of production amounts to in such a case I do not know; but I certainly think that, given fair seasons, a man who engaged in wheat growing on a system of that kind would do much better than a man who cultivated 400 or 500 acres of his own, though not having gone into the question I am not prepared to say absolutely. Evidently the system in Argentine is somewhat like that carried on at landra. I can give figures comparing the exports from Argentine to London with those from Australasia, embracing the last ten years. It appears to me that the Argentine people are really our only rivals. In the year 1887, Argentine and Australasia, in their export of wheat to London, were equal; that is to say, Argentine exported just over 1,000,000 cwt., and Australia exported 1,300,000 cwt. The position of affairs was not much altered in 1891. Argentine in 1891 exported 2,500,000 cwt. to Great Britain, and Australasia exported just over 2,000,000 cwt. Since 1891, however, there has been a great change. Argentine exported to Great Britain in 1894 over 13,000,000 cwt., and in 1895 over 11,000,000 cwt. In other words, while the export from Argentine increased from 1887 to 1895 twelve times, the export from Australasia in the same period increased only three times. I have the figures here showing the wheat production in Argentine for ten years. I have already given the export to the United Kingdom. The production in 1887 was a little over 18,000,000 bushels; in 1888 it was a little over 12,000,000 bushels; in 1889 it was 24,000,000 bushels; in 1890, 32,000,000 bushels; in 1891, 36,000,000 bushels; in 1892, 59,000,000 bushels; in 1893, 83,000,000 bushels; in 1894, 60,000,000 bushels; in 1895, 46,000,000 bushels; and in 1896, 33,000,000 bushels. These figures are from a statement in the British official reports.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from The Rock to Green's Gonyah.

APPENDIX.

A.

[To Evidence of Stanley Alexander.]

REPORT ON PROPOSED RAILWAYS FOR RIVERINA.

Sir, Railway Construction Branch, Sydney, 22 September, 1897.
 With reference to my report on the proposed railway from Hanging Rock to Urana, dated 30 March, 1891, I beg permission to point to certain statements made in it regarding the country lying between Urana and Green's Gonyah. In paragraph 10, page 19, as to the bulk of the settlement lying under 25 miles from the main line of railway, I point out that three (3) parishes—Finley, Ross, and Urangeline, held but ten settlements between them, the latter parish only one.

On page 19, in paragraphs 11 and 5, I was incorrect in stating that the whole extent of country between Urana and Green's Gonyah will be unproductive of revenue. From Green's Gonyah, going westward as far as Brookong, the quality of the land is found to deteriorate, gradually merging into "plains" country, which is not suited for agriculture; but of this extent there is in the aggregate a large proportion of good land which will be cultivated.

As to the quality of the country generally, I would point to the closing sentences of paragraph 4, Part V, page 17, in which a very high opinion is expressed in its favour.

The Chairman, Parliamentary Standing Committee on Public Works.

I have, &c.,
 STANLEY ALEXANDER.

B.

[To Evidence of Nicholas Colston Lockyer.]

CONVEYANCE OF NEW SOUTH WALES WHEAT THROUGH VICTORIA.

Dear Sir, Customs Department, 23 September, 1897.
 I send you herewith the reply of the Acting Secretary for Trade and Customs, Melbourne, to my inquiry respecting the importation under bond of Riverina wheat into Victoria for export. It will be seen that there has been no variation recently in the ordinary Customs practice in the matter referred to.

The Secretary, Public Works Committee.

Yours, &c.,
 N. C. LOCKYER.

Victorian Customs practice with regard to Riverina wheat.

TELEGRAM dated 22 September, 1897, from Collector of Customs, Sydney, to the Secretary for Trade and Customs, Melbourne.

"Evidence given yesterday before Public Works Committee, that you have discontinued the practice of permitting Riverina wheat to be conveyed under bond through your territory to port of shipment for export. Kindly advise me by wire if that is the case, or if any alteration has been made in the usual and recognised practice?"

REPLY dated 23 September, 1897, by the Acting Secretary for Trade and Customs, Melbourne.
 "Riverina wheat still allowed under bond for export. No alteration."

Customs Department, 23/9/97.

N. C. LOCKYER,
 Collector of Customs.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

RAILWAY FROM THE ROCK TO GREEN'S GUNYAH.

REPORT.

THE Sectional Committee, appointed on the 7th October, 1897, to inspect and take evidence and report on the proposed Railway from The Rock to Green's Gunyah, have the honor to report to the Parliamentary Standing Committee on Public Works:—

The Sectional Committee, consisting of T. T. Ewing Esq. (Chairman), the Hon. C. J. Roberts, C.M.G., M.L.C., and George Black, Esq., M.P., accompanied by Mr. Surveyor Jamieson, of the Railway Construction Branch, left Sydney at 9 p.m. on 8th inst., and, after taking evidence at Cootamundra on another proposal, arrived at The Rock on the 12th October; thence they proceeded to inspect the route of the proposed line. Arrived by coach at Milbrulong, about half way between the Rock and Green's Gunyah, they were there met by a large body of settlers, who intimated their desire to give evidence in favour of the project. The Committee arrived at Green's Gunyah about 6 o'clock p.m.

On the following day they examined a large number of witnesses, who strongly advocated the construction of the railway under consideration. A close inspection was made of the surrounding country, and on the 14th inst. a visit was paid to the Galore district. The Committee then drove to Brookong, where they took evidence from the manager and others. Arrived on the 15th inst. by coach at Urana, where a number of local residents gave evidence strongly in favour of the extension of the railway to that place. Thence the Sectional Committee proceeded to Coonong, and took the train to Coolamon on the following day.

LAND AFFECTED BY THE PROPOSED CONSTRUCTION OF A LINE OF RAILWAY FROM
THE ROCK TO GREEN'S GUNYAH.

The tract of country through which it is proposed to construct a railway line from The Rock to Green's Gunyah is influenced on the east by the Great Southern trunk line, on the north by the line from Junee to Hay (although in this direction the absence of means for crossing the Murrumbidgee and the distance from this railway minimises its influence), on the west by the line from Narrandera to Jerilderie, on the south by the line from Culcairn to Corowa, and by the Victorian system of railways beyond the Murray.

The boundaries of the area principally affected, commence at a point about 6 miles north of Galore, and is bounded on the north-east by a line running south-east 24 miles and a little to the north of the road from Narrandera to Bullenbong, to a point about 2 miles beyond Bullenbong; thence on the south-east by a line bearing south-west about 24 miles to a point within 3 miles of Urangeline Creek; and thence on the south-west by a line bearing north-west about 24 miles, and following generally parallel with the Urangeline Creek for some 16 miles; thence on the north-west by a line bearing north-east about 24 miles to the point first mentioned.

It was necessary to define the influence of the various possibilities of transit, in order that the proposed line between The Rock and Green's Gunyah should not be credited with trade which would not legitimately belong to it.

From the centre, at Green's Gunyah, this limit extends about 12 miles in all directions. Over this area, the special rate proposed by the Railway Commissioners would attract produce to the line, the proposed charge being a considerable reduction upon the present cost of road carriage.

To the east of the area already described, and extending to a point within 6 miles of The Rock, bearing north-west to Bullenbong and south-west to the south-eastern corner of the area of special influence, traffic will be obtained, but not at so high a rate.

The limits of the area of special influence, which embraces about 370,000 acres (of which about 300,000 may be classed as land suitable for the growth of cereals, 70,000 being plain country, most of which will probably continue to be used for pastoral purposes), is shown by red tint upon the tracing herewith—that incidentally affected is shown by red hatching, and embraces an area of about 46,000 acres.

DESCRIPTION OF THE COUNTRY.

The timbered country in this district is well adapted for the production of cereals—the plains and low-lying lands being locally regarded as purely pastoral areas.

The limits of the timbered lands may be located about 10 miles east from Coonong; thence in a northerly direction and turning west towards Cuddell and the line from Narrandera to Jerilderie; thence turning east along the road from Narrandera to Wagga Wagga to its intersection with the Bullenbong Road, and from this point following that road down somewhat north therefrom towards Bullenbong. The eastern, western, and northern limits of the affected area are almost wholly timbered lands. To the south-west and south lie those intrusions of plain country already referred to. On the sketch the edge of the timbered country is shown by yellow edging, and the limits of the plain country by firm blue lines.

PRODUCTION OF COUNTRY AND TREND OF TRAFFIC.

The products of the district are principally stock, wheat, and wool. Within the limits specified to the north, south, and west, much of the traffic now passes close to Green's Gunyah en route to The Rock. The road freight from Green's Gunyah may be stated at from 9s. to 10s. per ton. To the north-west a small portion of the traffic reaches Narrandera; on the north-east the trend of traffic is by the Bullenbong Road to The Rock. From the east by road direct to The Rock. From the south-east, a portion of the produce finds its way to Yerong railway station, paying about 6d. per ton per mile for the various distances of road carriage.

As the lowest road-carriage quoted from Green's Gunyah to The Rock is 9s. per ton, all produce from the described district, of which the former is the centre, attracted by a saving of 4s. per ton, will use this railway. Within 12 miles of The Rock a 5s. rate would probably prevent the use of the proposed railway, except when roads are bad, for at this point road carriage and the special railway rate are equal in amount; but if a rate of, say, 2s. 6d. per ton were thence charged, remunerative traffic possibly could be obtained to within 6 miles of The Rock.

The competition of the Yerong route might also be felt to the south-east; but the Sectional Committee are satisfied that within the limits laid down the traffic will be secured, unless in some special cases.

The Brookong wool can now reach Melbourne at a cost of £3 per ton; £2 of this amount is charged for road carriage, the Victorian Railways carrying from Wahgunyah, a distance of 17½ miles, for £1 per ton. Road carriage from Brookong to Green's Gunyah may be stated at 8s. per ton, and the special freight for wool from that place to The Rock is quoted at 10s. Now, The Rock is 59 miles from Albury; therefore, if the wool were going to Melbourne *via* The Rock, the cost would be 8s., plus 10s., plus railway freight over the New South Wales railways for 59 miles; whereas, road freight is £2 to Corowa. Obviously, if the New South Wales railway authorities were willing to carry this wool to the Victorian border, they need not fear road competition.

The

The Mahonga wool, which is all shorn at Urangeline Station, now pays about 35s. to reach the Victorian system, *via* Corowa; the road carriage to Green's Gunyah would be about 16s. per ton, and if the wool were taken thence to Melbourne the cost would be 16s., plus 10s., plus 59 miles of railway carriage. Therefore, the Railway Commissioners would be required to carry 59 miles to the border for 9s. to secure this wool, unless they chose to equalise the rate throughout by a reduction of the special rate on the proposed line; but, at the figures quoted, the wool might be carried to Albury, 83 miles, at a cost of 19s., equal, with road carriage added, to team charges from Urangeline to Corowa.

The cost from Wagunyah and Wodonga to Melbourne being estimated at similar rates, it appears certain that, if the wool from Brookong and Mahonga were despatched to Melbourne, the Railway Commissioners could afford to deliver it at Albury cheaper than it could be delivered at Corowa; it is also probable that a through rate could be quoted sufficiently low to cause Sydney to be the port of shipment.

BENEFIT OF CHEAP CARRIAGE TO AGRICULTURAL LANDS.

Taking Green's Gunyah as a centre, the saving of freight even at the high rate quoted would be 4s. to 5s. per ton. Three acres of wheat will give about a ton of freight; therefore, the saving by railway carriage is equal to a rental of 1s. 8d. per acre, or £52 10s. per annum, upon 600 acres of wheat.

The rental charged to the homestead lessees is about 4½d. per acre, and it is anticipated that some 30,000 acres of Crown land, within the specified area, will in the near future be thrown open for settlement. If those lands be benefited even 1s. per acre per annum by the construction of the railway, the State might rightfully charge it to those leasing these lands. The rental would still be regarded locally as far below a fair charge.

If the proposed railway be considered as a means of developing the country, and not merely as the carrier of the produce already available, although the State might not be prepared to permit the increased annual rental to augment the yearly return from the railway, or to capitalize it, and write down the cost of the line, still the benefit to Crown lands, and the effect this line will have in increasing the revenues of the Lands Department, must be regarded as an important item.

Large areas of land, held for pastoral purposes, are now being devoted to agriculture. The net return from pastoral land is estimated locally as from 3s. to 4s. per acre, and that from wheat lands at 15s., and there is little doubt that such stations as Brookong will put large portions of their holdings to the most profitable use. The manager of that station estimates that their area under wheat will be 10,000 acres in the near future.

Agriculture in the vicinity of Green's Gunyah is rapidly increasing. Much of the land is well farmed, and although its extent is being steadily extended, as in most other districts, the area under crop has been largely circumscribed by the recent drought.

The area affected by the railway has already been estimated at about 300,000 acres of agricultural land; the area under crop is now about 20,000 acres—that is, about 1 acre out of 15. The possibilities of increase are so great that the Committee have no doubt that the figures from which the now possible freight might be calculated furnish no true index of the volume of products probable on the increased settlement certain to follow railway construction.

Agricultural development is dependent on the availability of suitable men, and the Sectional Committee has no hesitation in stating that farmers equal to the cultivation of much greater areas of land are awaiting the opportunities here presented.

The high price of wheat has had a great effect in stimulating the growth of cereals. This price is not likely to be continuously maintained, and the wheat farmer, in a country with a rainfall of under 20 inches, is sure to have bad seasons; but there can be little doubt of the suitability of the conditions around Green's Gunyah, nor that the industry is on a solid basis.

Although

Although cost of freight is a vital matter to the agriculturist, still the question of expedition and certainty are also of great importance. With a railway the farmer can place his produce on the market when he sees fit, and within a definite period; long road carriage, by team, frequently loses him the benefits of a rising market, and otherwise places him at a disadvantage for satisfactory trading.

FINANCIAL ASPECT OF THE LINE.

The stock estimate of the Railway Commissioners appears to be fairly accurate.

The wool return has, in the opinion of the Sectional Committee, been underestimated. A very reasonable forecast of the traffic from that source is £500.

The estimate by the Railway Commissioners of the quantity of wheat traffic, at one ton to 3 acres, is 4,000 tons, and, therefore, 12,000 acres of cultivated land, or an area of somewhat less than $4\frac{1}{2}$ miles square, would furnish this amount. Not only is the Railway Commissioners' estimate much under the return of last year's harvest, but it has been given without a full consideration of the yearly increase in the area of land under crop.

In many parts of the district clearing and preparations for cultivation are being extended, and the year and a half which have elapsed since the visit of the officer of the Railway Commissioners may explain much of the discrepancy.

A very moderate yield in a fair season will be 9,000 tons, which will return to the railway £2,250. Therefore, the estimate furnished to the Commissioners is less than half of what we believe to be probable in the near future.

The line, therefore, instead of making a loss of £1,127 per annum, with a fair season, would probably show a surplus soon after construction. In addition, the enhanced value of Crown lands must be considered.

PROPOSAL TO LEVY A SPECIAL LAND TAX ON THE AREA BENEFITED BY THE RAILWAY.

It was proposed to divide the land proposed to be benefited by this railway into three parallel zones of 5 miles each; the first extending that distance on either side of the railway, the second from this limit to a distance of 10 miles, and the boundaries of the third zone terminating 15 miles from the railway.

Within the first zone it was proposed to levy a special tax of one penny per acre; within the second zone one half-penny per acre, and within the third zone one farthing per acre. It was proposed to devote this tax to the liquidation of the anticipated loss upon the line.

This proposal is not viewed favourably locally, on the ground, that it can only be levied with the consent of the landholders, unless special legislation be provided to deal with it. In the absence of this legislation, many will refuse to pay the tax, and it will be borne by a section only of the landholders, and thus will not be uniform. The residents regard a special rate for services rendered as being more equitable, since all those using the railway will contribute to the cost, and point out that the charge of 5s. will be twice that paid on the Berrigan line, which is much greater than the ordinary grain freight rate; the residents contend, that before the railway is completed, the district will have sufficiently developed to place the railway on a paying basis, and that the potentialities of the locality place the question of a sufficient volume of traffic to justify the construction of the railway beyond doubt. In general principles the Sectional Committee agree with these contentions.

COMPARISON WITH THE BERRIGAN DISTRICT.

It may not be out of place to institute a comparison with the Berrigan district. The Committee is of opinion that the district round Green's Gunyah is quite as favourably situated for the production of cereals as that around Berrigan, and that the settlement will very shortly be as satisfactory as was that at Berrigan when the line was recommended by the Committee. The cost and annual expenses, allowing for the

the extra length of the Green's Gunyah line, are approximately equal. Notwithstanding the fact that the failure of the South Australian crop diverted a great portion of the Berrigan wheat from the Berrigan-Jerilderie line, this railway will complete its first year with a very small loss. But for this diversion there would have been a surplus.

The Sectional Committee have little doubt, after fully comparing the two districts, that, if the Crown lands be thrown open, in its first year the Green's Gunyah to The Rock line will furnish a satisfactory result. The increase in the rentals from the Crown lands will more than compensate for temporary loss—if any.

The Sectional Committee, for the reasons above stated, recommend the construction of this line.

THOS. EWING,
Chairman.

26th October, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM THE ROCK TO GREEN'S GUNYAH.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

WEDNESDAY, 13 OCTOBER, 1897.

[The Sectional Committee met at the Hotel, Green's Gunyah, at 11 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

THE HON. CHARLES JAMES ROBERTS, C.M.G. | GEORGE BLACK, Esq.

The Sectional Committee proceeded to consider the expediency of constructing a line of Railway from The Rock to Green's Gunyah.

Walter Day, farmer, Green's Gunyah, sworn, and examined:—

1. *Chairman.*] How long have you been resident in the district? Eighteen years.
2. Where is your present holding? Three miles from Green's Gunyah, in a north-westerly direction.
3. What area have you? 1,037 acres.
4. What statement have you to make? Statistics have been prepared for the information of the Public Works Committee, showing the number of landholders on the route, the areas of the holdings, the areas under cultivation, and the population within a radius of 15 miles of Green's Gunyah. The number of landholders is 124; the total area of the holdings is 300,644 acres; the area under cultivation is 20,984 acres; the population is 914; the area of Crown lands to be thrown open for settlement during the next few months adjacent to the proposed railway is about 29,000 acres. That is not all within the 15-mile radius; some of it is a little beyond it.
5. Where is the Crown land that is to be thrown open? In the parishes of Lockhart, Napier, and Clive, on the Brookong holding.
6. Lockhart being east from Green's Gunyah, Napier south-east, and Clive nearly south? Yes.
7. We will take the Lockhart holding first? What area of land which will presumably be available is there in the parish of Lockhart? I cannot state exactly what area there is, but in my opinion there will be 6,000 or 7,000 acres in the parish of Lockhart, some of the leasehold area given up by Brookong.
8. Is it the area shown in white etching on the map? Yes.
9. Situated 7 or 8 miles west of Green's Gunyah? It commences about 2 miles from here.
10. Is it in three separate blocks? It is unsurveyed. It adjoins a homestead selection taken up about fifteen months ago on the north. The total area is 6,000 or 7,000 acres.
11. What class of land is it? All of it is good. I would point out that some fifteen months ago 9,000 acres in the parish of Lockhart were thrown open for selection in areas of 480 acres each, and there were 680 applicants for the twenty blocks.
12. Do you believe that the same thing will happen with regard to these? Yes.
13. Do you know what rent the holders are paying for the land referred to? One and a half per cent. on the capital value, which was fixed at 30s. per acre. For the first five years I believe it is costing about 4½d. an acre to hold the land. After that the rent is to be doubled, but I will get the Committee more definite information with regard to it.
14. What areas are there in the parishes of Napier and Clive? I think there are 4,000 or 5,000 acres in the parish of Napier.
15. Is it good land? Yes.
16. How far is it from Green's Gunyah? Four or 5 miles.
17. Do the remarks you made with regard to the demand for land apply to that? Yes.
18. What about the parish of Clive? The same remark will apply to that. There are 6,000 or 7,000 acres there.
19. How far from Green's Gunyah? From 9 to 12 miles. Perhaps one or two portions are a little further away on the Urangeline Creek.
20. These areas make up the 29,000 acres to which you refer? No; there is other land on the Bullenbong Creek to be thrown open.
21. How far east of Green's Gunyah? About 14 miles.
22. What is the character of the country? It is good agricultural land.
23. Do your remarks with reference to the other areas apply to this? Yes.
24. Does that cover the whole of the 29,000 acres? Yes.
25. What is the freight for wheat from Green's Gunyah to The Rock? About 10s. a ton.
26. Three acres of land, approximately, will give a ton? Yes.
27. Therefore, the freight from Green's Gunyah to The Rock on wheat is, roughly, 3s. an acre? Yes.
28. Therefore, if a railway were built from The Rock to Green's Gunyah, and you were charged 5s. per ton for carriage, you would be saving 1s. 6d. an acre? Yes.

W. Day.
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29. Is it your opinion that a railway to Green's Gonyah would be worth 1s. 6d. an acre if 5s. were charged for all the produce that would come to Green's Gonyah as a centre? In my opinion it would be.
30. And the same also applies to all the produce. Is not that what it is worth to them? It is. I can speak for myself, and I should be quite prepared to pay that. I think that the majority would be.
31. The wheat from Green's Gonyah has to be got to the railway to be disposed of;—you cannot get to any railway for less than 10s. a ton at present. If you could get there for 5s. by rail, that shows exactly the value of the railway to you? Yes.
- 32-3. How far west from The Rock would a carrier be prepared to carry wheat for 5s. a ton? I do not think he would be prepared to cart it more than 10 or 12 miles. The loading is the point;—it is the same for 10 or 12 miles as it is for 30 miles.
34. You think, therefore, that half-way between Green's Gonyah and The Rock would be the limit within which the carriers would carry wheat at the 5s. rate? Yes.
35. And from Bullenhong and the land south-west from that point? Yes.
36. Now, direct your attention to the country north of Green's Gonyah to a point half-way to the Hay line;—what class of country is that? It is good agricultural land.
37. What class of country is it south-east from Green's Gonyah? First-class agricultural land.
38. What class of country is it going south? Very good agricultural land going in the direction of Brookong. For the first 10 miles it is forest land.
39. Is that good country? Yes.
40. And beyond that? Beyond that it is plains for a distance of about 12 miles. Between Brookong station and Urana there is a plain on the main stock route.
41. South from Brookong, what is the country like? Some of it is plain until you get across the Urangeline Creek.
42. What is the country like due west from Green's Gonyah? It is forest land for a distance of 7 or 8 miles.
43. Then you get into the plains? Yes; it is a narrow strip of plain.
44. From Colombo plain to Narrandera and the Jerilderie line, is that all plain country? On the west side of Colombo plain it continues on to the line. From 7 to 10 miles west from Green's Gonyah it is good land, and south-west from 9 to 10 miles it is good land, till you get to the Brookong plains; then the country becomes less suitable for agriculture. South from Green's Gonyah there is good land.
45. These are the boundaries of what you regard as first-class agricultural land? Yes.
46. Of which Green's Gonyah, you believe, will be the centre? Yes.
47. Have you any statistics with regard to cultivation? I collected the statistics for Mr. Stanley Alexander, about five years ago.
48. What was the amount of cultivation then? Within a 15-mile radius it was about 7,000 acres.
49. Did you collect any statistics subsequently? Three years afterwards I collected them, and I estimated the cultivation then, roughly, at about 14,000 acres.
50. Have you collected any statistics recently? Yes. The land under cultivation is, roughly, 21,000 acres now.
51. Five years ago it was 7,000 acres, three years ago 14,000 acres, and now it is, approximately, 21,000 acres, without a railway? Yes; I am sure the increase will go on proportionately.
52. What area of wheat land round Green's Gonyah, in your opinion, would be placed under cultivation (say) in three years, if you knew that a railway was going to be made? I think there would be at least 40,000 acres placed under cultivation—probably more.
53. Would all these Crown lands be under cultivation in five years? Yes, most of them; because it is probable that they would be thrown open in small areas, and men on small holdings must put their land under cultivation to make a living.
54. Is there any tendency amongst the pastoralists here to break up their holdings? That is being done. Brookong station at present has 4,500 acres held on the share system.
55. Are they prepared to extend that? I think so, and other landowners are letting land on the share system.
56. What are the other holdings? There are some on Emu Plains.
57. Will wheat pay them better than anything else? Yes.
58. Then your case is this: that the large landholders who have held their land for pastoral purposes will place it under the share system because it pays them best? Yes; it will not pay to keep such good land for running sheep on.
59. What can they make out of sheep per acre? About 5s. In some seasons more.
60. What would you make out of wheat under fair circumstances? During the last two seasons, at present prices, people have made as much as £3 net, in some cases more. I think you could make a net profit of £1 an acre after paying expenses.
61. You have taken as a basis wheat at 4s.? Yes; during the last two years we have had that price.
62. You might make a statement as to the cost of the production of grain, including clearing, ploughing, seed, and cost of carriage. You want to make it for the first year, and subsequent years; the heaviest work being in the first year? Of course it depends upon what amount of timber is on the land. This forest land at Brookong, which has been rung for a number of years, can be cleared and made fit for the plough at a cost of 7s. or 8s. an acre.
63. What does it cost for breaking up? I think about £1 an acre, altogether.
64. For £1 an acre, in ordinary ringbarked country, could you put in wheat? Yes.
65. *Mr. Black.*] Would you add the cost of clearing to the cost of production for the first year, or distribute it as a capital charge? I would distribute it; because if I clear land this year, that is done for all time.
66. When you said it would cost £1 an acre to put in wheat, did you include the 7s. an acre in that? Yes.
67. That cannot be correct? Seven shillings for clearing, and about 8s. for ploughing.
68. You admit that it is not fair to charge the whole of the expense of clearing to the first year, because you reap the benefit of that in after years? Quite so.
69. How many years do you think you can crop the land successively without letting it lie fallow? From three to five years. We could crop it four years in succession; then we have to fallow it for a time.
70. *Chairman.*] The cost is £1, but of that part belongs to subsequent years; say, 1s. per year? Yes.
71. What will the land return? With proper cultivation I think we could safely say 15 bushels to the acre.

72. Therefore, the profits are exactly what you get per bushel for the wheat, less the £1, plus the carriage? Yes.

73. With regard to other produce that would come to the railway, what wool would there be? I estimate that there would be about 1,000 tons. One station alone has 450 tons—that is, Brookong. Then I think there would be more than double that from the small holders in the district.

74. You believe that Brookong would furnish 3,000 bales, and the small holders in the district would furnish the same? Yes.

75. Then you have tallow and sheepskins? Yes; there would be tallow and sheepskins; and fat stock would be a large item on this line.

76. Where would the fat stock be going to? To Sydney.

77. But where does the fat stock go to now? To Sydney and Albury. They are trucked at The Rock.

78. Do they walk to The Rock? Yes.

79. What number of stock go to The Rock annually? I should say 30,000 sheep.

80. Any cattle? I do not think there would be many cattle.

81. Then as regards return freight, you have no special item to refer to except station supplies? Yes, and farm implements.

82. Is that your whole case, or do you desire to place anything else before us? I have made out a little statement, which is as follows:—

We have been advocating the construction of this line for about ten years. I have been secretary of the Railway League during that time, and have given the matter a deal of consideration.

The reasons for asking for the construction of the line are as follows:—

1st. That it will serve one of the finest tracts of agricultural land in the Colony, on which there is already settled a large farming population.

2nd. Within the next few months there will be over 20,000 acres of splendid agricultural land thrown open in small holdings which the proposed railway will pass through. Other Crown lands that will be served by this line will be opened for selection at a future period.

3rd. Within 15 miles of Green's Gunyah there is already over 20,000 acres under crop, which will be greatly increased if the line is built. It is reasonable to expect that on the opening of the line there would be fully 100,000 bags of wheat grown annually within 15 miles radius of Green's Gunyah; this would put over 10,000 tons on the railway. I estimate that there would be about 1,000 tons of wool carried on the line; about the same quantity of goods. There would also be a large traffic in fat stock, and with passenger traffic and mails the line ought to pay almost from the start. The people served by the line would no doubt be agreeable to pay a higher rate than on the main lines. A large percentage of the holdings in the district range from 320 to 640 acres. The people on these small holdings must cultivate their land to make a living. With proper cultivation the land here will yield an average of 14 to 16 bushels to the acre. The rainfall can be depended on and is sufficient for wheat-growing, averaging about 18 to 20 inches annually. There will be no difficulty about land resumption, as the line passes through Crown lands the whole way to Green's Gunyah. *Re* evidence given in Sydney, have made reports on official evidence given in Sydney in the daily press. One officer stated he did not think the line would pay; I would point out, that it is now four or five years since that officer visited the district. The areas placed under crop have been nearly trebled since then, and there has also been a large increase in the population. I trust, Mr. Chairman and gentlemen, that from the evidence that we will place before you, and the statistics of the district, and from your own observations of the district, that you will be convinced as to the necessity for constructing this railway.

83. *Mr. Roberts.*] Are you aware of any suggestion having been made by a resident of this district for the establishment of a guarantee fund to induce the Government to make this line? Yes; I was one who signed the guarantee some six years ago.

84. Was not the suggested charge 1d. an acre within a distance of 5 miles of each side of the line, ½d. an acre within a further distance of 5 miles, and ¼d. an acre within a radius of 15 miles? Yes; it was signed by landowners representing about 70,000 acres at that time. We thought then it might be necessary to guarantee that there should be no loss on the line on account of there not then being a large area under crop; but we do not think that that would be necessary now.

85. Can you recollect how many gentlemen signed that document? I do not remember. I think the area represented was about 70,000 acres, and they were mostly small holdings. The document was not signed by the large holders.

86. Did six people sign it? Yes, more.

87. More than a dozen? I think so.

88. Have you a copy of it? No.

89. Have any of those gentlemen withdrawn their names since they signed the document, or are they still willing to become guarantors for the line? I have heard that one who signed has withdrawn—Mr. Howard.

90. What area of land does he represent? About 2,000 acres.

91. Is the Committee to understand that the remaining landowners would be willing to make the guarantee to which I have referred? I am quite willing to abide by what I signed then, and I think the others will do the same.

92. Has not the question lately been discussed amongst the interested parties—those who sent the guarantee? Very little has been said about it.

93. You are unable to say more than that you yourself are still willing to stand by the guarantee? I can only speak for myself; but I am sure all the others would stand by it, but we do not consider that the guarantee is required now.

94. You wish to withdraw? No; I do not wish to withdraw from it.

95. Over what portion of the line did these landowners live;—did they represent the whole distance from The Rock to Green's Gunyah? No; I think most of them were living near to Green's Gunyah.

96. Is it true, that in addition to offering this guarantee with regard to the revenue of the line, the people of this district offered to pay double rates for the carriage of grain? That statement was made to the Railway Commissioners some time ago that they would be prepared to pay a special rate.

97. Are you aware what that special rate would be? I think it is about 5s. a ton.

98. Are you aware that for a similar distance—namely, from Jerilderie to Berrigan,—wheat is carried for 2s. 6d. a ton? I was aware that there was a special rate, but I did not know exactly what it was.

99. Are you and your neighbours still willing to pay this double rate of 5s. a ton if the railway is constructed? That statement was made by some of the residents in the route, but not by all. There was nothing signed, but I think the people would be quite willing to pay a special rate if the line were made, because they are paying 10s. a ton to get the wheat carted from here to The Rock. If they could save 5s. they would be satisfied.

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100. Do you not think that you would approach the Railway Commissioners very soon after the line was constructed, and ask to be put on the same footing as other portions of the Colony;—would it not appear a hardship to you to pay 5s. a ton for 25 miles when the people around Berrigan are paying only 2s. 6d. for the same distance? It would; but if we could save so much per ton it would pay us to pay the special rate.
101. If you have to pay 5s. per ton, and provide a guarantee fund in addition, what better position would you be in than you are in at present;—can you not get grain carried from here to The Rock for 5s. a ton? No; I have paid 10s., 12s., and 13s. per ton. I have never had any carried for less than 10s. per ton.
102. Ten shillings you regard as the ruling rate? Yes.
103. How far distant, coming towards Green's Gonyah from The Rock, would the farmer use the railway for the carriage of wheat? If there was a station 10 miles from here they would go there.
104. Is it not a fair thing to assume that for a distance of 10 miles from The Rock all produce would go straight to The Rock by dray? Yes.
105. Therefore, there are only 15 miles of country which you can look to for revenue for the proposed railway? If there was a station at Bullengong Creek no doubt there would be a certain amount of produce put on there.
106. But it would not pay them to pay 5s. a ton? No, not so near The Rock.
107. But the Goods Superintendent reckons that 5s. a ton would be the charge for any grain put on the railway between here and The Rock? I could not say that people would pay it within a few miles of The Rock.
108. Close to this line they might pay it, because they could easily put their stuff on the railway, and it would not pay the teams to load it and cart it for 5s. a ton.
109. Would there be any land resumed at all between The Rock and Green's Gonyah? There is a 5-chain reserve for about 18 miles. Then you come on the exchange land, and there are Crown lands for 18 miles just into Green's Gonyah.
110. There would be no compensation for the resumptions required? Not that I am aware of.
111. I notice that Mr. Harper estimated that the quantity of grain would be 4,000 tons, but you estimate that it would be between 10,000 and 11,000 tons? Yes; I think that was about the estimate.
112. How have you located your wheat areas? I have located the whole of it from a point about half-way to The Rock. All east from that I have taken no credit whatever for. Within that area of 20,000 acres there ought to be a return of 8,000 tons of wheat.
113. You have no doubt about those figures? No; I collected them myself.
114. Does that estimate of the produce of the land half-way between here and The Rock include Mr. Breslin's property? No.
115. Is Mr. Breslin's place not exactly half-way? About half-way.
116. You gave an estimate of the amount of wheat that you think will be produced between Breslin's place and Green's Gonyah? Yes.
117. You think that about 8,000 tons of grain will be carried by the railway;—do you arrive at that conclusion from your knowledge of what the land is producing at present, or are you assuming a possible increase if the railway is made? I think that the 20,000 odd acres under cultivation at present will be increased by new settlement, and the larger holders letting land on the share system, and that, by the time the line is made, there will be a much larger area under cultivation.
118. Is there much demand for land in this district? Yes; there is a great demand for land for settlement.
119. And you think that the 29,000 acres which are to be thrown open for settlement within the next few months will be rapidly taken up? There will be a great rush for it. There will be at least fifty applicants for every block.
120. Where will they come from? From all parts of Victoria and the other colonies.
121. Do you often hear people express a desire to come into this district? Yes.
122. Could they get land here cheaper than in Victoria? Yes, much cheaper. In Victoria for good agricultural land they have to pay a higher rent than they pay here.
123. Would this 29,000 acres be taken up by small holders? Undoubtedly; there is such a great demand for land in this district, and it is such good land, that the District Surveyor has thought it desirable to cut it up into small areas.
124. Do you know the Berrigan district? I was through that district some years ago.
125. Can you point to any marked increase in the population since that Berrigan line was made? I cannot say.
126. How far is the Urangeline Creek from here? About 15 miles in a southerly direction.
127. Are they sending their produce from Urangeline Creek to Yerong Creek? Yes.
128. Have you included that in your estimate of traffic? Yes. We have landowners to the north of Urangeline Creek. It is about 30 miles from there to Yerong Creek. Their produce would be sure to come here if we had a railway.
129. Have you made any estimate of the number of trucks of live-stock that will be carried? I have stated that I think there would be about 30,000 fat sheep trucked on this line.
130. How many sheep are carried in a truck? About 100.
131. If the Government estimate is about 400 trucks of live-stock,—you think that would be a fair estimate? Yes.
132. Now we come to the matter of wool;—Mr. Harper's estimate is 800 tons, at 10s. a ton. You estimate that there will be 1,000 tons? Yes. Perhaps Mr. Harper has not included the wool from Boree Creek station, which would come here.
133. How far is Boree Creek from here? About 12 miles north-west. They are carting their wool to The Rock now, and that is over 30 miles.
134. What does it cost them to take it to The Rock at present? About 25s. a ton.
135. What would it cost to bring it to Green's Gonyah? Five or 7s. a ton.
136. Did you include that in your estimate? I did not include Boree Creek wool in my estimate.
137. Did you include the Brookong wool? Yes.
138. Does not the Brookong wool at present go to Victoria? Yes, it goes to Victoria, but you would hardly think they would cart wool 70 miles if they had a railway within 9 or 10 miles.

139. Are not special inducements held out to the Brookong people to send their wool to Melbourne? I think so. W. Day.
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140. Is it not likely that the rebate will, if necessary, be increased; and is it not almost impossible to make sure of getting the Brookong wool? It is possible.
141. Of course, the Brookong wool must be a large factor in your estimate? Yes. I have no written authority to say that the Brookong wool would come by this line; but if there is a railway within 10 miles you would hardly think that they would cart the wool 70 miles.
142. It would depend upon which would be the cheaper route? It costs more than £2 a ton to send wool by team to Corowa.
143. You have assumed that the railway would get the Brookong clip? Yes. Formerly it went to The Rock and *via* Sydney, and I think if we had this railway it is almost certain that it would again be sent that way.
144. Have you been told so on any reliable authority? Yes; I have a statement, but which was not given in writing. Mr. Nutting said we are not going to send our wool 70 miles if we had a railway within 10 miles.
145. No figures were gone into as to what it could be taken into Victoria for or down to Sydney? No.
146. You say that five years ago there were 7,000 acres under cultivation in this district, three years ago there were 14,000 acres, and at the present about 21,000 acres? Yes; about that.
147. To what do you attribute that rapid increase of the area under cultivation? To increased settlement, land being thrown open during the last five years, and to the Brookong people letting land on the share system.
148. Was there a difficulty in obtaining land until the last few years? It was known that the land would produce wheat some years ago, and the demand brought the people there.
149. As land was obtainable people were anxious to settle upon it? Yes; if there was ten times as much land available it would all be taken up.
150. And you think that if the proposed railway were made there would very soon be 40,000 acres of land here under cultivation? Yes.
151. Within what period? Say, within three years.
152. Are the people unanimously in favour of paying this 5s. a ton for carriage, or is there a large majority who are willing to pay this double rate? Some have expressed themselves willing, and others are not quite so favourable.
153. Was it put into writing before the Railway Commissioners? No; the Railway Commissioners only stayed an hour, and it was simply a statement made to them.
154. How many were present? About as many as are in this room to-day.
155. And they were unanimous? Some did not make any remark. The statement was made, and there was no contradiction.
156. *Mr. Black.*] When do you get your best rains? Just at the proper season of the year for wheat-growing—in March and April, the sowing-time, and in winter and in spring.
157. You have given figures with regard to population and area; have you any idea of the number of sheep on the land within the area that you have described? I should say there are about half a million sheep. At Brookong there are over 200,000 sheep; then there are the sheep of all the small holders.
158. How many acres does it take to keep a sheep? Improved land will carry a sheep to the acre in all seasons. The land of many of the small holders is carrying one and a quarter and one and a half sheep to the acre.
159. In seasons of heavy rain does the water lie on the land at all? Yes, in small patches; but nearly all the land is sufficiently dry for cultivation in all seasons.
160. You have no waterlogged, boggy land? A very small area.
161. Can you tell us at what price it pays the farmer in this district to grow wheat? It pays very well at 2s. 6d. per bushel—in fact, it can be produced for less than that; it can be produced for 2s. a bushel.
162. Are you sure that the cost of production, which you say is about 14s. an acre, is correct? That is my estimate.
163. Does it include reaping and carting? The ploughing includes the seed.
164. Does the cost of production which you gave the Chairman include reaping and carting? No.
165. If you got 14 bushels to the acre, and received 2s. 6d. a bushel, that is 35s., and the cost being 14s., you have a return of upwards of £1 an acre? I said I considered that there would be a net return of £1 an acre; the return has been much better than that at 4s. a bushel.
166. In ten years, how many years of complete failure will you be likely to have? I have never known a complete failure whilst I have been in the district.
167. How many partial failures would you have in ten years? One year we had a dry spring and the crop was a bit light. The last seasons have been dry, and the crops have been fairly good.
168. Then there is not much foundation for the complaints of those Members who go to Parliament and ask for donations of seed-wheat for the farmers? The people in this district will never ask for that.
169. Would it pay you to produce wheat at 2s. a bushel? Yes.
170. Are you aware that Mahonga and Brookong stations are owned by Melbourne people? I understood that Brookong was owned by a Scotch firm.
171. Did you put down the Mahonga wool in your estimate? No; but I put in the Brookong wool.
172. Mr. Roberts was asking about the guarantee;—would you prefer to enter into that guarantee or to pay special rates on the line? I should prefer to pay special rates.
173. Is it not usual where people have a railway constructed by the Government, and special rates are charged, to apply to the Government after a short time to get the rates reduced? I have heard of it.
174. Do you think the people in this district are different from people in other districts? I think that if they state that they will pay a special rate they are prepared to do so, and considering the increase in the production of grain we might expect within a year or two that we should not want the special rate long.
175. You think that the traffic will so increase that the railway will be self-supporting? Yes.
176. Do you think it is likely that large townships will spring up here? I think there will be a good sized town here, because this place is surrounded by good agricultural land.
177. What about the water question? That can easily be dealt with, because there is a creek here, and all they have to do is to make dams.
178. How often does it rain here? The last two seasons it has not rained much, but I have seen it raining for several years in succession.
- 179.

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179. Where would you dam the water? The creek could be dammed at any part.
180. There would be no danger of backing the water up too far, and flooding valuable land? None whatever.
181. You think that that would be sufficient for the wants of the inhabitants for some time? Yes; a large dam would be sufficient.
182. If the railway were constructed it would be necessary to have other railway stations on the route besides the one at the terminus? Yes.
183. Where does your experience show that the stations should be? According to my experience there should be one station here and another 9 miles further eastward at Milbrulong, then there should be one about Bullengong Creek, 9 miles further on.
184. How far on The Rock side of Bullengong Creek will the people take their produce to Bullengong station between there and The Rock? I do not suppose they would cart it more than a couple of miles.
185. They would rather cart it 7 miles to save the freight than bring it 2 miles to Bullengong? They may prefer to bring the produce 3 miles; it depends upon circumstances. If the road is bad they would prefer to take the produce 13 miles to the Bullengong station.
186. What is the distance of the nearest part of that 29,000 acres from The Rock? About 13 miles; that is, what is on the Bullengong, but the nearest point of the great bulk of the land would be about 18 miles. It would average about 25 miles away.
187. Do you think those people are likely to use the proposed railway who are 12 miles from The Rock? Yes.
188. How far would they be from the proposed line? They would be about 1 mile more.
189. Then, if there is a station convenient, they will use the line? Yes.
190. *Chairman.*] Is there any road from the land proposed to be acquired in exchange in the parish of Clyde? Yes.
191. What sort of country is it to travel over? Very bad at times.
192. Is it low-lying country? Yes; some of it. The traffic from Clyde would be inclined to go to Yerong Creek.
193. If there was a railway station at Green's Gonyah, would the traffic come from that exchanged land to Green's Gonyah instead of going to the main line? The bulk of it would. That must be 25 miles from Yerong Creek, and this land would lie within 12 miles of Green's Gonyah.
194. Then the case from Green's Gonyah, it being the centre, is this: 12 miles of carriage pays 5s., with 3s. rate upon the railway, as against 25 miles' carriage on the main line? Yes.
195. Noting the fact that a 5s. rate may be charged in the first instance for wheat, will the produce of that land, which is likely to be obtained by the Crown in exchange, come to Green's Gonyah rather than to the Main Southern line? Most of it will.
196. You say that upon a full consideration of the facts? Yes.
197. *Mr. Roberts.*] Where do the supplies for the district come from? From Wagga Wagga and Sydney.
198. Is there much business done with Melbourne? A good deal of machinery comes from Melbourne, but most of the people deal with Wagga Wagga and Sydney.
199. If goods be landed cheaper at Green's Gonyah from Sydney than from Melbourne, from which place would they be obtained? I believe that carriage is much dearer from Albury to The Rock.
200. You are aware that it is 71 miles further to Sydney than to Melbourne? Yes. The people here principally get their supplies from Wagga Wagga; some get them from Sydney.
201. Then, of course, there is the cost of trans-shipment where the two lines join? Yes.
202. What is the cost of trans-shipment? I do not know.
203. You say that all the machinery comes from Melbourne? Not all of it, but some. There is more manufacturing carried on in Melbourne; people cannot get what they want in Sydney.
204. I believe that the plough manufactured in Victoria is more in favour than those sold by the Sydney merchants? Yes; and we get strippers from South Australia.

Patrick Breslin, farmer, French Park, sworn, and examined:—

- P. Breslin.
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205. *Mr. Black.*] How long have you been in the district? About thirty-five years.
206. How long have you occupied your present holding? Sixteen years.
207. How many acres have you there? About 2,600 acres.
208. Have you held that from the beginning? No.
209. You have added to it? Yes; my first selection was 1,100 acres.
210. How did you use your land when you first took it up? For grazing only.
211. When did you begin cultivating? Very shortly after I came there.
212. I suppose you came there soon after the opening of the railway? Yes.
213. How many acres have you under crop? About 225 this season.
214. Is that more or less than you had last season? It is about the same quantity. I was prevented by the dry season from putting in more.
215. How many more acres would you have had if the season had been favourable? 100 acres more.
216. Do you propose to put that under crop next year? Yes; and to add to it very much; I hope to be able to put in about 1,000 acres.
217. That is a big jump? I intend to do it on the share system.
218. How do you send your products to market? I send it by teams to The Rock.
219. When you employ carriers what does it cost you per week? I have paid 9s. a ton sometimes for it; I paid 8d. a bag this year.
220. How far are you from The Rock? Twelve and a half miles.
221. Eightpence a bag is 6s. a ton? Yes.
222. How do you get your wool away? I always cart my own wool.
223. What do you reckon that it costs you? I have paid as high as 12s. a ton.
224. I suppose it is worth 6s. a ton to you to do it, considering the labour and wear and tear? Yes.
225. If you could get your wheat and wool carried by rail from there from the two stations that a beneficent Providence is going to put down at your door you could afford to pay 3s. a ton? If the station is where it is proposed to be I could not use it—it will be too far away. 226.

226. You would prefer to cart 12½ miles instead of 3 miles? I could not cart that distance.*
227. When you have wool on the dray you would as soon take it 12 miles as 3 miles? No; I would not; I would go 3 miles towards The Rock, and put it on the railway there.†
228. If there is a station 3 miles from you, and 9 miles from The Rock, would you not use it? I would.‡
229. What have you been able to get off your land per acre? About 14 bushels.
230. Is that a fair estimate? It is a small estimate.
231. Some land gives a better return when it has been a year or two in use, does it not? It does.
232. How many crops do you think you can get without allowing the land to lie idle for a time? I am not a very good authority on agriculture. I have got a twelfth crop in the ground now.
233. Is that extra good or only fair average land? It is only fair average of the land that I have.
234. Some of your neighbours talk of going in for dairying; have you any designs in that direction? No.
235. Is it because you prefer wheat-growing? No. I have not the requisite facilities for dairying. I think that for dairying you ought to have a water-frontage or water supplied by artificial means.
236. Do you agree with Mr. Day's evidence with regard to the cost of production? Pretty fairly. I think he has under-estimated it in some cases.
237. And has he under-estimated your profits as well? I think he has. I keep an account of everything that I do. I pay men's wages, and pay for machinery, and after taking the cost of production, and allowing 15 per cent. off the machinery and horses, I realise not less than 36s. an acre.
238. What do you think the wear and tear of machinery and horses comes to per acre? I have not reckoned it.
239. Would it come to a 1s. an acre? I consider that it would.
240. You have found the rainfall so far satisfactory in regard to wheat-growing? Fairly satisfactory; we could do with a little more at times.
241. Have you any other information for the Committee? Nothing more than to show that there are Crown lands adjacent to my place which would be thrown open in the course of time. The Bullengong Estate adjoins mine.
242. Do you desire to corroborate Mr. Day's evidence? Not exactly. I think that he is in error in some respects. He has not as good a knowledge of the country as I have. This Bullengong land which is to be exchanged for other land is on my boundary. There are 3,000 or 4,000 acres of Crown lands that will be available in a very short time. First-class agricultural land a mile from the proposed railway line.
243. How many sheep have you? Generally about 3,000.
244. *Chairman.*] What is the return per acre from land devoted to agricultural purposes? I think that I can say without any doubt that it is 25s. an acre.
245. What would a pastoral area give? It will do well if it gives 4s. 6d. an acre.
246. Therefore, the difference is about £1? Yes.
247. What about the position for a station? Although I am not prepared to urge any special position for a railway station, still I may point out that there are Crown lands in the parish of Tootal, also some lands west of that adjoining the road to Hanging Rock. I do not desire to urge it strongly, but I believe that if the matter were looked into that would be found to be the right position to suit the people in that vicinity.‡
248. *Mr. Black.*] How about providing water;—is the ground good for holding water? Yes; it will hold water like a tin bucket.

P. Breslin.
13 Oct., 1897.

Charles August Lindner, farmer, Green's Gunyah, sworn, and examined:—

249. *Mr. Roberts.*] How long have you lived in this district? I have been here six months.
250. On what portion of the proposed line is your property? The station on the line for me would be Milbrulong.
251. How far is that from The Rock? Sixteen miles.
252. What is the area of your holding? 640 acres.
253. What portion of that is under cultivation? None of it. I got the land too late to put any wheat in. I am getting a quantity of land cleared ready to put in wheat for next year.
254. Do you confine your attention to grazing at present? Yes.
255. How many sheep have you? I have a little over 200 at present.
256. How many acres do you intend to sow for next year? I am getting 150 acres cleared, and I intend to put it all under wheat.
257. Will the construction of this line be of any great benefit to you? Yes.
258. What would be the usual rate of carriage from your holding to The Rock? I think 7s. 6d. a ton for wheat.
259. Did you hear the evidence of Mr. Day? Yes.
260. Do you endorse all he stated? Yes.
261. Have you been able to form an estimate as to the amount of wheat that would be carried on this railway? No; but I think the statistics under-estimate the quantity. I know that the crop has increased since the statistics were collected.
262. Is there much cultivation in the neighbourhood of your own property? Yes; there is a good deal. Most of the settlers only came there last year, and were unable to get much in on account of dry seasons. They all got in as much as they could, and most of them are clearing now in order to get more in for next year.
263. If you have only been here six months, what opportunity have you had of checking Mr. Day's figures? I went over to Mr. Day for the purpose. I have lived between 30 and 40 miles away from here for years.
264. You are tolerably well acquainted with all the settlers between here and The Rock? Yes; fairly well.

C. A. Lindner.
13 Oct., 1897.

* *NOTE (on revision)*:—I could not use the stations as suggested—Milbrulong or Bullengong Creek—Milbrulong being 4 miles westerly, and Bullengong Creek 5 miles easterly from me; I would prefer to cart direct to The Rock.

† *NOTE (on revision)*:—If a station or platform were within 2 or 3 miles in the direction of The Rock I would use it.

‡ *NOTE (on revision)*:—There is a reserve for camping in the parish of Tootal, on portion 78 of 129 acres, and westerly from that about 70 acres of Crown Land, in addition to portion 78 adjoining the railway line. A station or platform on either of these portions would be of great advantage to a number of settlers situated about 11 miles westerly from The Rock.

C. A.
Lindner.
13 Oct., 1897.

265. And you have a fair knowledge of the amount of wheat that each individual takes off his land each year? No; I never went into that.
266. How could you endorse Mr. Day's figures unless you could check them by information obtained from the different landowners? I do not say that I endorse the whole of Mr. Day's statements. Some of them are under-estimates.
267. Are you aware that the estimates put in by Mr. Day are certainly double the amount of those prepared by the Goods Superintendent? Yes.
268. It would be an important point if you could impress upon the Committee that Mr. Day's estimates are correct, and that those of the Goods Superintendent are altogether under the mark? I think that matter can be explained. The statistics of the Goods Superintendent were collected prior to those prepared by Mr. Day.
269. Do you know of any landowner in the district who would be prepared to swear to Mr. Day's figures? No.
270. *Mr. Black.*] Do you know the land at Brookong that it is proposed to throw open for settlement? Yes; I have been over most of it.
271. We have it in evidence that there are 29,000 acres; have you heard that the area is greater than that? I heard some little time ago that a letter was received from the Under Secretary for Lands, stating that the area would be 32,000 acres; but that was prior to the recent sitting of the Land Board at Wagga Wagga, when the exchanges were dealt with.
272. Do you know under what system they propose to throw the land open? I think under homestead selection.
273. Have you formed any opinion as to the best method of taking up land? I think homestead selection is by far the best way.
274. Do you think it prevents land from being taken up for speculative purposes? Yes.
275. Can you tell by the improvements whether the land is wanted for settlement, or is taken up to sell? Yes. They are putting on the best of improvements that I have seen on any newly taken up area. They are erecting strong fences and good houses, and clearing the land well.
276. Then you think the extension of the homestead selection system to Brookong would offer the best guarantee that the railway would prove payable? I think so.
277. Is there much flooded country here? There is no flooded country about here.
278. Do you think the people in your neighbourhood would use the railway if they had one? I think so.
279. They would not continue to cart their produce to The Rock? I certainly would not; common sense would lead me to make use of the railway.
280. How far are you from The Rock? About 16 miles.
281. What can you afford to pay per ton from there to The Rock? I suppose I should pay what I must pay.
282. If they pay 5s. a ton from Green's Gunyah by railway, would it be fair to charge you 4s.? I daresay it would be.
283. *Chairman.*] You are one of the deputation from the body of men we saw yesterday? Yes.
284. How many men are there in that locality? The locality is a very large one. From where you saw the deputation yesterday there is an extent of good country going westerly, southerly, and northerly, towards Bullenbong Creek.
285. How many men were there where we saw you yesterday? The residents were not all represented.
286. Is there anything else you desire to mention? Yes. I was instructed specially to say that a railway station should be recommended at the crossing where you met us yesterday.
287. How many people would use that station? An enormous number. There are settlers alongside of each other on each side, both north and south.
288. Your statement is that at Milbrulong, where we met you yesterday, there is a considerable area of agricultural land; a number of settlers are cultivating it, and they would reach the railway at that point? Yes.

John Henry Mentz, farmer, Milbrulong, sworn, and examined:—

J. H. Mentz.
13 Oct., 1897.

289. *Chairman.*] How far are you from Green's Gunyah? 10 miles in the direction of The Rock.
290. Are you on the north or the south side of The Rock? On the north side.
291. You are in the district referred to by Mr. Lindner? Yes.
292. What area have you got? 320 acres of leasehold land.
293. How much are you cultivating? I have 150 acres under crop.
294. Do you send any wheat away? Last year I sent away the produce of 100 acres.
295. Where did you send it to? To The Rock.
296. What did it cost for carriage? 9s. a ton.
297. How far north are you from The Rock? The farm is about 18 miles from The Rock.
298. Are there many farmers there? Yes; a great number.
299. Is the land good to the north and south? It is splendid land.
300. Where were you before you came here? Albury.
301. You have no doubt of the success of cereals here? I am sure of that.
302. Are Mr. Day's statistics correct as far as you are concerned? I am convinced that they are correct.
303. Do you see any hope of getting your wheat carried by road cheaper than the rate quoted to us? Not unless there is a lot of competition between the carriers.
304. Therefore, whatever the railway does cheaper than 9s. a ton will be that much saving to you? Yes.
305. Do you want to say anything about the railway station site? I think the site suggested is the proper place for it. I refer to the spot mentioned by Mr. Lindner.
306. You agree with Mr. Lindner with regard to the position of the railway site close to the crossing of the route? Yes; and I desire to say that I have heard the evidence given to-day, and I agree with it in all important respects. I may state the reasons that brought me here. I have great faith in this place. I can see that it is a coming place. If the proposed railway did not pay at first, it is bound to pay within a couple of years. The quantity of land being taken up by the homestead selection clauses is a guarantee for the railway. There is no doubt that the land in the Brookong district is some of the best agricultural land in the Riverina country.

John

John Rawson, jun., farmer and grazier, sworn, and examined:—

307. *Mr. Black.*] Where do you reside? In the parish of Napier.
 308. How many miles from The Rock? About 20 miles, but I do not go to The Rock railway station. I go to Yerong Creek, 16 miles from my place.
 309. How far would you be from the proposed railway? About $4\frac{1}{2}$ miles.
 310. You are south of the proposed line? Yes.
 311. What is the size of your holding? 5,800 acres.
 312. How much of that is under cultivation this year? 310 acres.
 313. How much had you under cultivation last year? About 180 acres.
 314. How much do you expect to have under cultivation next year? I have no idea at present of increasing the area, but I may increase it if we get a railway.
 315. You cultivate your own land? Yes.
 316. What do you pay for road carriage to Yerong Creek? 16s. a ton for wool. I have paid from 7s. 6d. to 9s. per ton for wheat. It depends on the competition amongst the carriers.
 317. If the railway were constructed, would you cart your wheat 4 miles to the railway, instead of 16 miles to Yerong Creek? I should go to the railway.
 318. What would be your nearest point to the railway? On the boundaries of Urana and Mitchell counties, where it intersects The Rock and Green's Gunyah Road at Milbrulong.
 319. Are there many other farmers and graziers around you? Yes; according to Mr. Day's statistics the population is 193, cultivation 4,850 acres, and the acreage of the farmers holdings 37,000 acres.
 320. Is all that south of the route? No; it is north and south.
 321. How many miles south of the route would people use the railway? I think from 10 to 12 miles.
 322. How far south have you collected your statistics? About 10 miles.
 323. How far north? Some other collector went north—I suppose for about 10 miles.
 324. Do you agree with the evidence given by Mr. Day? I do in a general way.
 325. Are there any points on which you differ from him? Yes. I promised to pay 1d. an acre tax on all my land within 5 miles of the railway, but I should not like at the same time to pay a heavier rate for the carriage of goods. I should prefer only to pay an additional rate for carriage, and that would touch all who have not agreed to pay the additional penny an acre for land within 5 miles of the railway. Some landholders did not agree to pay that tax of 1d. an acre.
 326. Suppose that the Brookong people do not use the railway, but wish to send their wool to Melbourne? Unless they pay the guarantee of 1d. an acre, that station will not pay its quota towards any loss on the railway. It is very valuable land at Brookong, and I do not think they would use it for grazing purposes if we had a railway. They would either dispose of it or let it on shares. Therefore it would come under wheat. I believe they have already let large quantities of land on the share system.
 327. I suppose you look on agriculture as being better not only to the men who cultivate the land, but also for the whole country? Decidedly; cultivation brings population, and that causes traffic of other kinds which benefits a railway.
 328. Do you consider that Milbrulong is a place that is entitled to have a station or siding? Yes; because all the principal roads of the district converge on that point. There is a large amount of settlement there, and there is a great deal of Crown lands.
 329. Is there permanent water in the vicinity? No; all this country is waterless country unless it is made. There has been no effort made to get artesian water yet.
 330. *Chairman.*] How far in this district can you carry wool or wheat for 5s. a ton? I think 10 or 11 miles. They generally charge a little more for wool than for wheat, because when they are carrying the wool the season is not so favourable. The wheat is carried in the summer time.
 331. Have you had an opportunity of seeing the statistics which have been handed in by Mr. Day? Yes.
 332. Are they correct? Yes.
 333. Do you know the methods by which they were collected? Yes; I helped to collect them, and we collected them as honestly as possible, so as not to deceive you. There is one thing I wish to say, and that is that owing to the increased growth of wheat, if we fail to get a railway it will entail a large expenditure in the making of roads. The present roads will not carry the traffic.
 334. About 1 acre in 50 is under cultivation, and what are the other acres like? They are all of the same quality.
 335. You are prepared to say that three-fourths of that land is as good as that which is already under cultivation? Yes; four-fifths of it.

J. Rawson,
jun.
13 Oct., 1897.

John Hardie, farmer, The Rock, sworn, and examined:—

336. *Mr. Roberts.*] Where is your property situated? About $9\frac{1}{2}$ miles from The Rock, in a westerly direction, towards Green's Gunyah.
 337. What area do you hold? 670 acres.
 338. How much of that is under cultivation? 104 acres.
 339. How long have you held the property? Portion of it about eight years—that is, 160 acres.
 340. Then you increased it to 670 acres during the last four years? Yes.
 341. Will you tell the Committee what area you put under crop during the past year? I commenced with 40 acres, and increased it up to the present area.
 342. Do you intend to increase the area under cultivation in the future? Yes.
 343. Do you live on the south side or the north side of the route? Upon the north side; half a mile or 1 mile from the main road.
 344. Would this railway be of any use to you if constructed? Yes.
 345. What do you pay for carriage now? I have paid 5s. on the average when the roads were in good order, but I have offered much more than that when the roads were not in good order.
 346. In what way would a railway be of advantage to you? For getting wheat, chaff, and other products away.
 347. At a lower price than you have been paying? Yes.
 348. What would you regard as a fair railway rate, seeing that they will have to pay 5s. from Green's Gunyah? I should regard 2s. 6d. or 3s. a ton as a fair thing if the charge is 5s. from Green's Gunyah.

J. Hardie.
13 Oct., 1897.

- J. Hardie.
18 Oct., 1897.
349. Therefore, you would hail with satisfaction the construction of the line? Yes.
350. Had you anything to do with the collection of the statistics which were handed in by Mr. Day? I collected some in my own neighbourhood, within 6 miles of The Rock.
351. Are they included in those put in by Mr. Day? No.
352. For what purpose did you collect these statistics? In order to have evidence to bring before the Committee on this occasion.
353. What is the number of the settlers, and the aggregate of their holdings? There are thirteen settlers, and the largest holding is 2,460 acres, and the smallest 320 acres.
354. Have you the number of acres under cultivation? Exclusive of Mr. Birslens, there are 1,220 acres under cultivation.
355. What is the total number of acres? 6,042 acres.
356. Are you prepared to say positively that all the landowners whose names appear on the document you have handed in will make use of the railway? Yes.
357. Speaking roughly, what distance is the forest from the road on each side, north and south? The forest is only 1 mile. There are thirteen holdings, all within $\frac{1}{4}$ mile of the forest.
358. And all within 10 miles of The Rock? Yes.
359. If a rate of 2s. 6d. or 3s. a ton be charged, you are satisfied that they would make use of the railway? Yes.
360. How many sheep do you run on your land? From 500 to 1,000.
361. Do you send your wool to The Rock? Yes.
362. Do you pay the same rate of carriage for that as you do for wheat? More has to be paid for wool than for wheat. Most of the settlers cart their own wool. Some pay 10s. a ton for the carriage of the wheat.
363. What do you pay? I cart it myself.
364. Would you mind saying to what expense you are put in carting it? It will cost from 2s. 6d. to 3s. a ton at the very least.
365. It only cost you 2s. 6d. or 3s. a ton to cart your wool, but if you employed a teamster it would cost you 10s. a ton? Yes.
366. Are you sure that you have made full allowance for the amount of labour, time, wear and tear of your plant in carrying the wool, when you say that it would cost 2s. 6d. or 3s. a ton? I hardly think that I have. In the event of an accident it would never cover anything like it.
367. If the railway were constructed you would use it? Yes.
368. Did you hear the evidence given by Mr. Day this morning? Yes. I agree with his evidence.
369. From your knowledge of the district, do you think that Mr. Day over-estimated the wheat traffic when he said that there would be between 10,000 and 11,000 tons of wheat carried annually on this railway? I could not answer that question, because I have not inquired into the matter.
370. *Mr. Black.*] What was your reason for only collecting those names and areas within such a short distance of the proposed railway line as 1 mile? The other holdings that are outside that are either too close to Yerong Creek to come on to this line, or else they are too close to The Rock. On the Urana Road there are a couple that I felt doubtful about.

William Litchfield, farmer, sworn, and examined:—

- W. Litchfield.
18 Oct., 1897.
371. *Chairman.*] Where do you live? In the parish of Clive.
372. How far are you from Green's Gunyah? About 12 miles, on the southern side of the proposed line.
373. What areas have you? About 6,000 acres.
374. How much of that have you under cultivation? I have two properties. The produce of one will come to Green's Gunyah. I can speak with regard to both Green's Gunyah and Milbrulong.
375. How far are you from Milbrulong? About 8 miles.
376. From which of your cultivated areas will the produce go to Milbrulong? I have 160 acres, the produce of which would go to Milbrulong this year if the line were made.
377. Did you ever send any produce from there to The Rock? No.
378. What do you think would be the cost of carriage to The Rock? I have sent the produce to Yerong Creek, and I pay 10s. a ton.
379. How far are you from Yerong Creek? Eighteen miles.
380. What will it cost to draw from your place to Milbrulong? That would be about half the distance—I should think the cost would be about 6s. a ton.
381. Do you regard Milbrulong as a good centre? Yes.
382. Would you extend your area under cultivation if there was a railway? Yes.
383. Where is your other property? In the parish of Hebden, about 9 miles south of Green's Gunyah.
384. From there would you draw direct to Green's Gunyah? Yes.
385. What would your road carriage from there to Green's Gunyah be? Five or 6 shillings a ton.
386. How far are you from the main line? About 25 miles.
387. What does it cost you if you send produce that way? Twelve shillings a ton I have paid for both wheat and wool.
388. Do you know this district well? Yes.
389. You have heard the evidence given with regard to the suitability of the land for the growth of wheat—do you agree with that? Yes. The second property to which I am now referring has an area of 1,280 acres, of which 600 acres are under cultivation.
390. Are you prepared to increase that if the railway is extended to Green's Gunyah? I should do so.
391. What return do you usually get? About 12 bushels an acre.

Maurice Carroll, farmer and grazier, Boree Creek, sworn, and examined:—

- M. Carroll.
3 Oct., 1897.
392. *Mr. Black.*] What are you? Farmer and grazier, residing at Boree Creek, north from here.
393. How far off? Where I am residing is about 9 miles from here.
394. Where do you take your produce to? To The Rock principally.
395. If the proposed railway were made you would come here of course? Yes.
396. How many acres have you altogether? About 2,600 acres.
397. How many acres have you under cultivation? I have 220 under wheat.

398. How many sheep have you on the rest? About 4,000 this year.
399. What do you pay now for carriage to The Rock? I have usually paid 1s. a bag, or 9s. a ton.
400. If you have to cart to Green's Gunyah, what would the charge be? I expect it would be about 6d. a bag.
401. What would you be prepared to pay for railway carriage from Green's Gunyah to The Rock? I would pay 5s. a ton, and extend the area that I have under cultivation. I should not save much in carriage, but I could let my land instead of having 220 acres under cultivation. I would let about 2,000 acres.
402. You think that if the railway is made it is likely to largely increase the area under crop? Very much.
403. In your case it is likely to be multiplied by ten? It would.
404. Do you think that yours is a fairly representative case? I do.
405. What is the character of the land between here and Boree Creek? It is extra good.
406. Is it superior to the land about here? I believe it is as good—it is forest land.
407. How far are you from the plain country? I think it is about 1½ mile from where I am; there is a small plain close by which is good cultivation land.
408. Is there any flooded country about where you are? No; it is all good sound land for wheat.

M. Carroll.
13 Oct., 1897.

Thomas Bond, farmer and grazier, near Green's Gunyah, sworn, and examined:—

409. *Mr. Roberts.*] How long have you resided in the district? About sixteen years.
410. What is the size of your holding? My brother and I hold jointly about 5,700 acres.
411. How much of it is under cultivation? 210 acres.
412. Is that more than in previous years? No. We had 280 acres cleared, but it was so dry this year that we could not get the wheat in.
413. How many sheep do you run on your property? We shear about 6,000, and we sell a good few off in winter before shearing.
414. Where do you send your wool to? It is going to Melbourne this year.
415. Where is your property? About 7 miles south of Green's Gunyah, in the parish of Napier.
416. Has your wool hitherto gone to Sydney? It has gone both ways.
417. What advantage to you is it to send it to Melbourne? It has been more a matter of choice than of advantage.
418. Do you find it cheaper to send to Melbourne? I do not think there is much difference.
419. Is the difference in favour of Melbourne? No. I would rather send it to Sydney only on account of the firm. We sent to Melbourne because we would rather do business with them.
420. Would you mind saying what advantage it is to you to send your wool to Melbourne? I do not know that there is any advantage in it, but we promised to send it to Melbourne. We preferred to send it to Sydney, and last year we did send it to Sydney.
421. The prices are almost the same? Yes.
422. If this railway were made, would you make use of it? Certainly I would.
423. Is it not possible that you still might send the wool to Melbourne? I do not think so.
424. Have you taken any active part in the agitation for this railway? I have collected some of the statistics.
425. Did you collect any of the statistics that were laid before the Committee by Mr. Day? Yes; a portion of them.
426. Are you prepared to swear to the truth of those figures? Yes; to the truth of the figures as being the figures that were given to me.
427. To what area of country do they apply? I went about 14 miles south from Green's Gunyah.
428. Are you positive that all the persons whose names you put down on the list would make use of this railway? As far as I could gather from them, they would use it.
429. What do you pay for carriage to The Rock? From 9s. to 12s. for wheat, and from 15s. to 25s. for wool. During the last two years we have paid 15s. a ton for wool to Yerong Creek.
430. Why do you prefer to send it to Yerong Creek? We have always been able to get it carted there more easily than to The Rock.
431. Would you send it to Yerong Creek whether it is going to Melbourne or Sydney? Yes.
432. Are many of the people whose names you have put on the list as likely to use the proposed railway now sending their wool to Melbourne? Some of them send it to Melbourne and some to Sydney.
433. You have every reason to believe that they would make use of this railway? Yes; they would make use of it—most of them—from the station at Green's Gunyah.
434. But is it a fair thing to put this area into these statistics unless you feel satisfied beyond all doubt that either wool or wheat will go by this railway? That is what I do feel satisfied of. The farthest of them would be under 14 miles, and those who send to Yerong would have to cart over 30 miles.
435. Would the fact of their having to cart over 30 miles make it cheaper for them to send to Sydney than to Melbourne;—would they be able to land their wool cheaper in Sydney by this line? Yes; they should be able to do so.
436. What rebate do you get on wool going into Victoria? I do not know what the charges are.
437. Is it not quite possible that if this railway is made, a still more liberal rebate may be allowed by the Victorian railway authorities to get the traffic? That is more than I can say. We should be more inclined to send to Sydney, because it would be sending a considerable distance round to go to Melbourne.
438. Where do you get supplies from? From Wagga Wagga and Sydney.
439. Do you not obtain them from the other side of the Murray? No.
440. Would you be sending any live stock by way of The Rock to Sydney if the railway were constructed? Yes. We go in a great deal for fattening, and our sheep have gone to the top of the market for many years past. The sheep bought from us by a dealer this year took the first and second prizes at Albury as fat sheep. Others went to the top of the market in Sydney as fat sheep.
441. Can you say that there will be a large live-stock traffic from here? Yes. About two winters ago we went to the top of the Sydney market in three drafts out of four sent up. With reference to the wheat, there is a matter which I have not heard the witnesses mention: the millers give a certain price at the railway station, one price at The Rock, and one at Yerong Creek, and we should get the same price at Green's Gunyah if the line came there, and save the carriage.

T. Bond.
13 Oct., 1897.

- T. Bond. 442. If this railway should become an absolute fact, would you largely increase the area under cultivation? Yes; unless wheat went lower than I have ever seen it before.
 13 Oct., 1897. 443. What would you regard as the minimum? We made it pay at 2s. a bushel.
 444. Would you adopt the halves system? No; I prefer to do more myself.
 445. You think that if a railway was constructed here there would be a very great impetus given to wheat-growing in this district? There is not the least doubt of that. One of the first things which the farmers ask when they want land is, "How far is it from the railway station."
 446. Is there a large demand for land in this district? Yes.
 447. And there is no fear but what the 29,000 acres which are soon to be available will be eagerly sought after? Not the slightest doubt.
 448. *Chairman.*] Mr. Roberts has asked you, with regard to these statistics, if you believe them to be correct? Yes.
 449. You believe that there are 21,000 acres under cultivation now? Yes.
 450. You notice, also, that the area over which the statistics were collected comprises 300,000 acres? Yes.
 451. Therefore, 14 acres out of 15 acres are still under pastoral occupation? Yes.
 452. If a railway be constructed, what proportion of that 14 acres out of every 15 acres will be devoted to agricultural settlement? I believe that quite nine-tenths of it is fit for cultivation.
 453. How far will 5s. carry their wool or wheat at the ordinary rates? I have never had to make a bargain for that; but I should think about 9 or 10 miles.
 454. You see on the map an area of country, etched white, lying south of the parish of Napier? Yes.
 455. How far is that from Yerong Creek? About 23 miles.
 456. What rate would a person have to pay per ton for the carriage of wool or wheat from there? About 15s. for wool, and about 10s. for wheat.
 457. What would you have to pay to Green's Gonyah or Millbrulong? From the centre of it, about 5s. a ton for wheat.
 458. Would the produce from that country, when developed, come north or go east? It would come northward.
 459. Have you any doubt about it? Not the slightest.

Michael O'Connell, farmer, Green's Gonyah, sworn, and examined:—

- M. O'Connell. 460. *Chairman.*] You are a resident of the Green's Gonyah district? Yes.
 13 Oct., 1897. 461. You have heard the statement made by Mr. Day? Yes.
 462. Your knowledge of the district enables you to speak positively with regard to it? Yes.
 463. Do you consider Mr. Day's statement to be true? Yes; I agree with him.
 464. *Mr. Black.*] How long have you been in the district? About twenty years.
 465. How many acres have you? 640 acres, of which I cultivate about 60 acres.
 466. Do you intend to increase the area under cultivation? Yes.
 467. How many acres will you have under cultivation next year? Probably about 200 acres.

John Lloyd, farmer and grazier, sworn, and examined:—

- J. Lloyd. 468. *Chairman.*] Where do you live? In the parish of Clive, about 14 miles south-east from here. I am a farmer and grazier.
 13 Oct., 1897. 469. What area have you? 1,649 acres, including leasehold.
 470. What area have you under crop? 160 acres.
 471. Where have you taken your crop to previously? To Yerong Creek.
 472. What rate do you pay for carriage? Last year I paid 7s. 6d. a ton.
 473. What is a fair charge? Eight shillings or 9s. The charge last year was the lowest I ever paid.
 474. If this railway was made where would you send your produce? To Milbrulong.
 475. How far are you from there? About 8 miles.
 476. What would it cost you to send your produce to Milbrulong? About 4s. a ton. It is about half the distance to Yerong Creek.
 477. Do you agree that 5s. is a fair rate for carriage, 10 miles? Yes.
 478. Will you increase your area of cultivation if the railway is made? Yes, to 250 or 300 acres.
 479. You have heard the statement as to the vast proportion of the land in the district that is suitable for agriculture? Yes.
 480. Is that statement correct? Yes.
 481. Did you gather any of the statistics? Yes; I gathered them from the districts south, in the vicinity of my holding,—Clive, Napier, and Mundawandra.
 482. But that portion of the statistics is correct? Yes.

Thomas Wilson, farmer, Brookong North, sworn, and examined:—

- T. Wilson. 483. *Chairman.*] Where do you live? At Brookong North.
 13 Oct., 1897. 484. What is the area of your holding? About 1,100 acres.
 485. How much do you cultivate? About 120 acres.
 486. Do you send your produce to The Rock? Yes; I paid about 1s. 2d. for a bag last year.
 487. About 10s. 6d. a ton? Yes.
 488. What will be the cost of carriage from your place to Green's Gonyah? I do not know—the distance is 9 or 10 miles.
 489. Witnesses have sworn that 5s. is a fair rate;—do you expect to get your wheat carried for that? Yes.
 490. Will you increase your area under cultivation if a railway is made to Green's Gonyah? Yes.
 491. You have heard statements made as to the class of country embracing the area for which statistics were gathered and which have been handed in by Mr. Day—the land is described as being almost all suitable for agricultural settlement;—is that so? It is.
 492. You collected some of those statistics? I did.
 493. Are they correct? Yes.
 494. Do you know the method on which all these statistics were collected? No.
 495. Do you know that there is about 21,000 acres of land under cultivation in this area? I suppose there is.

Andrew Matthews, farmer, near Green's Gunyah, sworn, and examined:—

496. *Mr. Black.*] Where is your home? Three miles west of here.
 497. How long have you lived in the district? About eighteen years.
 498. What is the size of your holding? I own about 1,200 acres in three different holdings.
 499. How much have you under crop? My sons and I have 370 acres under crop.
 500. How much had you last year? About the same area.
 501. Do you intend to increase your cultivation area next season? We could double it if we had a railway.
 502. You have some sons who have set up for themselves? Yes, I have three.
 503. You have three sons with you, and three sons by themselves? Yes.
 504. The three sons with you are working their land conjointly? Yes, with me.
 505. Is that land included in the area of the 1,200 acres? No.
 506. How much are the others working? Very nearly 1,500 acres.
 507. Then you are working jointly an area of 2,700 acres? Yes.
 508. What are the names of the sons who are working on their own account? William Wesley 640 acres, Andrew 630 acres, Daniel 346 acres.
 509. How much have they under crop? About 280 acres.
 510. The three of them? Yes.
 511. Do they intend to increase their cultivation areas? I think so.
 512. Where do you send your crop to now? The stock has been bought by dealers on the land.
 513. But where do you send your crops to? Generally to The Rock, then to Wagga Wagga, or wherever we can get the best price.
 514. What have you been paying for carting? Ten shillings and 11s. and 12s. a ton. This year I have been offering 12s. a ton, and have not got carriers yet to take the crop that is going. I expect to pay higher. Many of the teams are dead.
 515. Do the carriers use bullocks? Yes.
 516. Would you use the railway if it came here? Yes, and I should be glad to get it.
 517. What do you think would be a fair thing to charge per ton on the railway? I should be satisfied to pay half what I am paying to the carriers.
 518. You have heard the evidence given by Mr. Day and others;—do you agree with that in the main? I agree in the main with what was said by Mr. Day; but he did not take into consideration the larger quantity of stock in the district.
 519. Is there anything that you would like to add to his evidence? I think he could have said a little more about the carriage. He has not taken into consideration what will have to be paid for cartage this year.
 520. Where do the carriers come from who carry the crops? Those who cart my stuff have been in the district many years; but many come from Victoria and go back. They camp in the district, and their bullocks destroy the district by eating out the grass. It would be a great benefit if we had not them at all. Those who are within 10 miles of the line could cart their produce with their own teams, and they could keep it in sheds till they are not busy. When we have fat sheep and lambs, it would be a great advantage where the paddocks are dirty to cut a crop for hay. I will go in for fattening and sending fat lambs to market. There is a district here 20 miles north, 20 miles west, 15 miles south, and 5 miles east, nine-tenths of the produce of which ought to come in here. There are the main roads from The Rock, Urana, Boree, and Galore, and this is the place for all the traffic.
 521. Do you mean that you would cut your wheat-crop for hay? After 4 or 5 years cropping we could make hay of it and send it to market.
 522. What price can you get for hay? Thirty shillings on the ground.
 523. Would it not cost £1 to get it to Sydney? I never sent any to Sydney; I could sell it for 30s. on the farm.
 524. Is there anything else that you wish to say? I have only to say this in regard to paying a rate of the description referred to, that it would be a great advantage. I should like to say a few words about the offer which we made a few years back. We made the offer which you have stated; but we were in the expectation that a railway would be commenced a short time afterwards. More than a year has elapsed now, and there are more people in the district than there were then. I will say for myself and my sons, that if you do not put an extra price upon the carriage of produce, I would put down the guarantee money in advance to get the railway. It would not be fair to expect two payments. There will be a great drainage of traffic in here. There are over half a million acres of which the produce will come here, and of that area over 400,000 acres are fit for the plough. People will not keep that for grazing sheep. If I ran sheep alone I would pay my rent and clothe my family; but if I grow wheat I can do more than that. We can make as much by the plough as we get for the wool and the fat sheep too.

John McDonell, farmer, sworn, and examined:—

525. *Mr. Roberts.*] What is the area of your holding? 1,716 acres, situated 12 miles north of Green's J. McDonell. Gunyah.
 526. Have you gone in for any cultivation? Yes, I have.
 527. How many acres have you had under cultivation? 700 acres this year; last year I had 600 acres.
 528. How many sheep do you keep? I have 1,500 at present. I generally have more; but the season has been a bad one.
 529. What would be the average number? I can run 2,000 sheep.
 530. Where do you send your wool and wheat to? I send the wool to The Rock; last year the wheat went to a mill at Narrandera.
 531. What do you pay to take the wool to The Rock? I carry it myself.
 532. Do you always send your wheat to Narrandera? I send it wherever I get the most money for it.
 533. How far is your estate from Narrandera? Twenty-five miles.
 534. Then Narrandera is the nearest railway station? The Rock is the same distance.
 535. Would the proposed railway be any advantage to you? It would be only 12 miles to the railway from my place if this railway was made.
 536. Would you be prepared to pay 5s. a ton for the carriage of wheat? Yes.

A. Matthews.

13 Oct., 1897.

J. McDonell.

13 Oct., 1897.

- J. McDonell. 537. You are aware that that is double the ordinary charge? I am aware of that.
 13 Oct., 1897. 538. Would the people in this district be prepared to pay that rate? I hear them say that they would pay anything that is fair.
 539. Were you present when Mr. Day gave his evidence this morning? I was.
 540. Do you endorse all that Mr. Day said? I do.
 541. Do you pay the same rate for carriage to The Rock that you paid to Narrandera? I never had anything carted to The Rock.
 542. What do you pay to Narrandera? I have paid 7s. 6d. a ton; that was a low price.
 543. Was that for wool or wheat? Wheat. The cost of the carriage of wool is about double.
 544. Would you have to pay 15s. a ton for the carriage of wool to Narrandera? Yes.
 545. What would you have to pay if a railway were constructed to Green's Gunyah for the 12 miles between your place and here? About 5s. a ton.
 546. Would that be for wool? No; it would be 9s. or 10s. for wool.
 547. Then you would have to pay another 10s. on the railway for wool, would you not, from here to The Rock? I suppose so.
 548. Then it would pay you better to take it to Narrandera? I should cart it myself; I can do it cheaper that way.
 549. Then you would use this railway? I certainly would, at every opportunity.
 550. Did you collect any of the information for Mr. Day in connection with the statistics that he produced this morning? I collected a few some time back and handed them to Mr. Day.
 551. Covering what area? Covering 2,650 acres of crops.
 552. How many holdings are there between Green's Gunyah and your property? There are thirteen holdings near to my house.
 553. Have you examined the figures that were produced by Mr. Day? No.
 554. Then you can only speak of those which you supplied to Mr. Day? That is all.
 555. Do you send any live stock to market? I do.
 556. Then you would send them by rail if the line was constructed? Yes, I would; I should only have to bring them 12 miles instead of 25.
 557. Would you get your supplies by railway too? Certainly.
 558. Where do you get them now? From Wagga Wagga and Sydney, by The Rock.
 559. What does it cost you to get your goods from The Rock? I generally cart them myself.
 560. Have you ever gone into a calculation as to what you ought to debit your accounts with for being your own carrier? It is about half what I should have to pay to carriers.
 561. Do you regard 10s. a ton for wool from Green's Gunyah to The Rock as a fair charge? Yes; I should not object to it.
 562. You are thoroughly favourable to the construction of the railway, and would be a good customer to it;—do you think that the people between here and your homestead would use the railway? They would. I always hear them speak favourably of it.
 563. *Chairman.*] Does the road after passing Bullengong Creek from The Rock go direct to Mount Galore? Yes; it is a direct mail route.
 564. Is it all forest country south from that road to Green's Gunyah? Yes; it is all forest country.
 565. Going from where it crosses Bullengong Creek to Mount Galore, 8 miles north, there is the Old-man Creek? Yes.
 566. What sort of land is it between those places? Plains.
 567. How wide is it from the road north to the edge of the forest country? About half a mile. The average width of the forest country on the northern side of the road from Bullengong to Galore will be about 2 miles; beyond that, going northerly, the plain country extends pretty well to Murrumbidgee.
 568. Will you describe the country going north from Galore to Narrandera? The road first goes in a north-westerly direction till it strikes the main road from Wagga Wagga to Narrandera; then it follows 10 or 12 miles along this road. North from this to the Murrumbidgee is flooded country and plain; to the south it is fairly good agricultural country.
 569. Will you describe the country south from the routes that we have been previously speaking of? The plain country keeps away from the line about 10 miles till you get pretty well west of Galore; from that point right to Galore it is all good agricultural land.
 570. Describe the country south-west from Galore? Going south-west from Galore towards Coonong it is fairly good agricultural land till you strike the plains about 10 or 15 miles from Coonong.

Thomas Alfred George, farmer and grazier, near Boree Creek, sworn, and examined:—

- T. A. George. 571. *Mr. Black.*] Where is your holding? About 10 miles north-west of this place, and about 3 miles from Boree Creek.
 13 Oct., 1897. 572. What is the size of your holding? 3,000 acres.
 573. Have you any of that land under cultivation? Yes; 160 acres.
 574. What property had you under crop last year? None; we had only been ten months in the district; there was about 115 acres under crop on the same property last year.
 575. What area will you have under crop next year? If we get a railway, about 400 acres.
 576. Is it good country in your direction? Yes.
 577. Where is your nearest railway? At The Rock, 31 miles away.
 578. And you are about 10 miles from Green's Gunyah? Yes.
 579. I suppose you will bring your produce here if a railway is made? Yes.

Thomas Henry Davis, farmer, Green's Gunyah, sworn, and examined:—

- T. H. Davis. 580. *Mr. Roberts.*] How long have you resided in the district? About four years.
 13 Oct., 1897. 581. What area of land do you hold? 605 acres, of which I have 210 acres under cultivation this year.
 582. What did you begin with, four years ago? I have only had two crops on the land; last year I had 210 acres under crop.
 583. Where does your property lie? About 1 mile north-west from here.
 584. Where do you send your produce to? To The Rock.

585. Do you come through Green's Gunyah? Yes.
586. What do you pay for carriage to The Rock? I have paid 12s. I cart most of the produce with my own teams.
587. Then you would have no objection to pay 5s. a ton for carriage by the railway? I should not.
588. Notwithstanding that it is double the rate charged in other districts for similar distances? No.
589. Do you get your supplies by way of The Rock? Yes; from Wagga Wagga.
590. Did you hear the evidence of Mr. Day? Yes.
591. Do you entirely agree with what he stated? Yes; it was correct, according to my experience.
592. Did you take any active part in preparing his statistics? No; I gave them my own statistics.
593. From what you know of the district, what do you think of the figures given by Mr. Day? I think they are correct.
594. Do you think this district has a great future before it as regards agriculture? I do. I came from Victoria to this part; I had three farms in Victoria, and I was paying a big rent for them—6s. an acre. I consider this land far superior to the land in Victoria, but the land there is selling at £7 and £8 an acre. In Victoria we had a railway near us, and we could cut chaff and send it to market; here we cannot do that. I consider that in chaff a man can grow a large bulk here, and make more than he can out of grain. Last year I made £7 an acre out of the stuff that I cut for hay. In summer you could cut it and send it away to Sydney, but in winter you could not do it; the roads are too bad.
595. If a railway came to Green's Gunyah would the land be largely increased in value? Yes.
596. Are you a homestead lessee? No; I have a special area. I took up the land at 35s. an acre. We can cut a lot of stuff and sell chaff. It takes 3 acres to produce 1 ton of wheat. Going in for hay, you can get 2½ tons per acre. If the land is dirty it is not good for wheat, but you can turn it into a hay crop, and it will make good chaff.
597. Do you run any stock? I have sheep, but my principal object is farm.
598. Do you intend in future to increase the area under wheat? Yes.
599. What area do you expect to have in next year? Above 300 acres. Had it not been a dry season I should have had that in this year.
600. The evidence which you are giving now is the evidence which would be given by those in your neighbourhood? Yes.
601. *Mr. Black.*] What part of Victoria did you come from? From the Goulburn Valley, near Shepparton.

T. H. Davis.
13 Oct., 1897.

Samuel Higgins, homestead lessee, sworn, and examined:—

602. *Chairman.*] What area have you? 480 acres.
603. What do you pay for it? The capital value of the land is 30s. an acre, and I pay 1¼ per cent. on that for the first five years. After that I am to be subject to reappraisal, which I believe will make it twice the amount which I am paying now.
604. Are your neighbours paying the same? Yes.

S. Higgins.
3 Oct., 1897.

William Herbert, farmer and grazier, near Green's Gunyah, sworn, and examined:—

605. *Mr. Black.*] Where do you reside? About 8 miles north-east from Green's Gunyah.
606. How many acres have you? About 4,900 acres.
607. How much of that is under crop? 420 acres. It is in two properties—one is about 8 miles from here, and the other about 18 miles.
608. On which property have you the crop? On the property nearest to Green's Gunyah.
609. What had you under crop in the previous year? About 200 acres.
610. Do you intend to make a further increase? I have 300 acres getting cleared now.
611. Where have you been sending the crop to? To The Rock.
612. How far are you from The Rock? Twenty-two miles.
613. What do you pay for the carriage of wheat? 1s. a bag.
614. Do you expect to get it done at the same rate this year? No; I think it will cost more this year. The teams are not in the district, and there will be far more to cart. I have offered 13s. 6d. a ton, and it has been refused.
615. Do you think that the charge will be as high this year considering the circumstances? It will be fully 1s., if not more.
616. Are there many farmers in your locality? A good few within a few miles of my place.
617. Is the land there equal in quality to what it is here? Yes, fully.
618. You have heard the evidence given to-day? Yes.
619. Do you desire to correct it in any particular? I might throw a little light on it. The evidence is fully reliable. If a railway were to come here, instead of 40,000 acres being under crop, there would be over 100,000 acres under crop within twelve months. If we were to put as much wheat in as we can we should not be able to get the teams to take it away.
620. You think the railway is likely to pay? I do not think it; I am sure of it. Mr. McDonell said there is a plain to the east. I might remark that on the east of Mr. McDonell's property, right to the Murrumbidgee, it is all good land, with the exception of about 700 acres of plains.
621. It is continuous forest timber? Yes. The produce of all the land on this side of the Murrumbidgee north from here must come to this place.

W. Herbert.
13 Oct., 1897.

William Douglas Drummond, farmer, Berrigan, sworn, and examined:—

622. *Chairman.*] You are a resident of Berrigan? Yes.
623. Have you a full knowledge of the Berrigan district? Yes.
624. Do you know the district around Green's Gunyah well? Yes.
625. What is your opinion with regard to the comparative merits of the two districts? I think there is a far larger area of land fit for agriculture here than there is in the Berrigan district.
626. And is the quality of the soil equal? Yes.

W. D.
Drummond.
13 Oct., 1897.

- W. D. Drummond.
13 Oct., 1897.
627. Will any land thrown open by the Government be taken up readily? Yes; I have not the slightest doubt about it. There would be the largest ballot for the land that is to be thrown open that we have had yet.
628. Do you believe it will pay the pastoralists to devote their land to agriculture? Yes; I am certain that the owners of the large estates will do it, as they have done about Berrigan. They will find that wheat-growing pays the best.
629. You have made the statement that in your opinion Green's Gunyah is the centre of the district which will furnish a larger area of agricultural land than the Berrigan district;—will you explain why you hold that opinion? When advocating the line from Jerilderie to Berrigan, we took an area with Berrigan for the centre, running 6 miles north in the direction of Jerilderie, 12 miles west, and 12 miles east, then running south to the river about 20 miles.
630. And Green's Gunyah, in your opinion, is the centre of a larger district than that? Yes.
631. What has been the influence of the railway upon agricultural settlement in the Berrigan district? For the year 1887, when we came to New South Wales, there were about 2,000 under cultivation in the district; but within the same area to-day there must be fully 80,000 to 100,000 acres under cultivation.
632. What proportion of that will use the Berrigan to Jerilderie line? The greater portion of it will. Last year, South Australia, having a shortage, the buyers from South Australia came into the market at Yarrowonga, Tocumwal, and Corowa, and offered high prices, the consequence being that about 100,000 bags went across the river.
633. How many bags went by the railway? About 110,000 up to the present time.
634. Because of the shortage in South Australia, the Berrigan line, in your opinion, lost about half its wheat traffic? Yes.
635. About 11,000 tons were lost? Yes.
636. Therefore, at 2s. 6d. a ton, the railway lost between £1,300 and £1,400? Yes; about that.
637. You think that there can be no serious competition with the proposed line to Green's Gunyah? Yes.
638. How far from a railway do you think a man can afford to grow and cart wheat under ordinary circumstances? If a man has to cart more than 10 or 12 miles he then has to engage teams. At Berrigan, if they are within 10 miles of a railway, they do not put the cost of carting it down at all, because at the time of the year when the wheat is taken to market their horses are idle, and they cart it themselves.
639. And what is the state of things where they are more than 10 miles from a railway? They employ carriers. A man 18 miles out would have to pay 8s. a ton for the carriage of his wheat. I desire to state that not only would the railway be beneficial to an agricultural district because of the cheapness of the freight, but it is a great advantage in moving large bodies of grain. On the railway to Berrigan last year there was a special rate of 2s. 6d. a ton from Jerilderie to Berrigan, and the fact of so much wheat being at Berrigan brought more buyers into the market, and they gave the same price for wheat at Berrigan as they gave at Jerilderie, although it should have been 2s. 6d. a ton less. Nearly all the farmers sold their wheat right away at 4s. 4d. per bushel. They were able to guarantee delivery in a week's time if necessary. If they were 20 or 30 miles from a railway they could not guarantee delivery within a month. Many farmers, if they had not had the railway, would have lost the market. Before they could have got the wheat to Jerilderie it would have been down 4d. a bushel, and they would have had to pay 4d. cartage to Jerilderie. I consider that it is a clear saving to the farmers of Berrigan having the railway last year of from £10,000 to £15,000.
640. If the wheat from the Berrigan district were concentrated in Berrigan could they shift it from Berrigan to Jerilderie? No.
641. Would the same thing apply here? It would apply in any district where the roads are not formed. They get very bad, and the teams cannot travel on them.
642. Have you anything else to tell the Committee? In regard to the large holdings, which I know Parliament looks upon as being to a certain extent detrimental to the interests of the railways, I would point out what has been done in the Berrigan district on one or two of the larger estates. Since 1888 Messrs. McFarlane Bros., of Barooga, have sold from 23,000 to 25,000 acres to small holders, who have gone in for agriculture, and they have 10,000 acres for sale to-day. So it is evident that if farmers come into the district the large holders are not going to occupy the land if they can get a fair price for it. The owners of Momalong Station, on the east side of Berrigan, have sold 6,000 acres, and they placed 2,000 acres more on the market last week. Berrigan Station, on the north, sold 800 acres, and they have 5,000 acres more to sell. In regard to the clips of wool in the Berrigan district, the clips from Wunnamura and Berrigan went to Sydney this year. In previous years they went to Melbourne.
643. *Mr. Roberts.*] Which way does the Momalong wool go? It has gone to Sydney for the last two years. It previously went to Victoria. I consider 5s. a ton rather high as a special rate, but it may suit the farmers very well to pay it. I think 3s. a ton would be a very fair thing from The Rock to Green's Gunyah. If the Government make the rate as low as possible, it naturally increases the production, and if that were done, in a year or two the line would be one of the best-paying lines in the Colony. Notwithstanding the fact that Jerilderie is only 8 or 9 miles north from Mairiinary Siding, the farmers prefer to pay 2s. 6d. per ton for wheat to go by railway to taking it to Jerilderie by road. In the sale of land at Barooga 10,000 acres were publicly sold on the 25th instant.

Robert Alexander Warden, Acting Manager, Commercial Banking Company of Sydney, Limited,
Green's Gunyah, sworn, and examined:—

- R. A. Warden.
13 Oct., 1897.
644. *Mr. Roberts.*] Are you Manager of the branch of the Commercial Banking Company of Sydney (Limited) at Green's Gunyah? I am Acting Manager.
645. How long has this branch of the Commercial Bank been established here? Three weeks to-day.
646. Was it upon your recommendation that it was established here? Yes; on my recommendation to the Board of Directors.
647. Will you tell the Committee what prompted you to make that recommendation? I was in the Riverina district about six weeks ago, when I heard of the prospects of Green's Gunyah, and I came here myself, driving round from Berrigan through Urana by Emu Plains and Boree Creek, and I spent three days here. During those three days I saw as much of the country as I possibly could, and having seen the nature of the soil and obtained information from Mr. Day as to the number of selectors within a radius of 15 miles, and the area under cultivation, I had not the slightest hesitation in recommending that the Board should open a branch here at once. I look upon the soil of this district as being quite equal

equal to anything in the Berrigan district, and I have been all over that district. I think that the area of agricultural land is larger within the same radius of Green's Gunyah than it is in the Berrigan district. There is a great deal of land about Berrigan which I do not think equal to this—sandy land, and swamp, and plain country, not fit for agriculture.

R. A.
Warden.
13 Oct., 1897.

648. Up to the present time, has the amount of business done been up to your anticipations? It has been more than equal to my anticipations; but a banking business cannot be made in three weeks. I am more than satisfied with the prospects of business here.

649. In your official position, I suppose you travel about New South Wales a great deal? Yes; I travel all along the line from Sydney to Albury, and south of the line.

650. You have had sufficient experience to be able to judge of the soil, and its suitability for wheat-growing? Yes; I have had a great deal of experience.

651. You think that if a railway were constructed here, a great impetus would be given to wheat cultivation? I think so. I think it would induce a much larger area to be put under wheat cultivation.

THURSDAY, 14 OCTOBER, 1897.

[The Sectional Committee met at Brookong Station, at 7 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from The Rock to Green's Gunyah.

John Bligh Nutting, Inspector of Stations, Union Mortgage and Agency Company of Australia, Limited, sworn, and examined:—

652. *Chairman.*] Does the map before you show correctly the land you are obtaining in exchange for land that you are surrendering to the Government; and does it also show with tolerable accuracy the plain land which is not suitable for wheat-growing on the Brookong station? Yes, the land outside the mark shown on the map defining the plain country is, in my opinion, most of it suitable for agriculture. It is the best of wheat land. Those exchanges are practically settled.

J. B. Nutting.
14 Oct., 1897.

653. What is the total area of the estate? 130,000 acres of freehold, and about 30,000 acres of leasehold.

654. How long can you hold the leases? We are giving up the lease; it will be an annual license.

655. How many acres are you surrendering? Leasehold and freehold, about 30,000 acres.

656. How much land have you under wheat? This year we have let 5,000 acres; they have not got wheat in the whole of it on account of the dry season. We are going to increase the area next year to 7,000 acres.

657. Can you make any statement as to the probabilities of increasing the area beyond that? In all probability it will be increased to 10,000 acres.

658. Are you prepared to make any further statement with regard to the rest of the estate? I cannot say whether we are going to use it for sheep or wheat. It is impossible to say what the company will do.

659. In your opinion, is it probable that agricultural occupation will pay better than pastoral occupation? I know that it will.

660. Then we can estimate your own probabilities from that? Yes.

661. Would the produce of the holdings, as depicted on the map, go to Green's Gunyah, as a centre, if there is a railway there? Yes.

662. Do you think the produce of the properties in the parish of Clive will go to Green's Gunyah? I am sure of it.

663. If there is a railway station at Green's Gunyah would you send your wool there? It is all a matter of price.

664. You are at present paying for land carriage down to Corowa? Yes.

665. How far is that? 70 miles.

666. Then it is simply a question of land carriage to Corowa, or railway carriage to Green's Gunyah? It is simply a question of a through rate; and a through rate to Melbourne is 60s.

667. If the Government will carry produce from Green's Gunyah for 60s., will you use the railway? I think so, decidedly, deducting land carriage to Green's Gunyah.

668. Anything under that would make it certain? To put the thing in a straight way, we have never asked the railway authorities of Victoria or those of New South Wales to come down. They have always approached us. They have kept coming down and coming down. Then, of course, we are simply taking the lowest rate; that is all. Suppose the New South Wales railway authorities to-morrow said, "We will carry your wool for 60s. from Green's Gunyah to Sydney"; if the Victorian railway authorities came and offered to do it for 50s, we should send it to Victoria.

669. What is a fair rate of land carriage from here to Corowa? It is £2 from here to Corowa, and the Victorian railway carried the stuff then from the Murray to Melbourne for £1.

670. Do the Victorian railway people take the traffic from here, or have you to take it to the railway? M'Culloch's people do it for the Victorian railways. They have their arrangements with the railway authorities.

671. You enter into a contract for a through rate to Melbourne? Yes.

672. You see the area depicted on the map of which Green's Gunyah appears to be the centre;—what is your opinion of that area? It comprises the very best wheat land. I do not think you could get any better wheat land anywhere.

673. Have you a knowledge of Berrigan? Yes; I have a thorough knowledge of the country at Berrigan and Finley. There is a tendency on the part of the Berrigan people to come here—in fact they are coming; and, had we wished to do so, we could have leased 15,000 acres for agricultural settlement this year. The Railway Commissioners of New South Wales offered to carry our wool for £3 10s. 6d., and the road carriage from Brookong to The Rock is £1. The cartage from Brookong to Green's Gunyah would be 5s. a ton; therefore the expense of a railway from The Rock to Green's Gunyah would make a difference in carriage of approximately 15s. a ton. The cheapest road-carriage for everything is about

J. B. Nutting. 6d. per mile. The probability is that there will be a deal of wheat grown if the carriage goes down to 2s. 6d. per ton over the line. That pays very well.

14 Oct., 1897. 674. Where do you get your stores from? Our bookkeeper can talk to you on that point. The rate of carriage has a great deal to do with it.

675. Is it not a fact that if the wool goes to Sydney the stores will come from Sydney? Yes; it is a question of the prices of stores. In all probability the stores will follow the wool as long as the carriage is cheaper. Even if our wool did not go to Sydney, it appears to me that the cheapest way to get even to Melbourne from Brookong would be to pay the 5s. land carriage to Green's Gunyah and the railway rate from Green's Gunyah to Albury instead of 70 miles of land carriage to Corowa. In order to equalise the two land carriages to the north and to the south, there would be £1 15s. under the present arrangement available for a short run on the railways. Therefore the extension from The Rock to Green's Gunyah may get the Brookong wool. The question is, whether it will get the wool from The Rock to Sydney or from The Rock to Albury.

Walter Day, farmer, Green's Gunyah, sworn, and further examined:—

W. Day. 676. *Chairman.*] You wish to make a statement to the Committee? Yes. My attention has been directed to the discrepancy between the statistics furnished by me to the Committee and those furnished by the officer who collected them for the Railway Commissioners. I have no doubt about the accuracy of my statistics. I am prepared at any time, if an officer be sent for the purpose, to verify them. The discrepancy may possibly be explained by the development that has taken place since the statistics were obtained. The Committee have had an opportunity during the last few days of seeing that the area is being considerably extended. As an example I desire to emphasise this, that Brookong, which I put down at 4,500 acres under cultivation, has been under-estimated by 2,500 acres. My statistics did not include the Mahonga wool, which I think will probably reach the railway at Green's Gunyah. There is also 90 tons of wool from Boree Creek which I did not include, which, being only 12 miles from Green's Gunyah, it appears would certainly use the railway from that place.

William Charles Rolls, Manager, Brookong Station, sworn, and examined:—

W. C. Rolls. 677. *Chairman.*] How far is it from Green's Gunyah to Mabonga? The wool-shed is at Urangeline, and the distance is 18 miles from Green's Gunyah.

14 Oct., 1897. 678. What would be the rate of carriage from Green's Gunyah from there? 8s. or 9s. a ton.

679. What would the rate of carriage be from Urangeline to Corowa? About £2.

680. Is it the same distance to Brookong from Corowa? Urangeline is about 10 miles nearer. Their rate of carriage might be 35s. According to the ordinary rate paid, it is probable that their carriage to Corowa would be 5s. less. I should reckon the Mahonga clip to be somewhat larger than the Brookong clip. The Brookong clip varies from 2,000 to 3,000 bales, or from 450 to 475 tons. The Mahonga clip would probably be about 500 tons. The Urangeline country, in the vicinity of the woolshed, is suitable for wheat. If there was any cultivation at present about Urangeline, they would have to pay 15s. a ton freight to reach Yerong Creek, which is the nearest railway station.

FRIDAY, 15 OCTOBER, 1897.

[The Sectional Committee met at the Court-house, Urana, at 2 p.m.]

Present:—

THOMAS THOMSON EWING, Esq., CHAIRMAN.

The Hon. CHARLES JAMES ROBERTS, C.M.G. | GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed railway from The Rock to Green's Gunyah.

Charles Norman Culley, stock and station agent, Urana, sworn, and examined:—

C. N. Culley. 681. *Chairman.*] You are a resident of Urana? Yes; and I am a stock and station agent.

15 Oct., 1897. 682. You know the district thoroughly? Yes; I am honorary secretary of the local Progress Association. I have been in the district for the last twenty years. Urana is at present isolated, having no railway communication. We have on the north of us the Jerilderie to Narrandera line, which at the nearest point is 18 miles distant from here, and owing to the nature of the country it is practically of no benefit. There was a survey made, I think, about three years ago from the Rock, *via* Green's Gunyah, on to Clear Hills, south-east of Urana. The dotted line on the map shows approximately the situation of that line. If there were an alteration and the line started about 13 miles east of Urana, it would serve Urana and the settlement on the north-west. The route that I believe would be the most acceptable to the people of this neighbourhood and most beneficial to them, would be one coming direct from Green's Gunyah, down the travelling stock reserve to Urana, passing through Crown land all the way from a point 13 miles west of us. The line as surveyed by the Department of Railways would go through flooded country, which would mean a heavy expenditure in construction, and render it inaccessible. It would also pass through private property all the way. The Clear Hills people, situated about 15 miles south of Urana, are in accord with us. When I speak of Clear Hills, I mean a locality pretty well south of Urana, coming down as far south as old Clear Hills, and embracing a width of approximately 10 miles.

683. You are an exponent of the views of the people of Clear Hills, when you advocate the extension to Urana? Yes; from Urana to this settlement there are also Crown lands. The map in the possession shows the stock route and other reserves in that direction; then when you get from Urana south to Clear Hills you follow the travelling stock route first.

684. Then, having made sufficient southing to pick up the dotted line, do you approve of the rest of the line into Berrigan? I desire to limit my statement to the vicinity of Urana and Clear Hills. Daysdale

- is situated to the north of a parish named Coreen. The views I express are the views of the Daysdale people. C. N. Culley.
685. The line, if extended as far as Green's Gunyah, will be of no value to you at Urana? No.
686. Still you view with favour this portion of the line which will eventually be constructed to or near Urana? If the line came from The Rock straight down to Urana, it could at any time be continued to Clear Hills. My contention is that a line from The Rock forms a portion of the line for the eventual development of this district, and if it were brought to Urana, as I suggest, it could then turn in a southerly direction, and go through Clear Hills towards Daysdale. Within the last twelve months 15,000 acres have been settled on.
687. What are the people going to do with that land? It is nearly all good cropping land. Between the Nourawie Settlement and Urana there are also some 9,000 acres of Crown lands to be thrown open. If the line came to Urana, those people would have it, at the nearest point, within 5 miles. North-east of Urana, on the boundaries of Buthawa and Brookong holdings, there is a large forest reserve of very good land, which comes within 7 miles of Urana. No doubt in a short time that land will be settled on. There is a surveyor out now surveying some portion of it—about 3,000 acres. Should the line come from Green's Gunyah to Urana, down the travelling stock route, it would pass within 3 miles of that reserve.
688. What is the freight from Urana to Coonong? At the present time the freight from Urana to Coonong is about £1, or 25s. for ordinary merchandise.
689. Is there any wheat carriage? I have nothing to do with wheat; but I should think that the cost of the carriage of wheat would be about the same.
690. Would a running rate of 6d. a mile be the charge for wool, as a rule? I do not think so. With regard to the cost of road carriage, either from the New South Wales or Victorian railways, I have no knowledge in detail; but I am able to state that the road from Urana to Coonong, which is our shortest road carriage to the railway system of New South Wales, is unsuitable for the traffic, and we cannot use it. On looking at the map one would naturally think that the line which we should advocate would be one from Coonong to Urana; but knowing the better country and the number of people a line from The Rock *via* Green's Gunyah would serve, we are in favour of that route. It would pass through good agricultural land; but a line the other way would not.
691. How wide is the plain coming east from the Jerilderie-Narrandera line? With very little exception it is all plain.
692. Suppose you left the Narrandera to Jerilderie line, and were going east, how far would you travel on plains before you reached the timber country? I think the plains would extend about 10 miles.

C. N. Culley.
15 Oct., 1897.

Percy Rollo Brett, Inspector of Stock, Urana, sworn, and examined:—

693. *Chairman.*] Did you hear the evidence of the last witness? I did, and I agree with it.
694. Do you agree that that plain is about 10 miles wide? I quite agree with the last witness that it is about 10 miles. P. R. Brett.
695. Do you know the freight for merchandise, wool, and wheat, from Urana to Coonong? I know they have offered about 25s. for carriage to Coonong, this year, and could not get their stuff carried. I had wheat to send over, and they wanted 2s. 9d. a bag, which is about 25s. a ton. The other day I sent over 3 tons, when fourteen good horses got bogged. The road from Urana to Coonong has had, in places, very considerable sums of money expended upon it, but thus far with very little result. 15 Oct., 1897.
696. Is 25s. a ton a fair rate right through? It is too high.
697. Is it a fair index of what the people have to pay? £1 is the lowest that I have ever known it to be.
698. What is the rate from Urana to The Rock? I could not say.
699. Have you carried to Corowa? Yes; you can get a load from Corowa—back loading—for £1 a ton.
700. What is a fair rate for a squatter to pay to have his wool carried from Urana to Corowa? About £2 a ton.
701. Would wheat be as much? It would be quite as much.
702. Therefore the freight from Urana to Corowa is approximately about £2 a ton, and is likely to remain so? Yes; except in the wool season, when you can get return loading. It may be done in summer time, under favourable conditions, from 25s. to 30s. a ton.
703. What is the road like from Urana to Green's Gunyah? It is very good, except on the Brookong plains, and there it is very bad.
704. How far are we from Green's Gunyah? About 32 miles.
705. How far is it to Corowa? Fifty miles.
706. What do you consider would be a fair rate to Green's Gunyah for wool or wheat? The road carriage from Urana to Green's Gunyah would not be much less than that to Corowa, although the distance is nearly 20 miles less. In one or two places it is very bad road.
707. Have you any other information for us? I desire to give some information with regard to the land under cultivation, the development of settlement, and with regard to wool. If the line Mr. Culley advocates is made, it would bring us at the nearest point 4 miles from the Urangeline wool-shed. That wool goes to Corowa. It is a very large district, and the clip in fair seasons would average from 4,000 to 5,000 bales. The Buthowa wool also goes to Corowa. At Buthowa they shear about 30,000 sheep in a fair season. At Burrengong they shear from 25,000 to 30,000 sheep, and that wool goes to Corowa. That wool would come here if the line were made as suggested. At Urangeline Station they shear 14,000 or 16,000 sheep, and the wool from there would come here. That would account for the larger stations. There are a number of smaller stations as well. Six miles south of here the whole country is selected in blocks of from 260 acres to 320 acres. The selectors are living on the land and clearing it for cultivation. The land is settled from a mile for a distance of 7 or 8 miles. Some of the selectors have as much as 50 acres under cultivation. The land abuts the area that Mr. Culley said is now being surveyed on the Brookong holding. One of my sons and I have nearly 800 acres, and we intend to put the whole of it under wheat if we can get cheap carriage. I wish to emphasise the remark made by Mr. Culley in reference to the portion of line shown by dots on the map, coming from Green's Gunyah east of Urana. It will go through large pastoral estates and be contiguous only to a couple of portions of agricultural land. There are about three selectors who would be likely to go in for cultivation there. From where it approaches the Urangeline Creek to Uranagong Lake, it would require to be piled nearly the whole distance, which I estimate at 3 miles. It would require other works also in addition to that.

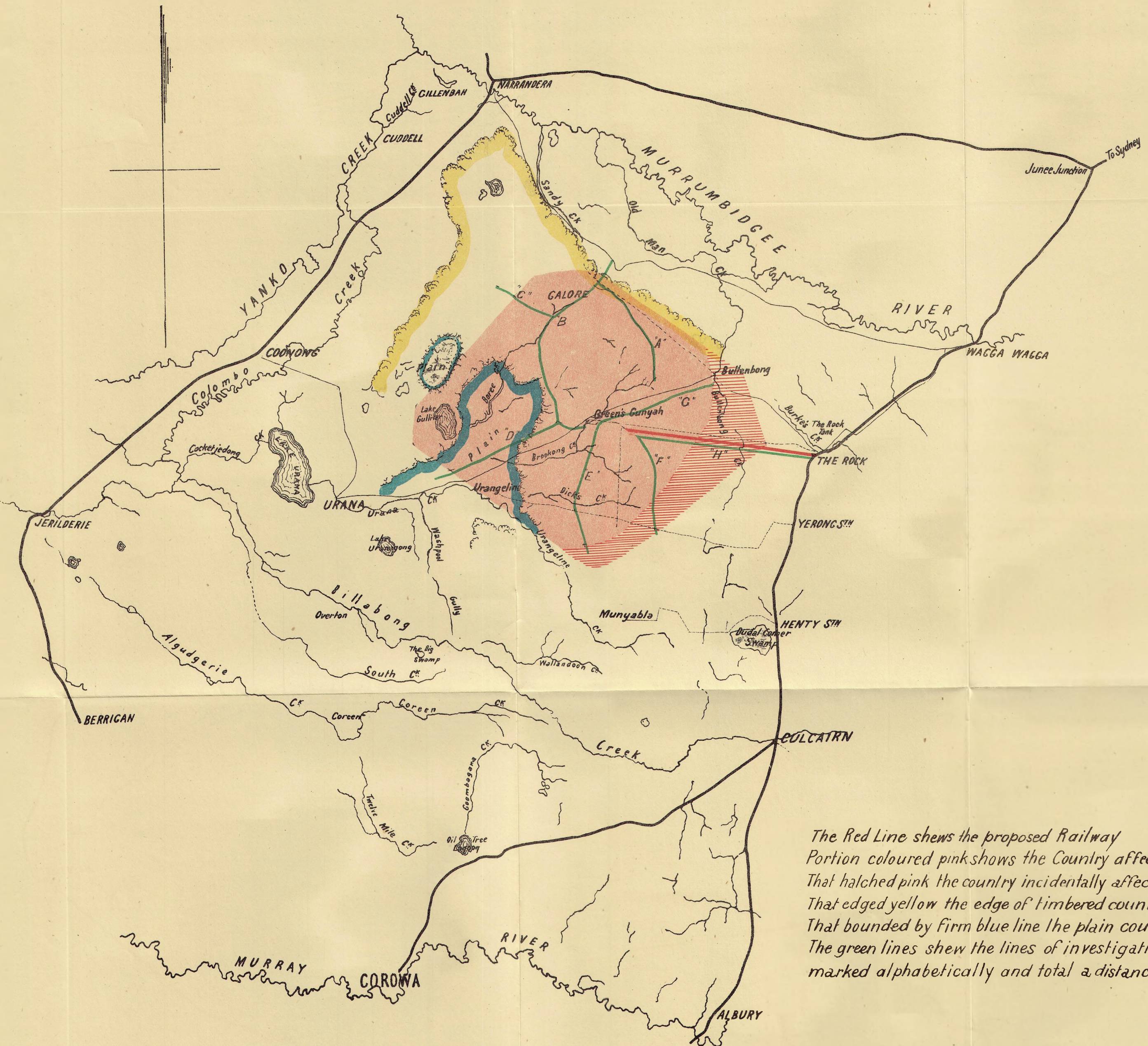
Herman Ambrose Hill, storekeeper, Urana, sworn, and examined:—

- H. A. Hill. 708. *Chairman.*] What is a fair charge for the carriage of goods from Urana to Coonong? In the winter months the rate of £1 a ton.
- 15 Oct., 1897. 709. Is that for everything? Yes; for all merchandise. There is great difficulty in getting the stuff carted, the roads are so bad.
710. What is it under favourable conditions? Fifteen shillings a ton.
711. Do you know the freight to Cowra? At present it is from 17s. to a £1 a ton, but that is on account of the return loading. The rate for wool is from 30s. to 35s. a ton. By making use of the return trips when the wool is carried we get stuff carried back sometimes as low as 17s. 6d. a ton.
712. The rate you mention to Corowa would cover wheat and wool, would it not? Yes.
713. Have you had experience of carrying from any other stations in the district? I have had goods brought to Urana from Morunda, which is 20 miles nearer Narrandera than Coonong, at the same rate as from Coonong. The distance from Morunda to Urana is 32 miles.
714. Why would they rather go there? Because the roads are more suitable for traffic.

[One plan.]

Sketch to accompany Report by the Sectional Committee

Scale 8 Miles to an Inch



*The Red Line shews the proposed Railway
 Portion coloured pink shews the Country affected by the Railway
 That halched pink the country incidentally affected
 That edged yellow the edge of timbered country
 That bounded by firm blue line the plain country
 The green lines shew the lines of investigation. They are
 marked alphabetically and total a distance of 114 miles.*

1897.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDIX, AND PLAN,

RELATING TO THE

PROPOSED RAILWAY

FROM

COOLAMON TO ARIAH.

Presented to Parliament in accordance with the provisions of the Public Works Act,
51 Vic. No. 37.

Printed under No. 25 Report from Printing Committee, 8 December, 1897.

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Sketch plan to accompany Report of the Sectional Committee.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RAILWAY FROM COOLAMON TO ARIAH.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing a line of railway from Coolamon to Ariaiah," have, after due inquiry, resolved that it is not expedient that the proposed Railway be constructed; and, in accordance with the provision of sub-section (iv), of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

REASONS FOR THE PROPOSAL.

1. The first action in regard to the construction of a railway from Coolamon to Ariaiah was taken in April, 1895, when the Member for the district waited upon the Minister for Public Works, and urged the necessity for a line from Coolamon to Merool Creek. A petition presented on this occasion represented the district to be adapted to both agriculture and pastoral pursuits, where wheat-growing was carried on extensively, and through which a railway could be constructed cheaply, the country presenting no engineering difficulties. Such a line as that proposed, it was also stated, would open up a large area of Crown land for settlement, and, in the opinion of the petitioners, there was no doubt that it would be found to pay, as it would give a great impetus to wheat-growing and farming generally.

A promise was given by the Minister that an officer should be sent to report upon the matter, and, accordingly, an examination was made by a surveyor, who reported in terms similar to the statements in the petition with regard to the nature of the country along the route of the proposed line, but pointed out that the land was largely undeveloped, the greater portion being used principally for pastoral purposes. The cultivated land, it was found, was only $2\frac{1}{2}$ per cent. of the country that would be benefited by the railway.

In 1896 the route of a line from Coolamon to Ariaiah was surveyed, and, as a result of an examination then made of the country to the east and west, an alternative proposal was brought under the notice of the Minister by the Engineer-in-Chief for Railway Construction, who was of opinion that the shortest and cheapest route to Ariaiah would be from Grong Grong, a station on the South-western Railway, 25 miles from Coolamon towards Narrandera. A survey from Grong Grong proved this to be correct, as there was a saving in length of nearly $9\frac{1}{2}$ miles, and in cost of construction of £16,668, though the estimated cost per mile was somewhat higher. It was reported that the country through which the Grong Grong line would pass, though used generally for sheep, was well adapted for agriculture, and that there was a yearly increase of population, and an extension of the area under crop.

Subsequently

Subsequently other routes came under notice, and are mentioned in the evidence given in the present inquiry. One, advocated by the Methul Railway League, would leave the Coolamon-Ariah surveyed line at about 17 miles from Coolamon, near Cowabbie station, and proceed by a more direct route to Ariah. Another route suggested is from Ganmain (a railway station 10 miles west of Coolamon) to Ariah; a third is from Coolamon to Mandamah or Broken Dam; and a fourth from Temora to Ariah, *via* Mandamah.

It was decided by the Department of Public Works to submit the Coolamon to Ariah line to this Committee; but the Under-Secretary, in his evidence, expresses the opinion that, if any one of the lines be adopted, that from Grong Grong is the best, as it would serve the same purpose as the others at a lower cost.

DESCRIPTION OF THE PROPOSED RAILWAY.

2. In addition to what has just been stated, it should be mentioned that the surveyed line from Coolamon to Ariah passes along a travelling stock route for nearly the whole of the way. Commencing as a branch of the South-western Railway, at the Hay end of the Coolamon station, at 309 miles 40 chains from Sydney, it passes through the western portion of the town of Coolamon, in a north-westerly direction, to travelling stock reserve 1,914, and thence proceeds along the western boundaries of that reserve and travelling stock reserves 1,589 and 2,350, north-westerly, to 342 miles 40 chains. From that point it goes in a northerly direction, partly through the last-mentioned reserve, and through alienated land, to the travelling stock reserve 12,453, on which it continues north-easterly to Ariah homestead, where it terminates at 351 miles 24 chains 4 links; the total length of the line being 41 miles 63·28 chains. The ruling grade on the route is 1 in 100, and the sharpest curve 15 chains radius. The country passed through is generally flat, and for only about 5 miles is private land intersected.

ESTIMATED COST.

3. The estimated total cost of the line is £91,307, or £2,185 per mile. The details of the estimate show £10,317 for earth-works; £3,710 for timber bridges and small timber openings; £1,746 for level crossings, cattle stops, fencing, and road diversions; £26,072 for permanent-way material; £19,767 for plate-laying, ballasting, and sleepers; £7,356 for station works and station buildings; £4,500 for water supply; and other amounts, which, together with those preceding, make the total cost of the works £81,161 13s. 3d. The balance of the £91,307, which is £10,145 6s. 9d., is the estimate, calculated at 12½ per cent., for engineering and contingencies.

RAILWAY COMMISSIONERS' REPORT.

4. The Report of the Railway Commissioners is unfavourable to the line. The annual cost is given as £6,253, which comprises £2,753 interest at 3 per cent. on the capital expenditure, and £3,500, cost of maintaining permanent-way and traffic and locomotive expenses. The traffic estimate is £2,047, made up of £1,543, the total estimated revenue from all sources exclusive of mails, and £504 for mails. The estimated annual loss is, therefore, £4,206. The Commissioners recognise the fact that the land along the whole route of the railway is highly suited for agricultural purposes, but point out that settlement is exceedingly meagre. They also say that "the traffic that would be obtained on the line is now sent either to Narrandera, Grong Grong, Coolamon, or Temora, and it is only an increased development of the country that can be looked to for any additional traffic that will be placed upon the existing lines." Under present conditions, therefore, they do not see their way to recommend the construction of the proposed railway.

THE COMMITTEE'S INQUIRY.

5. In their inquiry, the Committee have examined official witnesses, from whom were obtained a description of the proposed line, and the reasons for the proposal, and also witnesses competent to give information with regard to the land likely to be affected by the railway, and to the rainfall and the population of the district. A Sectional Committee was then appointed to inspect the route of the railway and the country the line is intended to serve, and to examine witnesses in the district. Their report will be found printed with the evidence taken before them.

LAND

LAND IN THE COOLAMON-ARIAH DISTRICT.

6. The country through which the route of the proposed railway passes, and which the line would serve, is very suitable for agriculture. The population of the district consists of pastoralists, who combine agriculture with sheep-farming, and selectors, who also carry out a system of mixed farming.

At the present time there is a considerable area of land under cultivation, and the prospects of further enterprise in this direction are satisfactory. Whenever land is thrown open by the Government it is readily taken up. Farmers from the other colonies are constantly inspecting the southern parts of New South Wales, looking for land, and any area made available for selection attracts more applications than can be granted. This desire to settle in the southern districts of the Colony is due to the character of the land and the facility with which it may be cultivated.

The rainfall in the district through which the proposed line would pass is over 20 inches per annum, and the yield of wheat is stated to average about 16 bushels to the acre. Failure of crops, the Committee are informed, has taken place only when the conditions have been unfavourable throughout the Colony. "Within a radius of 100 miles of Narrandera, or perhaps more," the Government Astronomer says, in his evidence before the Committee, "the rain distribution is one of the best in the Colony. They have almost entirely satisfactory rains during the wheat-growing period. They have rain in the winter, when they sow the wheat, and an abundance of rain before December."

Taking the land within 20 miles on each side, and within a similar distance north, of the proposed railway—an area which may fairly be regarded as that which would be affected by the line—there are within that limit 483,360 acres of alienated land, 25,760 acres under settlement and improvement leases, 206,080 acres of reserves, and 293,540 acres of Crown land. The Crown land consists of 217,470 acres of leasehold land, which will be available between now and the year 1900, 55,750 acres of land held under occupation license, and 23,320 acres of untenanted land.

OBJECTIONS TO THE PROPOSED RAILWAY.

7. As a part of the Colony where settlement and production are satisfactorily progressing, the Coolamon-Ariah district has claims to consideration in the matter of railway communication; but the railway to Hay already serves a considerable portion of that district. To the statement of the Railway Commissioners that all the traffic which would be obtained by the line to Ariah is already sent to the existing railway system, either at Narrandera, Grong Grong, Coolamon, or Temora, may be added the opinion that, even if the proposed railway were constructed, some of this traffic would continue to go to one or other of those places. The new line would not attract it from localities to which the present railways, at one point or another, would still be equally convenient; and it is not contemplated to extend the line in the future northwards from Ariah, the intention being simply to construct it for the purpose of assisting the development of the Coolamon-Ariah district.

Another objection to the proposed railway is the direction in which it leaves the South-Western railway at Coolamon. Instead of branching off from the main line at a right angle, it leaves it at an acute angle, by which plan it remains, as the Sectional Committee point out, within the range of the influence of the Hay line for a longer distance than is desirable.

OTHER ROUTES.

8. At Warri, which is situated a few miles from Ariah, the line turns somewhat east of north, and, if it were desirable to only approach the country in the vicinity of Ariah, it would be sufficient for the present to construct the line to Warri. A suggested deviation *via* Methul has much to recommend it if it be determined to carry the produce southwards. A line from Grong Grong would, as far as Warri, be the most direct approach to the Hay line. But if a line from Coolamon, Grong Grong, or Ganmain, towards the north, be justifiable, other lines branching northward from other points on the South-Western railway will be required; and thus, in the course of time, there will be a number of short railways constructed to carry traffic, much of which is, and always will be, within the reach of the Hay line. Further, the produce of a territory lying west from Temora will be conducted south to be subsequently carried north along the main Southern line.

DESCRIPTION OF THE COUNTRY WEST FROM TEMORA.

9. The Sectional Committee, in their Report, which deals very fully with this question, describe the country through which a line traversing this part of the Colony in a westerly direction would go, as on the whole fairly suitable for agriculture. Portions of it are broken, and belts of mallee and ironbark are met with; but of the total area of land which would be within the influence of the suggested railway, a vast proportion may be regarded as good. The annual rainfall in these districts varies from 18 to 22 inches, and although the smaller quantity is not sufficient in itself to prevent the growth of cereals from being at times uncertain, the fall is generally at such periods of the year that 18 inches for the twelve months would not prevent agriculture from being fairly satisfactory to the settler, and preferable to pastoral occupation alone.

It will be found stated in the evidence before the Sectional Committee that a fair net return from pastoral land in this district is about 3s. per acre, and from agricultural occupation, 15s. per acre. The rent paid by Crown lessees is stated to be a few pence per acre per annum; but it is said that if these lands were available for agricultural settlement, and within 15 miles of a railway, a very much higher rent could be obtained. There are about 340,000 acres of Crown lands within a belt of country 25 miles wide, extending westerly from Temora to a point 15 miles beyond Warri. West from this the extent of Crown lands is still greater, and the increased value which would be given to these by railway communication is a matter of great importance.

A PREFERABLE SCHEME.

10. The question therefore arises whether the development of this part of the Colony cannot be brought about in a more advantageous manner.

In dealing with the matter of railway construction in any part of the Colony, it is as necessary to determine the extent to which areas outside the districts immediately affected by the proposal for a railway are concerned in the matter, as it is to decide upon the merits or otherwise of the proposal from evidence relating to the districts which the line is specially intended to serve. In other words, a railway proposal has a national as well as a local aspect, the former equally as important, if not more so, than the latter; and it therefore is advisable, in regard to any proposed railway extension, to consider, not only whether it will be beneficial to the district through which it will run, but whether it will advantageously form part of a scheme for the systematic development of the whole of the adjacent territory.

As will be found stated in the report of the Sectional Committee, there lies between the Lachlan and the Murrumbidgee Rivers a great area of undeveloped country requiring railway communication.

To the south of a line drawn through Wyalong towards Hillston, and between it and the existing railway to Hay, the Sectional Committee point out, a distance of nearly 70 miles intervenes, which distance is fairly well maintained to Hillston. This area of country is closely concerned in the proposed line, and should be benefited by any railway construction in that part of the Colony judiciously planned and carried out.

No survey of the country between Temora and Ariaah or Warri has been made; but it is known that there is no difficulty in the way of constructing a railway by this route. For about 5 miles west of Temora the land rises somewhat, but a good grade could be obtained, and, after crossing the range, the country presents no engineering difficulties. A direct line from Temora to Ariaah (or Warri) would be a little shorter than that from Coolamon to the same place, and the distance to Sydney would be less.

THE COMMITTEE'S RECOMMENDATION.

11. The Committee have agreed to the following resolution:—

“That, in the opinion of the Committee, it is not expedient the proposed Railway from Coolamon to Ariaah, as referred to the Committee by the Legislative Assembly, be carried out.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 18th November, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM COOLAMON TO ARIAH.

THURSDAY, 23 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee proceeded to consider the expediency of constructing a line of Railway from Coolamon to Ariah.

Robert R. P. Hickson, Under Secretary and Commissioner for Roads, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Have you a statement to make? Yes; it is as follows:—

COOLAMON TO ARIAH.

THE first action in regard to this proposal was taken in April, 1895, when Mr. Fitzpatrick, M.P., with Mr. Wm. Fisher, of Coolamon, waited upon Mr. Secretary Young, and urged the necessity for constructing the line.

Mr. Fisher presented a petition signed by a large number of farmers settled in the district interested, giving reasons why the line should be constructed, and asking that a trial survey be made.

The Minister promised that he would have an officer sent to report on the matter, and thereon Mr. Deane entrusted Mr. C. M. D. Stuart to make an examination of the proposed route.

Mr. Stuart's report, which was submitted to the Minister on the 27th June, 1895, showed that the line, which practically followed the travelling stock route, would pass over very flat country, and there would be no engineering difficulties. Also that the country passed through is good agricultural land, suitable for wheat-growing, and extends up to both sides of the range, which is low and narrow; it is greatly undeveloped, the larger portion being used for pastoral purposes principally. The cultivated land is about 2½ per cent. of the country that would be benefited by the proposed line.

The matter was not revived till April, 1896, when the Minister directed that this, amongst other proposals, should be prepared for submission to the Public Works Committee, and at the same time he authorised the survey to be carried out.

Mr. Barge, on 9th December, 1896, reported the completion of the survey by Mr. Mocatta, the length of line being 41 miles 63 chains 28 links, and the ruling grade 1 in 100. Estimated cost, £91,307, or £2,185 per mile, exclusive of land and compensation.

The Railway Commissioners, in response to the Minister's request, forwarded their report on the 11th December, 1896, which reads as follows:—

In accordance with the provisions of the 'Public Works Act of 1888,' section 13, we beg to report as under:—

Cost of Construction—

The Engineer-in-Chief for Construction estimates the cost of construction of a light railway line (exclusive of land and compensation), at £91,770

Annual Cost—

Annual expenditure at 3 per cent. £2,753
Cost of maintaining permanent way, and traffic and locomotive expenses 3,500

Total annual cost £6,253

Traffic Estimate—

Total estimated revenue from all sources, exclusive of mails £1,543
Mails 504

Total estimated traffic £2,047

The land along the whole route of the railway is of a high character for agricultural purposes. The settlement, however, is exceedingly meagre, and it will be seen that the prospects of traffic are far below the annual cost that would be incurred in working the line, and leaving a considerable deficiency in the actual daily expenses to be made up, as well as the whole of the interest on the capital outlay.

The traffic that would be obtained on the line is now sent either to Narrandera, Grong Grong, Coolamon, or Temora, and it is only an increased development of the country that can be looked to for any additional traffic that will be placed upon the existing lines.

Under the existing conditions we cannot see our way to recommend the construction of the line.

The Common Seal of the Railway Commissioners of New South Wales was hereunto affixed this eleventh day of December, one thousand eight hundred and ninety-six, in the presence of,—
H. McLACHLAN,

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FERRON,
Commissioner.

R. R. P.
Hickson.
23 Sept., 1897.

When the survey from Coolamon to Ariah was being carried out, Mr. Deane, in a minute to the Under-Secretary, dated 24th June, 1896, pointed out that in order that the Minister might have full information as to possible alternative routes, he had directed the surveyor to examine the country both to the east and west. Mr. Deane was of opinion that the shortest and cheapest is undoubtedly that joining at Grong Grong, and as it is reported to go through equally good country and serve the residents as well, it would seem to be preferable to the travelling stock route. The Minister approved of the survey being made, and on the 7th January, 1897, Mr. Barge reported its completion by Mr. Wilkins, the length of the line being 32 miles 25 chains. Ruling grades 1 in 100 and 1 in 75, and sharpest curve 16 chains radius. The estimated cost being £74,639, or at the rate of £2,310 per mile.

The country this line would pass through is generally composed of boree and mulga flats, and is used generally for sheep, but is well adapted for agriculture, and there is a yearly increase of population, generally from Victoria, who are taking up land for wheat growing. The first 9½ miles is chiefly through Crown property, and this is also the case on the part common to the Coolamon trial line.

A petition from residents of Grong Grong, Narrandera, &c., was forwarded by Mr. Fitzpatrick, M.P., urging the adoption of this route, and recently the Grong Grong Railway League wrote urging its construction, when the Minister approved of their being informed that if the line from Coolamon to Ariah was referred to the Public Works Committee, it would be competent for them to urge their claims for a deviation before that body.

A route was also advocated by the Methul Railway League, which would leave the surveyed route along the travelling stock route at about 17 miles from Coolamon, near Cowabbie Station, traversing private property for the whole of the distance (about 22 miles) to Ariah. Mr. Deane, in a minute to the Minister, stated that in adopting this route there would be a small saving in distance, but this is counterbalanced by the inconvenience of leaving the main road, and the difficulty and expense of making roads of access to the line. The matter then dropped.

In his report, dated 28th February, 1893, on the proposal from Coolamon to Broken Dam, Mr. Barge referred to an alternative line, which would be almost identical with this proposal, Coolamon to Ariah, and Mr. Wilkins also explored a line from Narrandera to Barrellan, which would run parallel to the Coolamon to Ariah line, and serve almost the same district.

2. Which line does the Department suggest? The line submitted to the Works Committee is the Coolamon to Ariah line, but I think that if either line is to be adopted the Grong Grong line would be the best. It will serve the same purpose at a less cost.

3. Do you know what the Ariah to Temora line would be like? No.

4. Have you any knowledge of the matter? I have no knowledge of that country at all.

5. What is the difference between the expenditure and the income as estimated by the Department? The annual cost is estimated to be £6,253, the total income from traffic £2,047, leaving a difference of £4,206.

6. What would be the cost of a line from Ariah to Grong Grong? About £74,639.

7. *Mr. Hoskins.*] Would it not cost more to make? It would cost more per mile, but the distance being shorter the total cost would be less.

8. *Mr. Roberts.*] What would be the loss, reckoning working expenses only and disregarding interest upon outlay upon the projected line from Coolamon? £1,453.

9. *Chairman.*] What is the Departmental justification for this line? The Minister hopes that the making of the line will increase settlement, and so bring in a large revenue.

Henry Deane, Engineer-in Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

H. Deane.
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10. *Mr. Fegan.*] Have you got a statement? No; I had a statement prepared for the Under Secretary, and I do not know that I have anything else to say. I hand in the following detailed estimate of the cost of the proposed railway:—

11 November, 1896.

COOLAMON TO ARIAH.

ESTIMATED cost of a single line of railway 41 miles 63·28 chains in length with 60-lb rails. Ruling grade 1 in 100. Sharpest curve, 15 chains radius at junction.

Description.	Estimated cost.			Average per mile.
	£	s.	d.	
Earthworks	10,317	5	0	247
Timber bridges and small timber openings.....	3,710	2	6	89
Level crossings, cattle stops, fencing and road diversions	1,746	0	0	42
Permanent way materials	26,072	7	3	624
Freight, &c.	5,938	16	0	142
Platelaying, @ 1s. = £3,677 12s.	19,767	2	6	473
Ballasting (½) @ 3s. 6d. = £3,217 18s.				
Sleepers, @ 2s. 6d. = £12,277 12s. 6d.	3,266	0	0	78
Station works, including junction and sidings				
Station buildings: waiting-sheds, £315; platform, £200; loading-banks, £450; goods-shed, £300; station-master's house, £200; grain-sheds, £500; 20-ton weighbridge, £275; 5-ton crane, £200; engine-shed, £500; coal-stage, £200; carriage-shed, £200; turntable, £600; sheep yards, £150.....	4,090	0	0	98
Water supply	4,500	0	0	108
Telegraph	627	0	0	15
Gradient and mileage posts	627	0	0	15
Miscellaneous	500	0	0	12
Cost of works	81,161	13	3	243
Engineering and contingencies, 12½ per cent., nearly	10,145	6	9	
Total cost.....	91,307	0	0	
Average cost per mile	2,184	17	0	

11. What is the chief product that will be carried on the proposed line? It is intended to tap the wheat-growing district and to serve the free selectors.

12. Have you been over the line? Yes, a short time ago. I started from Coolamon and returned *via* Temora.

13. I suppose your chief object ultimately is to connect with Temora or Wyalong? I do not think so. There is no proposal to connect in any way with the existing lines at any other point.

14. I see that the cost will be £91,770, and the annual expense will be something like £6,253, whilst the traffic will only return about £2,047? That is the Railway Commissioners' report, I think.

15. That means a heavy loss from the beginning? It does.

16.

16. With no prospect of getting more than you have on your estimate? Of course it is not my business to advocate a line. I am here to represent the engineering and construction part of the question. When I went over the line a short time ago, I saw a good many of the residents at the Ariah end, and, of course, they are very much in want of a railway. But they are not particular whether it goes from Coolamon or any other point as long as they get a railway. They say that the area under cultivation is very largely increasing, and that there are large areas of Crown land that have been, and which will be cut up, affording room for a very large extra settlement. They also told me that they had heard what has been proposed with regard to the Green's Gonyah line, namely, that special rates should be charged, and that there should be a kind of tax levied on the land, and that they would be quite prepared to advocate the same for their district if thereby the construction of the line would be secured.

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17. That is the residents adjacent to the proposed line? Yes.

18. Mr. Hickson's report says:—

Mr. Deane was of opinion that the shortest and cheapest route is undoubtedly that joining at Grong Grong, and as it is reported to go through equally good country, and serve the residents as well, it would seem to be preferable.

Is that so? Yes; I think that was some observation which I made when the question was raised some time ago.

19. It continues:—

The Minister approved of the survey being made on 7th January, 1897. Mr. Burge reported its completion by Mr. Wilkins, the length of the line being 32 miles 35 chains; ruling grades 1 in 100 and 1 in 75, and sharpest curve 16 chains radius, the estimated cost being £74,639, or at the rate of £2,310 per mile.

The difference in mileage would be 41 miles as compared with 32 miles? Yes.

20. How is it that this has been placed before the Committee instead of the other if the other is a shorter route? I believe the Minister preferred to have this line submitted, after considering the requirements of the people in the district. The opinion formed was that this line as submitted would suit the residents of the line along the route to a larger extent than any line more nearly at right angles to the south-western railways. There are a good many farmers in the neighbourhood of Cowabbie, to the right of the station.

21. Are they freeholders? They are conditional purchasers.

22. Then if the line were brought from Grong Grong it would not benefit them? No, they would be left out.

23. What population would the line from Grong Grong suit? That line would go in a direct line to Warri, where there is settlement. There are also some considerable Government reserves, which will probably be opened up for settlement.

24. I suppose there is not much engineering difficulty with regard to the construction of the line? No.

25. The two lines are about equal in that respect? Yes.

26. Would you have any difficulty in getting sleepers there? We should have to bring them by the railway, or they could be obtained from the range, which runs pretty nearly north and south about six miles to the west of Temora.

27. Then you have not any adjacent to the route of the line? None to speak of.

28. Is all that good agricultural country? It is magnificent country.

29. Very little of it is forest country? Very little, except pine forest. I was told that there were very large quantities of fine pine to the north-west of Warri, but that is not suitable for permanent way purposes, or bridges.

30. What is your estimated cost of getting sleepers? I put down sleepers at 2s. 6d.

31. Is not that rather a low price? Yes; but I think that they can be got for that.

32. In your estimate of the proposed line from Condobolin to Euabalong, you put down the sleepers at 4s. 3d.? Yes; there will be long carriage there. The ranges where iron-bark is found have only a very scanty and stunted growth of timber, and a great deal of it has already been worked out.

33. Have you any extra charge for bridges along the line, not shown on the plan? No; there is not very much. The estimated cost of waterways and culverts amounts to £89 per mile.

34. How many stations do you intend to have on the line? I think three or four, but the accommodation will be mostly in the way of short sidings without any buildings.

35. What would be the thickness of your ballast? I should do without ballast as much as possible. About a quarter of the line would be ballasted, as there are some places where the ground is rather wet.

36. Where do you intend to get your water supply from? We shall have to make artificial reservoirs; £4,500 is put down for that.

37. That will make, I suppose, about three reservoirs? Yes, possibly. There is a creek at the far end, but it has not been tested sufficiently. There is always water to be got there in the sand, but I am doubtful whether it would answer the purpose of a locomotive supply. I have reckoned upon having to make excavated tanks.

38. What would your earthworks chiefly consist of? Embankments; but at Coolamon there would be a few cuttings.

39. So there would be very little difficulty as regards the construction of this line? No difficulty.

40. Is there anything else but agricultural country there? There are a good many sheep. Cowabbie is a sheep run.

41. But the majority there are small settlers? On the eastern side of the run there are a good many small settlers, but the run itself is occupied by sheep.

42. Do you think there is any probability of this line paying in the near future? I would rather avoid giving an opinion on that. I should like to point out, as I did in the case of the Green's Gonyah line, that there are a number of Government reserves which have been cut up, and leaseholds which will soon fall in, and if the railway could be benefited to the extent of some part of the increased value, as recommended some years ago by the Railway Commissioners, it would reduce the cost of the line—that is to say, it would reduce the capital, and would enable it to pay at a much earlier date.

43. At the same time getting rid of the land. Whilst you are making the interest less you are giving away the State estate? Yes, it is quite a proper thing to do. The policy of the country is evidently to sell the public estate as fast as possible, and if the money were devoted to the railways it would be a very proper way of dealing with it.

44. I suppose you have no idea of the area of the reserves which you mentioned? I have asked the Under Secretary to write to the Lands Department to obtain it, but the information has not been received yet.

45. You prefer that we should ask the officers of the Railway Department whether they would recommend the construction of the line? Yes. Perhaps this would be a fitting time to say that when I was up there

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there it was pointed out to me by the residents of Warri, which is where the line bends to the north, that that was far enough for the line to go; that if it went to the 315-mile peg, that was all that the settlement required—that is, 6 miles less than is proposed. The line goes on to Ariaiah. I had instructions to make it to that point. Ariaiah is a station in the possession of the Bank of New South Wales, and they are waiting to see what is likely to be done in the matter of railway construction. If the line is made the land will be thrown open on the share principle.

46. By reducing it by 6 miles you would save very little? The cost of that part of the line would be about £2,000 a mile; that would be £12,000.

47. *Mr. Roberts.*] What is the distance from Temora to Ariaiah? Thirty-nine miles.

48. As against 41 miles from Ariaiah to Coolamon? Yes.

49. Would the construction of a railway from Temora to Ariaiah be more difficult or more expensive than the making of a railway from Ariaiah to Coolamon? I do not think there would be very much difference. The first 6 miles out of Temora would be the most expensive part of the line. It would have to mount the low ridge shown on the map; but after you get on the top it is practically level right across.

50. Could you give us a rough guess as to what the cost per mile would be to make a railway from Temora to Ariaiah? I should think that, taking into consideration the smaller mileage, the total cost would be about the same.

51. Does it not appear to you that a line from Ariaiah to Temora would be of greater advantage to the people around Ariaiah, inasmuch as the distance to be traversed to Sydney would be much less;—can you give us the distances from Sydney to Coolamon, Temora, and Ariaiah, and the difference in the mileage? I can give it in this way: The distance from Temora to Ariaiah is 39 miles; the distance from Sydney to Ariaiah, *via* Temora, is 330 miles; by way of Coolamon, 351 miles; and by way of Grong Grong, 366 miles.

52. The distance from Ariaiah to Sydney would be much shorter, would it not, than the distance from Ariaiah to Melbourne, *via* Wagga Wagga? It would be about the same, I think, but I have not the figures here.

53. Is it true that you suggested the Grong Grong route to Ariaiah as being preferable to the Coolamon route? Yes; there is a minute to that effect.

54. That would be on the ground of economy? Yes.

55. In making that suggestion did you take into consideration the possibility of connecting Ariaiah with Temora? I did not.

56. On second thoughts, would it not appear to you to be a preferable route? Looking at it from a different point of view altogether,—yes. But if you want simply to connect Ariaiah or Warri with the existing railway, no doubt the best way is to come down on to the south-western line. If you are looking to the future development of the railways, having a proper system to serve the country—cutting it up into strips, as it were—then I think the other connection should receive consideration.

57. You recommend the route from Grong Grong to Ariaiah, in preference to that from Temora to Ariaiah, on account of its being cheaper? Yes, merely on account of its being cheaper.

58. In making that recommendation, have you taken into consideration the extra haulage of goods over the line? Referring to Mr. Hickson's statement, I see that the words put into my mouth are: "Mr. Deane was of opinion that the shortest and cheapest is undoubtedly that joining at Grong Grong, and as it is reported to go through equally good country and serve the residents as well, it would seem to be preferable to the travelling stock route."

59. Would the line go through private land all the way from Grong Grong to Warri, or to Ariaiah? I do not know. I will have the report looked up.

60. Are you able to say that if the line were recommended to go that way the owners of the land would be prepared to give what land is required for the construction of the railway? I think it should be made a stipulation. I find that it is stated in the report that the first 9½ miles is chiefly through Crown property.

61. As regards the resumption of private land, the cases would be similar, whether the line went by way of Coolamon or Grong Grong? The line by way of Coolamon goes by a travelling stock route nearly all the way.

62. In either case, you think there should be a stipulation? I think so.

63. Would the same rule apply with regard to the suggested line from Temora to Ariaiah? Yes; a great deal of it would be along the travelling stock route. There would be some properties to purchase at the Temora end. You could not expect residents there to give the land free.

64. I suppose the cost of resumptions would not be a formidable amount? No. I think the line could probably be laid out to cut into the properties very little, especially if it follows the travelling stock route.

65. Have you not heard that the country from Barmedman to Hillston—and that would probably take in the land from Ariaiah to Hillston—was very unsuitable for railway construction, as there are numerous ranges? It is ridgy, but there is no difficulty about getting a railway through it. You could not make a very cheap line.

66. I asked Mr. Harper, when he was here, about the country from Barmedman to Hillston, and I think he said he had been over it, and he did not look upon it with any favour as being suitable for railway construction compared with the line from Cudgellico? That would be so.

67. You have not been over the country between Barmedman to Hillston? I have not, but I have been round by Cudgellico.

68. Would not that country from Wyalong to Cudgellico, and Cudgellico to Hillston, give a favourable grade? Yes.

69. What would be the grade between Coolamon and Ariaiah? 1 in 100.

70. And the same from Grong Grong to Ariaiah? I think that could probably be obtained.

71. Would the grade from Temora to Ariaiah be a less favourable one? There are no surveys, but I do not think there would be very much difficulty.

72. The only difficulty would be getting over that range a few miles out of Temora? Yes.

73. I think you said that some of the people around Ariaiah had expressed their willingness to submit to a tax at so much per acre, with a view to getting a railway? What they said was that they would fall in with the same conditions that were proposed for the Green's Gunyah line.

74. When you say "they," how many people do you refer to—to all the principal landholders, or only one or two? I think all of them. I called at Mr. Boyd's place on the way to Ariaiah. Some of the residents had been on the lookout for me. I think there were ten of them at Mr. Boyd's, and they all represented

represented about 1,000 acres, or more, each of cultivated land, land actually under crop, and they were evidently a representative party. They assured me that the residents generally would be prepared to do it. There were several others who were not there, but who also had a considerable quantity of land under cultivation, but I understood they were all of the same view. H. Deane.
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75. Is the land from Coolamon to Ariah, Grong Grong to Ariah, and Temora to Ariah, all of the same class—equally well adapted for the production of wheat? Yes; it is all excellent land, all red soil; some of it a little more sandy, and some of it a little stiffer. There are in the neighbourhood of Warri and Ariah some low ridges, but they do not take up very much of the country.

76. Were you able to gather, in conversation with the residents of the district of Ariah, that any large settlement would take place if a railway were brought there;—was there any evidence of a demand for agricultural land? Yes, there was. A great many Victorian farmers are going about the southern parts of the Colony looking for land, and whenever land is thrown open by the Government, there are many more applications than can be granted.

77. Is that in view of the construction of a new railway? No; even without that. The value of the land would be very much affected by the construction of a railway, and the Government might expect to get largely increased values.

78. Can you tell us what area of land is under cultivation around Ariah? No; I have no statistics. But I pointed out to the residents there that no doubt in a few weeks a Sectional Committee would be passing through, and I strongly advised them to have all their facts ready.

79. Did you see much land under cultivation? Yes, a good deal. Even going along the road you see a good deal. There was one farmer named Fogarty, who seems to have fully 1,000 acres under cultivation in two blocks; then the Boyds, whose property adjoins the main road, have very large areas.

80. Do they send their wheat to Coolamon? Yes.

81. How would a line suit from Narrandera in the direction of Warri? There was an examination of a route from Narrandera to Barrellan. I think it is mentioned in Mr. Hickson's statement.

82. What is the length of it? Twenty-four and a half miles.

83. Would that be west of Warri? Yes.

84. Has the route from Narrandera to Barrellan been considered by the Minister? I should think there is no doubt about it. He had the report before him.

85. Would not such a line increase the length of the journey to Sydney? Yes, it would be longer than *via* Grong Grong.

86. What rails do you intend to use on the proposed line? Sixty pound rails.

87. Would the line be fenced? No, there is no necessity to fence it.

88. Have you found other unfenced lines to answer satisfactorily? There have been no serious objections raised.

89. There have been no serious collisions with stock? No; the traffic is always carried on in the daytime.

90. *Mr. Black.*] Do you know the country between Temora and Ariah? Yes; I have been through there.

91. Is it as good as that between Coolamon and Ariah? It is very much the same class of country, till you come to the range, within a few miles of Temora.

92. Then, possibly, it might not open up such a good wheat-growing area? I think it would; but there is very little settlement there. There is some settlement about Broken Dam, but there is not the same amount of cultivation that there is on the Coolamon to Ariah route.

93. *Mr. Lee.*] Does the route from Coolamon to Ariah pass along the travelling stock reserves? As soon as it gets out of the town boundaries it follows the travelling stock route all the way to Warri. It passes through some private land, which will be shown in the Book of Reference.

94. From Warri to Ariah is about 10 miles? No, 6 miles.

95. That line seems to take a short turn to the north? Yes.

96. And is also a rather irregular route? Yes.

97. Is that owing to the nature of the country? It has been laid out like that with the view of getting a surface line. The country rises and is rather ridgy to the right. It is slightly undulating.

98. From Grong Grong to Warri is about 31 miles? I think so.

99. As the dotted line is shown on the map from Grong Grong to Warri, between those points 10 miles would be saved? Yes; it is about 9½ miles, I think.

100. As a matter of fact, you can go from Grong Grong to Ariah in about 31 miles? The distance from Coolamon to Ariah is 41 miles 26 chains; from Grong Grong to Ariah is 32 miles.

101. That is 32 less 6, so that it is 26 miles from Grong Grong to Warri? Yes.

102. You say that the people said that if the line terminated at Warri it would meet all the requirements of the district? Yes, of present settlement.

103. Under these circumstances, would it not be the better way to let it go from Grong Grong to Warri? Yes; I put that before the Minister.

104. I presume there are no engineering difficulties? No, none.

105. None that would necessitate a more costly line? No. I think the country is slightly more undulating, but the construction would be cheap.

106. But if there were an increase in the cost, do you think it would be much? No.

107. The difference in cost would be more than saved by the reduction in distance? Yes. The residents of Warri appear to be very anxious that the line should join the south-western railway at Ganmain.

108. Why did they favour that in preference to the apparently closer connection at Grong Grong? It would effect a saving of distance, and therefore a reduction of cost over the Coolamon connection, and it would not be so far round as to Grong Grong. It appeared to me somewhat of a compromise between the two. It is stated, although I cannot verify it, because I have not had the country examined, that the country between Cowabbie and Ganmain is very flat, and that there would be less difficulties there than on any other route.

109. Of the three proposed starting-points—Coolamon, Ganmain, and Grong Grong—which do you think is the best? I should not like to say without having Ganmain examined as a junction.

110. We have the Coolamon project before us, and even at its initiation it is shown that we could have a better connection at Grong Grong. Therefore, we should like to know from you which would be the most desirable point to start from? As a matter of railway policy, I could scarcely give an opinion; but

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as a matter of cost, I have no doubt that the Grong Grong route would be the cheapest. The Gaunmain route would probably be very little more than the Grong Grong, and the Coolamon route would be the most expensive.

111. *Mr. Wright.*] Can you give the Committee the distance that it would be from Arianah to Sydney *via* Coolamon, *via* Grong Grong, and *via* Temora? Yes; *via* Temora, 330 miles; from Coolamon, 351 miles; *via* Grong Grong, 366 miles.
112. That gives 21 miles in favour of Temora? Yes.
113. What kind of bridges do you propose to build? Timber bridges.
114. Have you provided for good openings for the heavy flow of water? Yes.
115. Do you cross the Cowabbie Creek? Yes.
116. That being a flat country, there is a vast accumulation of water after heavy rains;—are you satisfied that you have provided sufficient openings for the water to get away? Yes.
117. What provision have you made for conserving water on the route for traction purposes? I have put down £4,500 for water supply.
118. You will have practically to conserve all the water that you require? Yes.
119. What is your opinion of the holding quality of the country for tanks? I think that will be all right, even if we have to line the tanks.
120. Did you make inquiries? I discussed the matter.
121. £4,500 would build four tanks, at about £1,000 each? Yes.
122. How much a yard do you allow for excavations in that country? About 1s. 3d.
123. I think you said that the alternative route marked "*via* Grong Grong" on the map, went nearly all through purchased land? No.
124. As a matter of fact, is there any Crown land except the Grong Grong Plains? I think the first 9½ miles is Crown land. There is some leasehold and some pastoral land.
125. Grong Grong Plains is all purchased land? There is a good deal of purchased land; but I am pretty well certain that the report stated that there was 9½ miles of Crown land at the southern end.
126. You stated that you got ironbark sleepers for Temora? Yes; along the range.
127. Have you ever got good sleepers there? They are cutting them now, and carting them into Temora. The trees are not large, but a great many sleepers have been cut.
128. They are destroying the forests by cutting saplings down? I do not know.
129. Have we no wood that would supply the place of ironbark for railway sleepers? Not that will do so well.
130. Do you know anything about the quality of bloodwood? Yes; it is very durable, but it is almost impossible to get it without its being full of gum-veins. It breaks up.
131. Would not bloodwood last underground longer than ironbark? I do not think there have been any tests.
132. What about red gum? It is a very good timber.
133. You can get red gum more cheaply than ironbark? I do not know that you can. It depends upon the carriage.
134. In proposing to construct railways in the southern districts, we might raise the question whether other timbers could not be got more cheaply than ironbark? I should rather doubt whether you could get bloodwood for the same price, and I do not think it is a timber that splits very well.

FRIDAY, 24 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Coolamon to Arianah.

Hugh McLachlan, Secretary to the Railway Commissioners, sworn, and examined:—

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135. *Mr. Hassall.*] Have you a statement to make? No. I understand that the report of the Commissioners has been laid before the Committee by the Department of Public Works. That really gives the views of the Commissioners in regard to the matter.
136. Is the estimate submitted as to the cost of the railway, and the amount of probable traffic, as nearly correct as you can make it? Yes. I may say that the estimate of traffic was made by Mr. Harper, who feels more satisfied with this estimate than with any that he has made yet. He has taken every station and every holding.
137. The total cost of constructing this line is estimated at £91,770? Yes.
138. The working expenses and interest on capital amount to £6,253 per annum? Yes.
139. As against an estimated revenue from traffic from all sources of £2,047? Yes.
140. And that shows a total annual loss of £4,206, or a loss over and above working expenses alone of £1,453? Yes.
141. Have you formed any opinion as to whether this traffic would be increased by the construction of the line, or does Mr. Harper's estimate cover the probable increase in the traffic? It covers the traffic we may reasonably expect to get, but it does not provide for any development of business.
142. So there would be a prospect of increased traffic if the line were constructed and the land brought under cultivation? Yes.
143. Do you expect any large increase? Yes; the district is a very favourable one for agriculture. It is good land right through, and no doubt if a line were made there would be a certain increase in production.

144. Do you know whether Mr. Harper took into consideration in making his estimate the possibility of securing any traffic that now goes to Melbourne? There is no competitive traffic in this case. We practically get it all.

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145. So, if no railway were constructed, the traffic must come on to the line at some point? Practically there is no competitive business in it. The business belongs to Sydney at the present time.

146. So that you could not get any fresh business in that respect? No.

147. You do not know anything about that part of the country? I have not been over the route.

148. It is said that that country is good for agricultural pursuits? It is no doubt an excellent district, and very suitable for agriculture.

149. Any increase in the traffic could only be the result of a largely-increased area being put under cultivation? Yes.

150. What do the Railway Commissioners themselves think in reference to it? Their conclusion is summed up in the last words of the report, that they do not recommend the line, although they look on it as one capable of developing the country to a large extent without any competitor coming in to secure the business.

151. There is no necessity to construct the line to cut anyone else out? No.

152. It appears that under the most favourable circumstances the line must result in a pretty heavy annual loss? Yes.

153. Therefore, under these circumstances, the Commissioners cannot see their way to recommend it? No.

154. More particularly as no fresh traffic would be intercepted? No; except what would result from the development of the country by increased settlement.

155. That is the only direction in which you could look for increased business? That is it—from the development brought about by the construction of the railway.

156. Have you any idea whether the country is held in large or small holdings? The proposed line follows one of the stock routes. There is a good deal of settlement in the district; a good number of selectors, and there are one or two large holdings.

157. Have you any knowledge of the country between Temora and Ariah? The Commissioners have some knowledge of that tract, and it is one that they think might reasonably be considered. This line, with a number of others, enters into what you might call debatable country. It is a debatable question whether you should make the railway from Coolamon to Ariah, or from Temora. *Via* Temora it is about 30 miles nearer to Sydney, but the land on the Coolamon route is better agricultural country, and is more likely to lead to development. Temora is one of the points from which you might make a railway to Hillston. It is a debatable question as to the route which should be selected. The Commissioners do not look upon the extension to Ariah as likely to go beyond that place. They look upon it as a local line to develop that particular district.

158. They consider that it will stop at Ariah? Yes.

159. Taking the view that the line might be extended from Temora, they would look upon it as practically an extension in the direction of Hillston? Yes, that is the debatable point. The Commissioners do not look into the question of routes, but they see that that is fairly open to consideration.

160. Would they think it advisable for a Sectional Committee in visiting that locality to inquire into that proposal to also take into consideration the extension of the railway from Temora? They think that would be a reasonable thing for the Committee entrusted with the investigation of the matter, to do.

161. *Mr. Roberts.*] I see from the Railway Commissioners' report that the interest on the capital expenditure is charged at 3 per cent.? Yes.

162. How long have you charged 3 per cent.? About twelve months. I think that the case of the city railway was the first one in which it was done.

163. You regard that as a fair charge at the present time? Yes.

164. With regard to the proposal before the Committee, did not Mr. Deane recommend the construction of a line from Grong Grong to Ariah? That is a matter which would not come before the Commissioners, although I understand that a line has been surveyed from Grong Grong as well as from Coolamon. The question of the route is a matter which is not referred to the Commissioners. The line is referred to them, and they report upon the commercial aspect of it.

165. Mr. Deane's recommendation, then, would only go before the Minister? Yes.

166. The Minister would not obtain the opinion of the Railway Commissioners as to the route? Not as a rule.

167. When the Railway Commissioners say that they cannot recommend the construction of this line, do they take into consideration the possibility of increased settlement and consequently increased traffic on the railway if it could be constructed? No; they look at the question as to whether the line is likely to be a paying line in itself. The development of the country is, perhaps, a matter of policy. The Commissioners look at it in a commercial light, and it is apparent that this line will not pay.

168. They form their opinion upon the actual production at the time? That is so.

169. Not as to possibilities? No; it would be largely a matter of guesswork as to what is likely to follow after the construction of the railway. They prefer to base their figures on what they know exists.

170. Is there not a very sparse settlement in the part of the country through which this railway would pass? Yes; the population is very thin. There is no centre of population to touch. The total population of the district served by the railway will be about 600.

171. Are you able to tell the Committee of any case in which only a sparse population existed at the time it was thought desirable to construct a railway, and in which a marked increase of settlement took place after the railway had been made? No; I cannot from memory recall a case. Sometimes we have made sections of lines where there was no population, but it has been with the object of reaching centres of population.

172. Has it come under the notice of the Commissioners that a railway as far as Warri would answer all purposes without going as far as Ariah? No; the Commissioners were asked to report on a line to Ariah, and they do not go into alternative routes or sections as a rule.

173. How much nearer would a line from Ariah to Temora be to Sydney than a line from Coolamon to Ariah? About 30 miles.

174. Is it not a mistaken policy to have 30 miles of extra haulage to Sydney;—is it not imposing unnecessary expense upon the people of Ariah? It would appear so as far as Ariah is concerned, but the intermediate districts have to be considered.

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175-6. You have to consider whether you would develop more country and serve more people by a line from Coolamon than you would by a line from Temora,—is not the country between Ariah and Temora of a similar character to the country along this route? From what I can gather you would serve a better country between Ariah and Coolamon than between Ariah and Temora. It is an exceptionally good class of country from Ariah to Coolamon.

177. You say that there are six hundred people in that district;—is that the whole of the population between Coolamon and Ariah, and within a radius of 10 miles north of Ariah? That is in the district. I do not know exactly what the boundaries are.

178. How many miles is it from Grong Grong to Warri? I am not sure, but I think it would be about 24 miles.

179. Would you express any opinion as to the desirableness of the construction of a line from Grong Grong to Warri? No; the Commissioners have not had that before them.

180. Was there not a line surveyed out from Narrandera at a point west from Warri? I believe there was four or five years ago.

181. In dealing with branch lines, have the Commissioners ever considered the desirableness of adopting a narrow-gauge line of railway? Yes; and they have reported to this Committee upon it.

182. Can you tell the Committee what their ideas on the question are? The matter has been before the Commissioners on one or two occasions, and that is one reason why they went into the policy of pioneer lines. A pioneer line costs very little more than a narrow-gauge line; it saves all the trouble and expense of transhipment and separate rolling stock. The Commissioners think that it would be almost a misfortune if any branch lines connected with the main system were attempted to be made on a narrow gauge.

183. They are altogether opposed to it? Entirely.

184. Could you tell the Committee what would be the difference in the cost of construction between the narrow-gauge line and the ordinary lines of New South Wales? I should not like to say. It is an engineering question. I understand that it would not be above a couple of hundred pounds a mile in such country.

185. I think I am right in saying that in Victoria lines are put down at the rate of £1,750 per mile, and I have heard that lines are constructed in Queensland at £1,500 a mile? I do not think you will find that in Victoria any railways have been put down at that rate. In Queensland the average is pretty high. The cost of these pioneer lines is only about £2,000 a mile.

186. Does the question of the cost of construction come under the consideration of the Railway Commissioners? Yes; the Railway Commissioners recommended the pioneer system of construction, and in various ways they have tried to cheapen the cost of construction.

187. For the present, are the Commissioners satisfied that the country should pay £2,000 a mile for a railway? Yes, if the line is worth making at all.

188. Would they regard it as false economy to try to build a line for less than £2,000 a mile? Not if you could build a railway more cheaply at the same gauge, and make it equally suitable. The thing is to bring down the cost to as low a price as possible. The Commissioners think that it is down about as low as it can go at £2,000 a mile.

189. Could you tell what is the lowest price per mile at which railways have been constructed in Victoria? I could not.

190. I mean for pioneer lines? They have not built any lines yet similar to our pioneer lines. I think their Standing Committee has passed some narrow-gauge lines, but I do not think any of them have been contracted for yet. They have a 5 ft. 3 in. gauge.

191. What is the lowest price paid by the Victorian Government for the construction of lines on the 5 ft. 3 in. gauge? I am not aware.

192. Do you know the lowest price paid in Queensland? No.

193. *Mr. Trickett.*] How many trains a week do you think you will run on this line if it is constructed? I think a train every second day. That is about what they had in view.

194. Both ways? Yes, on alternate days, the same as on the other lines.

195. Would it go out one day and back the next? Not necessarily. The train might go out and back again in one day.

196. You will remember that when we were first considering these pioneer railways, the Commissioners pointed out that although a line might not pay the interest and the working expenses, still if it paid working expenses, and some contribution towards the interest, they were prepared to recommend it in view of the assistance it would be to the main line? Yes.

197. The Commissioners, having considered this line, do not even recommend it? No. As a matter of fact the line would fall very much short of paying the working expenses. Though the Commissioners made that general recommendation, they at the same time look at each line upon its merits.

198. Do you know whether these short lines of railway in Victoria have been rather a drag upon the system of railways there? The feeding lines have, and more than one of them has been closed.

199. Do they still say that they are a drag on the system? Yes, according to the last report that I have seen.

200. So that, in addition to the Commissioners' own views, the experience of the adjoining Colony is that the construction of a line of this character is rather a doubtful expedient? Yes.

201. *Mr. Hoskins.*] As regards the question about narrow-gauge railways, have you ever heard of their being made to any extent over country where there were engineering difficulties? Yes; it is where there are engineering difficulties that we hear of their being made. They make them in rocky and mountainous country. They are thinking of making one at Mount Zeehan in Tasmania.

202. If narrow-gauge lines were constructed, would there not be difficulties with regard to transhipment, and would it not be better to have the line constructed where it would not work in with the main line, so that there would be no difficulty with regard to the rolling stock? Whatever narrow gauge you adopted you would have to equip the line with a maximum of rolling stock, instead of working it in connection with the main system. And if you had a number of independent systems, it would take a large capital to equip each line with rolling stock. The traffic very often varies in different districts. Two years ago all our live stock traffic was coming south from the Riverina district. In that district they had a good season, but the west and north-western country had a bad season. Consequently on one line we had a heavy traffic and had to use additional rolling stock, and we could always, by an interchange of trucks, provide for the extra demand.

203. The Railway Commissioners have considered the question of having a narrow-gauge railway with the view, as some people think, of reducing the cost of construction, and are they favourable? They are entirely unfavourable. If the Committee are interested in that matter, I may mention that it was discussed at the International Railway Congress in London, in 1895, and the American representatives, who had to alter thousands of miles of railway to the standard gauge in their own country, were most emphatic in warning the colonies against breaking their gauge, unless under very exceptional circumstances.

204. *Mr. Black.*] You said, in reply to Mr. Roberts, that you knew of no instance of railway construction in this country resembling this proposed line. Do you not think that the Jerilderie to Berrigan and Berrigan to Finley lines resemble it? At Berrigan and Jerilderie there are townships and a certain population. The Finley line has not been made yet. Mr. Roberts was speaking of railways which had been made.

205. Are you aware that the mere fact that there is going to be a line from Berrigan to Finley has so stimulated the residents, that there is a growing township there? No.

206. *Mr. Trickett.*] Since I asked you about the Victorian railways, I have got a copy of the last report of the Victorian Railway Commissioners, and I see that there are no less than 58 of their branch railways non-paying, involving an annual loss of £340,224? Yes.

207. There is a special clause in the Commissioners' report, in which they say this: "How to deal with non-paying lines is a difficult question, as it must be borne in mind that under any conditions interest on capital expenditure must be met." I suppose the Commissioners here are alive to the importance of a state of things of that kind, and are therefore very guarded as to recommending lines of this character? Yes. Victoria is slightly different from us, because the traffic from their feeding-lines goes only a short distance on the main line. Their country is more concentrated than ours. The feeders there are not the same help to the main lines as some of our branches. At the same time it is no doubt a warning not to make too many non-paying lines.

208. You said that, with a view of capturing as much of this traffic as possible, routes would have to be considered by which the wheat traffic can be brought to Sydney? That, of course, is a question for the future. There is no fear of losing the business just now.

209. *Mr. Hoskins.*] Rates are lower here than in Victoria? Yes; and there is the break of gauge. We are drawing wheat from Berrigan, which is very close to Victoria.

210. It would cost less to bring grain from the proposed railway to Sydney than they would have to pay to send it to Melbourne? There is no fear of it going to Melbourne at present.

TUESDAY, 28 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Coolamon to Ariah.

John Harper, Goods Superintendent, Department of Railways, sworn, and examined:—

211. *Mr. Roberts.*] Have you had a large experience in making estimates as to the probable traffic on the projected railways in this Colony? I have had a good deal of experience.

212. Do the estimates forwarded by you, as a rule, come out approximately correct? I think so.

213. As a rule, have they been more than you estimated, or otherwise? In some cases more, in some cases less.

214. It is a fair thing for the Committee to assume that your estimates have at all times been approximately correct? Yes.

215. And they are accepted by the Commissioners? Yes.

216. Have you been over the route of the line now under consideration? Yes.

217. Have you prepared any statement as to the probable traffic on that line? Yes; it is as follows:—

Proposed Railway, Coolamon to Ariah.

7 December, 1896.

(Distance, 42 miles. Estimated cost, £2,185 per mile—£91,770.)

As directed by the Commissioners, I have made careful inquiry as to the probable traffic on this proposed extension.

The surveyed route traverses the travelling stock route nearly the whole distance, passing through splendid agricultural land.

The settlement consists of pastoralists, who combine a certain amount of farming with sheep; and selectors, who, almost without exception, carry out a system of mixed farming.

There is no centre of population, the residents being scattered generally along the line or beyond it. At present the wool and wheat of the district is sent to either Narrandera, Grong Grong, Coolamon, or Temora, the destination being decided by the location of the producers to the east or west of the stock route.

The area of Crown land available at the present time is very small, and the leasehold areas have a currency of from four to five years before they revert to the Crown.

The total population of the district which would be served by the proposed line is about 600; the number of sheep held, 380,000; and the area under cultivation about 18,000 acres, chiefly wheat.

The rainfall is a fair one, and failure of crops has only taken place when the conditions have been generally unfavourable throughout the Colony.

There is a considerable quantity of pine in the district, and a local saw-mill is at present at work cutting.

The current rates of carriage by road are—Wool, 6d. per ton per mile; and wheat, 9s. per ton for 25 miles and 12s. per ton up to 40 miles. The road is fairly good, and considerable expenditure has been incurred in the neighbourhood of Coolamon.

The following statement will indicate the manner in which the settlement, population, and production is distributed.

303—B

Distance

H.
McLachlan.

24 Sept., 1879.

J. Harper.
28 Sept., 1897.

J. Harper.
28 Sept., 1897.

Distance from Coolamon at which traffic would reach the line :—

Miles.	Wheat. Tons.	Wool. Tons.	Population.
10	850	25	96
20	1,400	250	160
30	1,700	180	97
42	1,200	600	260

An arbitrary rate of 1d. per ton per mile would no doubt be readily paid for wheat, but I do not think that wool would bear more than 2½d. per ton per mile, whilst stock would certainly not pay more than an extension of the through rate, in view of the splendid stock routes of the district.

My estimate therefore is :—

	£	s.	d.	£	s.	d.
Wheat.....	575	0	0	373	0	0
Wool						
Timber.....						
Goods						
Live stock	100	0	0	100	0	0
Passengers	100	0	0	20	0	0
Parcels, &c.	20	0	0	504	0	0
Mails	504	0	0			
Total.....	£2,047			0 0		

218. *Chairman.*] Do you take zones up to 10, 20, or 30 miles for wheat and wool? I can only take two zones for present road carriage. Up to 25 miles it costs 9s. per ton for wheat; up to 40 or 42 miles, 12s. per ton. I may state that I had a letter this morning from the Secretary of the Progress Association at Ariaah. This report of mine was made in December last year, and the letter which I have received is dated 25 September, 1897. The writer says :—

We have been collecting fresh statistics for the past few weeks, and as they show a considerable increase on the 1895 returns, I have been instructed by the League to forward them on to you. I will forward them in a few days.

I have not yet received those statistics.

219. *Mr. Roberts.*] Is your estimate based on the present traffic or the possible traffic of the future if the line should be made? My report is based on the actual traffic existing in December last.

220. Have you any reason to believe that any increase in the traffic has taken place since then? I have not been in the district since then. It is very likely that it has.

221. Where is the greatest amount of agriculture carried on;—is it at Ariaah? It is all along the line, both north-east and north-west, the whole distance from Coolamon. But I have only included in my estimate the total traffic 10 miles from Coolamon. I have estimated that up to 10 miles from Coolamon a certain amount of the traffic would come to that place.

222. It would go by road as at present? Yes.

223. You have taken it at a point 10 miles from Coolamon right out to Ariaah? Yes; and lying east and west.

224. Do you regard the country along the proposed line as admirably adapted for the production of wheat? Yes; I consider that it is splendid agricultural land.

225. Is it more than usually good land? Yes; it is exceptionally good land.

226. What would be the yield per acre? They have had as much as 24 bushels; but that is exceptional. The average is generally about 16 bushels per acre.

227. Could you point out to the Committee how far that good agricultural land extends;—does it extend out to that range west of Temora? Yes; a great deal of it. The best portion of it is south-east from Cowabbie. That is probably the best agricultural land in the district.

228. Would that range west of Temora form a sort of boundary to all the good agricultural land? No, there is good agricultural land both east and west of that range.

229. But I want to know how far west of that range, and how far north the good country goes? Practically the whole distance except for broken spurs.

230. How far north? To the neighbourhood of Broken Dam.

231. Then it comes down to the Narrandera and Juncce line? Yes.

232. The country you describe lies practically between Ariaah and Cowabbie? Yes.

233. Going from Ariaah towards Yalgogrin, what sort of country is there? It is very good; it will grow wheat.

234. Pushing on to where it cuts the southern dotted line on the map—Hillston to Barmedman;—is that country good? Yes, but I have not been over it.

235. Coming further south, is that good country? There is a good deal of rough country going from Yalgogrin to Wyalong. The good country extends north-east.

236. What is it west of Yalgogrin? I have heard that some of it is good.

237. Then this is your description of that country: south of the line from Ariaah and Mandamah towards Coolamon the country is specially good eastward of Cowabbie? Yes.

238. Going some distance north it is rough country, and there is a good deal of rough country between Yalgogrin and Wyalong? Yes.

239. From Ariaah to Yalgogrin is good country, and also the country west from Ariaah? Yes.

240. Most of the country of which Ariaah is the centre would grow wheat, except a stretch starting north of Ariaah and Mandamah, and going in a wedge shape in the direction of Yalgogrin and Barmedman? Yes.

241. Have you ever been over the country between Ariaah and Hillston? No.

242. How far in the direction of Hillston have you been from Ariaah? I have followed the dotted line on the map to a certain extent in the direction of Wyalong.

243. Beyond what we call the good agricultural country, does it get more rugged as you get nearer to Hillston? There is a good deal of rugged country between Wyalong and Cudgellico, and between Barmedman and Hillston.

244. You are not able, from personal observations, to compare the country between Wyalong and Cudgellico and Ariah and Hillston, are you? No; my mission was simply to report upon the suggested line from Coolamon to Ariah. J. Harper.
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245. Have you been over the route from Grong Grong to Warri? No.
246. You know enough of the country to say that it is pretty much the same as the country between Narrandera and Coolamon? No; I would not say that. Between Narrandera and Warri the country is a good deal more broken.
247. Have you been over the country between Ariah and Temora? No.
248. Are you aware of the distances to Sydney from Ariah by way of Temora and by way of Grong Grong or Narrandera? I do not know what the mileages are.
249. I think I am right in saying that from Ariah to Sydney by way of Temora is 30 miles nearer than by way of Coolamon? The difference in distance would be about 18 miles only.
250. Would not the district around Ariah be better served by a railway from Ariah to Temora than by a railway from Ariah to Coolamon? Yes; but this line does not deal only with Ariah, it deals with the whole of the intermediate country; and the settlement around it is indicated by the estimates of traffic which I have given as coming in at different points. At 20 miles there would be 1,400 tons of wheat and 250 tons of wool; at 30 miles, 1,700 tons of wheat and 180 tons of wool; at 42 miles, 1,200 tons of wheat and 600 tons of wool.
251. Would not the same traffic be developed if a line were made from Ariah to Temora? I do not know. It would if they went by Broken Dam, and they would have probably to go that way to get over the range. If so the people living out 30 miles would not go to Mandamah, they would come on to Coolamon.
252. You have described the country along the east of Cowabbie as being possibly the most valuable area in the district? Yes; it is recognised in the district that the Mimosa country is the best.
253. If a line were made direct from Temora to Ariah, it would not be far north of this valuable tract of country? It would be from a good portion of it.
254. Did you, when visiting Ariah, hear anything of a desire on the part of the inhabitants to submit to a sort of tax if they could get the railway? No; neither did I hear of any proposal to pay other than the rates I have given.
255. With regard to the rates, you said that the charge for carting wheat 20 miles along the road was 9s. a ton? Yes.
256. If that were carried by rail what would the charge be? One shilling and eightpence.
257. And for a distance of 10 miles, am I right in saying that the charge would be 10d. by the railway? Yes; and the charge for 30 miles on the railway would be 2s. 6d., and 12s. by the road.
258. For 1,200 tons carried by rail the charge would be 3s. 6d. as against 12s. by the road for wheat? Yes.
259. What is the charge by road for wool? For 20 miles, 4s. 2d. by rail, 10s. by road.
260. The charge for the carriage of 500 tons of timber by rail would be 3s. a ton;—how much would it be by road? I do not know.
261. Would it cost fully three times as much? Yes.
262. For 600 tons of wool carried by rail you would charge 10s. a ton? Yes.
263. What would be the cost by road? They would not get that carted under £1 at least.
264. Then with regard to live stock? That is really an extension of the through rate. It is 10s. for 200 trucks.
265. By road they would have to be driven? Yes. It would probably be a little over 1d. per sheep.
266. With regard to passengers, you estimate 400 at 5s.? Yes.
267. What is the present coach fare? The coach runs twice a week, but very few people use it. I think the fare is 15s.
268. You estimate the revenue at £504 per year from mails? Yes; that is the usual allowance of £12 per mile.
269. Looking at all these rates, it would be an advantage to the people of the district if they got a railway constructed between Coolamon and Ariah? Yes.
270. Have you formed any opinion as to what the increased settlement would be if a railway were constructed;—is there any demand for land? There would be a very extensive demand for land in the district if a railway were made. There is plenty of land available.
271. Plenty of Crown land? I think there is a fair portion of leasehold land, but it does not fall in for four or five years. Outside that, I do not think that there is anything that is not temporarily alienated, except the forest reserves.
272. Do you think increased settlement would take place when the land is thrown open, even without the railway? Yes; I think the people would be glad to get on the land on the same terms as people there have gone on the resumed areas.
273. Have you formed any opinion as to the desirableness of constructing this railway? Of course, I have formed no opinion outside the figures which I have given; but still, if the question of agricultural lines has to be dealt with, I think this is a very fair district in which to look at the whole matter.
274. But there would be a loss, according to your estimate, of about £1,400 in the working expenses alone? Yes.
275. You are making an arbitrary charge for wheat, and the line will be non-paying;—would it be possible to charge enough to make the line pay? I have no doubt that people would tell you that they are prepared to pay more; but for the purposes of my estimate I have not assumed it, any more than I did in the case of Green's Gunyah line.
276. Are these the largest rates that you hope to obtain? Yes; they are the largest that I should be prepared to say that we should get.
277. Your rates are based upon those charged on railways already constructed? Yes; they are the extreme rates charged for wheat on any railways that we have.
278. From your knowledge of human nature, you think that these people would not be prepared to pay more for the carriage of produce than the people in other parts of the country? I do not think they would.
279. I think you said the population was 600;—what area of country would that take in? That would be about 42 miles, and 10 miles north of Ariah would be included, and an area of about 10 miles on either side.

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280. Are you aware that Mr. Deane suggested that the district of Ariaah might be well served by a railway from Grong Grong to Warri? I do not know what evidence he has given.
281. That line would be only 26 miles long, but the proposed line from Coolamon to Ariaah is 41 miles long? I am sure that there is a lot of settlement east of the proposed line that would never go to a line from Grong Grong to Ariaah.
282. It would still go into Coolamon by road? Yes.
283. Would you like to express any opinion as to a line from Ariaah to Temora? I have no information on the subject.
284. Did I understand you to say in your report that the area of Crown land around Ariaah was small? Yes; the area available and the leasehold areas have four or five years to run before they revert to the Crown.
285. You are aware that a very large area of land will be available in four or five years' time? Yes, a considerable area of leasehold land.
286. When you say there are 18,000 acres of land under wheat, is that over the whole 41 miles, or further north? The greater part of the cultivation is east and west of the line. There is very little cultivation at Yalgogrin and north of the terminal point.
287. The further you go north the less cultivation there is? Yes.
288. Is there more around Ariaah than any other part? No; there is more in the intermediate districts, more about Cowabbie.
289. Is Cowabbie halfway between Coolamon and Ariaah? Approximately, it is.
290. What is the rainfall of the district? I think it is about 20 inches.
291. Can you give the Committee any information as to the failure of the crops in the district? In our experience they only fail in that district when they have failed in other parts of the Colony.
292. Would that be in times of excessive drought? Last year was not what might be considered a good year, except in the neighbourhood of Berrigan, and we had from that neighbourhood 80,000 bags of wheat.
293. From the Coolamon-Ariaah district? The wheat which came to Grong Grong, Coolamon, Temora, and Narrandera amounted to about 80,000 bags.
294. Have you got any statistics to show how often failures of the crop take place? No.
295. It only takes place in times of excessive drought? Yes, in times of excessive and general drought.
296. Could you tell the Committee at which point on the line between Narrandera and Junee the greatest quantity of wheat and wool comes in? It came in at Coolamon, between Junee and Narrandera last year, and generally it does.
297. Does this district obtain all its supplies from Sydney? Yes.
298. Would the whole of the trade between Coolamon and Ariaah and the surrounding districts be retained even if no railway were made;—is there any fear of it going to the neighbouring colony? There is no fear of it going into the neighbouring colony.
299. Is there much agriculture around Temora? Yes, a good deal.
300. Have you any figures to show the increase in settlement since the railway was opened from Cootamundra to Temora? No.
301. Do you think there is any probability of this loss of £1,453 on working expenses disappearing within the next five years if the railway is made? I am inclined to think that within a period of certainly less than ten years the line would more than pay working expenses.
302. Is your opinion based on the demand that there is for agricultural land in the district? Yes, and the character of the land.
303. And the anxiety of people to get on to the land? Yes.
304. And the fact that within four or five years a large area will be available for settlement? Yes. I fancy it will be to the interest of the large land owners, notably at Cowabbie, to throw their land open.
305. Take the Berrigan line. Has there been any increased settlement there since the railway was made? Yes.
306. Has there been a marked increase? Relatively. In a district where people farm about 600 acres you cannot get a very big increase of population, but you may get a large increase in carriage.
307. Is there a marked increase in the area under wheat? Yes.
308. Have you any figures to show how many acres were under cultivation within a certain radius of Berrigan? I have not that with me, but I can supply it.
309. There was a marked increase in the area under cultivation around Berrigan after the construction of the railway, and you regard it as fair to assume that the same thing would take place if a railway were made in such a district as Ariaah? Yes.
310. *Mr. Hoskins.*] To what port is the wool produced in this district sent? To Sydney.
311. And from the districts beyond Ariaah? The whole of the wool from the districts north of Ariaah is sent to Sydney.
312. Therefore the proposed line would attract the whole of the wool traffic from that district and the districts further north as well as the wheat? Yes; it would provide for its carriage over a greater distance of railway line.
313. We have been told by Mr. Deane that the land between Ariaah and Temora is very similar to that between Coolamon and Ariaah; if that be so, would it not be an advantage to the Railway Department, as well as to the Colony, if a railway could be constructed from Temora to Ariaah, which would make the route to the seaboard 30 miles shorter than the line now proposed? I do not know whether Mr. Deane examined the line with a view to its productiveness; I should say that he looked at it purely from an engineering point of view.
314. A communication has been received from the Progress Committee of Temora asking that, before a decision is come to in regard to this line to Ariaah, they may be heard as to the construction of a line from Temora to Ariaah;—do you not think that before a decision is come to a Sectional Committee should have an opportunity of inquiring as to which would be the shortest line, and what is the area of good country adapted for settlement between Coolamon and Ariaah? My position, and that of the Commissioners also, is that we were asked to report upon a proposed line from Coolamon to Ariaah. If the Commissioners had suggested any other line they would have laid themselves open to the remark that they were interfering with other people's business.

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315. Do you not think that it would be an advantage to the community if a railway connecting that district with Sydney could be made 30 miles shorter than is now proposed? I should think so, but I do not know how that 30 miles comes about. The difference between the two routes is only 18 miles. The distance to Temora is 292 miles; the distance to Coolamon is 310 miles. From what I have heard the distance is practically the same from Temora to Ariah as it is from Coolamon to Ariah.
316. The population along this proposed line is very small? Yes; it generally is on an agricultural area until it is developed.
317. The prospect of the line paying working expenses is rather remote, is it not? Certainly. But railways carried into essentially agricultural districts may be relied upon in ordinary circumstances to carry settlement, and they are also pioneer lines.
318. You have told Mr. Roberts that there is very little land available for additional settlement along this line? At present, but in four or five years more Crown lands will be available.
319. *Mr. Humphery.*] Have you closely examined the land between Coolamon and Ariah, and beyond Ariah within the district that you have estimated would send traffic to this railway? Yes. I have been over it, and I have identified every farm in the district.
320. How did you arrive at the estimate as to the quantity of wheat that the line would carry? That is taken from the actual production of each farm.
321. You say there are 18,000 acres under cultivation at present the produce of which would reach the railway? Yes.
322. Will you describe on the map the area which would embrace the 18,000 acres which you refer to? The farthest point to the north-east would be in the direction of Mandamah, that is 14 miles from Ariah. To the north-west 12 miles, with the exception of South Yalgogrin, which is 18 miles. There is wheat grown within 7 and 8 miles west of Ariah, and a good deal of it too. To the west the extreme distance is 9 miles, south-west 9 miles, and to a point 10 miles from Coolamon.
323. Do you say that within that area at the present time there are not less than 18,000 acres under wheat? Yes.
324. Why do you come to within 10 miles of Coolamon? For the simple reason that I do not think that any of the traffic within 10 miles of Coolamon will go to the line; it will come into Coolamon, because a great deal of the cultivation lies to the east of the line, and the distance to Coolamon would not be much greater than the distance to the proposed line.
325. What distance is Cowabbie from Devlin Siding? About 12 miles.
326. I think you said that Cowabbie was about halfway? Yes.
327. Do you not think that you have slightly over-estimated the probable traffic, having regard to the fact that Cowabbie is only 12 miles from the existing railway? There is no practicable road between Cowabbie and Devlin's Siding, and in the neighbourhood of Cowabbie the greater part of the production is to the east.
328. Not to the south? To the south, but not so much to the west.
329. There is a siding at Ganmain? Yes.
330. Have you considered that 10 miles from Coolamon on the proposed line the agricultural land would not be more than 7 miles from an existing platform? I think it would be more.
331. On the west? On the west it might not be so much.
332. Have you taken that into consideration? I have only shown 850 tons of wheat at 10 miles. Mr. Robbins has 900 acres under wheat. That is 300 tons out of 850 tons.
333. That is east of the line? Six miles north-east of the proposed line.
334. Why have you estimated that that will go to the proposed line when it is only 10 miles from the existing railway? It is 16 miles. He could not get into Coolamon without coming on to the stock route.
335. How far would he have to carry his wheat to the proposed line by road? Six miles.
336. And to the existing line? Sixteen miles.
337. He would have to pay road carriage as well as railway carriage? Yes.
338. What would be the difference in going to the proposed line? He would carry the 6 miles by his own teams; but if he had to go 16 miles, he would not use his own teams.
339. Your argument is then that if he travelled the 6 miles only, he would carry the produce by his own teams to the station, and would thereby effect a saving? Yes.
340. Therefore, you think you have properly included that in the possible earnings? Yes.
341. Have you, after consideration, based all your estimates in the same way? Yes; I have taken every man's holding and the wheat produced on it, discarding all those that were within 10 miles of Coolamon.
342. All the holdings in the district that would be served by the railway, in large or small areas? Just as they are held.
343. Are they held in large areas? They are both large and small. For instance, there is Connell, of Stenhope; he is 35 miles from Coolamon, and 10 miles east of the line. He has 600 acres of wheat under cultivation, and 2,500 sheep; another one possesses a smaller number of sheep, which indicates that he has a smaller holding; another has 400 acres under cultivation and 5,000 sheep; another has 150 acres under cultivation and 500 sheep.
344. This is a paper furnished by the local committee, is it not? Yes.
345. Have you satisfied yourself of the correctness of it? Yes; I have struck out every portion of the statement which has not been supported by investigation made by myself.
346. Therefore the paper may be taken as having been verified by you? Yes.
347. *Mr. Hoskins.*] If the settlers hold such areas as you have described there never will be a large population in the district, will there? No, but it is quite possible that there may be a township formed; townships have sprung up in such cases. I do not profess to be more in favour of the line than my report indicates, but I think it is a line that should have careful consideration.
348. Suppose a line were made between Temora and Ariah, what portion of the district comprised in your return would be served by it? The whole of the district in the neighbourhood of Ariah.
349. Can you say, approximately, what area would be served by the proposed line? I may mention what I have given as coming in at Ariah. I have said that at 42 miles there would be 1,200 tons of wheat, 600 tons of wool, and a population of 250.
350. Assuming that the line were made from Temora to Ariah, then you would have 20 miles to serve instead of 10? No.

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351. Would you exclude the traffic at 30 miles? Yes, because it would come to Coolamon.
352. Why 30 miles to Coolamon against 10 miles to Ariah? I do not think there is the least probability of your being able to charge less than we charge from Ariah—3s. 6d. a ton; it would cost them 5s. or 6s. a ton to get it there.
353. The new line would have to bear a special rate, whether it was constructed from Temora or Coolamon? Yes.
354. Therefore, although the distance by Temora would be less than by Coolamon, there would be no difference to the people using the line? It would be cheaper to come to Coolamon. There is competition at Coolamon with Victoria, and the rate there is £32 10s. for a 6-ton truck; at Temora it is £32 10s.
355. *Mr. Humphery.*] You say that the rates between Temora and Sydney are higher than the rates between Coolamon and Sydney? Wheat is 3d. a ton cheaper from Temora than from Coolamon, and there is only 18 miles difference between the distances. If they had to pay to cart their produce into Ariah from any point between Coolamon and Ariah, and had to pay a special rate of 3s. 6d. a ton into Temora, it would more than compensate for the short distance.
356. Would it not give a better return by way of Temora than Coolamon if you got higher rates on that line? I suppose it would on the whole; 18 miles would not make very much difference.
357. *Mr. Trickett.*] Did you ascertain what distance it would pay the wheat-growers to cart their wheat to the railway station? They give different opinions in different districts. Most of them say that if they can get to the station and back in a day, without having to camp out, they can do it far more cheaply than having to pay carriage. In some cases they have to go 15 or 20 miles, but on heavier roads they could not do that distance.
358. The Railway Commissioners, in their report, go so far as to say that they cannot see their way to recommend the construction of the line? Yes, and I do not recommend the construction of the line. I simply lay before you the information which I have obtained.
359. *Mr. Lee.*] You are quite clear that the rates you name for wheat and wool would be the rates which the producers there would be able to pay? Yes.
360. That means, that if the rates were higher there would be a possibility of competition, and they strongly object to pay a higher rate? Yes.
361. It appears that the bulk of the wheat is produced somewhere between 20 and 30 miles? Yes.
362. And the larger quantity of wool beyond that point? Yes.
363. You have told us that there are about 18,000 acres under cultivation, chiefly wheat? Yes.
364. You estimate that the 18,000 acres of wheat will bring in £575? Yes.
365. The anticipated loss on the line is £4,000? Yes.
366. If that loss is to be arrested at any time, must it not be by the grain produce? If the land is more intensely cultivated it will carry more sheep.
367. As more land is brought under cultivation there will be fewer sheep? No; just the contrary. We have found that in such cases there are more sheep.
368. As the pastoral holdings become absorbed by agriculturists, then the number of sheep will decrease? Yes, on the runs.
369. Therefore it is not the wool that you have to look to to make up the deficiency? The wool will assist in bringing it up.
370. Would it not be a very small item? We think it will be an increasing item. At Naromine, before a number of selectors went on the land, we did not get one-third of the wool that we get to-day. A large area has gone into cultivation, and the district produces more wool than ever. The land carries more sheep to the acre now than it did formerly.
371. It is not so much to the wool that you look to for the increase in revenue as to the grain? The grain.
372. If this loss is to be made up in the future by the increase of agriculture, then it follows that there will have to be an additional 72,000 acres brought under cultivation? No, I do not admit that at all. In the first place, I do not admit that the 18,000 acres are carrying only wheat; I say that they are largely producing wool.
373. If you depend upon grain to make up the deficiency, the area under agriculture will have to be increased by 72,000 acres? If we depend upon wheat alone, and there are no sheep at all in the district.
374. If wool is grown it can only be grown by the farmers? Yes.
375. Then there must be about 112 square miles of additional agriculture, that is, four times your present amount? You would have to add very largely to your wool estimate. My contention is that if the country is properly occupied that estimate will be largely increased. I should think that it would require about 90 square miles.
376. That is near enough;—is there that area of agricultural land there? The line is 42 miles in length, and a depth of one mile on either side would give 84 miles.
377. The whole of it is not fit for agriculture? A large portion of it is.
378. I asked you what quantity of land there is, and you give me the length of the line;—but are you not aware that the land is almost all alienated from one end of the line to the other? Yes; but that does not indicate that it will not produce wheat.
379. I want to know whether there is an additional 72,000 acres that can be sold? The Crown Lands Office ought to be able to tell you that. On the Berrigan line there was scarcely an acre of Crown land when the line was made.
380. Do you think that along that line the land already alienated, but not cultivated, is capable of giving an additional 72,000 acres of cultivated land? Yes, I do.
381. I believe that Berrigan wheat is carried 20 miles at 2s. 6d. per ton? Yes.
382. At that rate it pays well, owing to the quantity? Yes.
383. But do you not carry about 16,000 tons of wheat on that line? Yes, something like that.
384. As compared with an estimate of 5,000 tons on this line? Yes; but if it increased in the proportion we are speaking of we should carry as much as on the Berrigan line.
385. That is a matter of conjecture? Yes.
386. No doubt it would increase to some extent? Decidedly.
387. And making a railway would cause it to increase rapidly;—but you are not prepared to say that there would be the large area I mentioned? No. My position is this: I do not wish the Committee to go through the district, and then afterwards tell me that I have understated its capacity.

388. If a large amount of additional settlement takes place it must extend to and be within the influence of railway stations on existing lines? It would extend more to the north than it does at present.
389. I find that you expect to get from wheat and from wool £948? Yes.
390. And the total revenue expected is £2,047? Yes.
391. Included in which is the item £504 for mails? Yes.
392. Which is equal to 25 per cent. of the estimated revenue? Yes.
393. I presume that it does not cost £504 to run the mails there at present? No.
394. That being a paper account, it is really not an earning to the State? I might say that with increased facilities and improvements in railway working, which are taking place every day, we might naturally expect the expenses to be reduced.
395. We assume that the traffic expenses are estimated on the lowest possible basis;—but supposing that the line were run for nothing, the traffic would not pay the interest on the expenditure? That brings me to another question—the question as to the cost of roads. As things go, there has been enough money spent on the roads to half build the railway lines.
396. Has not your experience been that the more railways we make the more roads we require;—that you must make roads as feeders to the railway? Decidedly.
397. You are of opinion that in the course of time the population will contribute sufficient traffic to pay the working expenses and the interest on the cost of the line? I say it might.
398. You think it would be some time before such a large development will take place? Yes.
399. *Chairman.*] It is perfectly clear that the Temora to Cootamundra line would be benefited by the traffic? Yes; but you want to take the Junee to Hay line. It could do with a little assistance.
400. The Cootamundra to Temora line is not working to its full capacity? No; neither is the other. There is this much to be said with regard to the other, that on a line like that, where you have a larger staff available, you can get more work done more cheaply.
401. How much is the road carriage for 15 miles? Nine shillings and 12s.
402. What rate do you propose to charge for 15 miles? One shilling and threepence.
403. A saving to the farmer of 7s. 9d. per ton;—how much is that per bushel? A little less than 3d.
404. You recognise that the line from Temora to Ariah would be practically parallel with the line from Junee to Narrandera, and they would not be much more than 30 miles apart? Not much more.
405. Therefore, any agriculturist occupying any portion of that country between a line drawn from Temora to Ariah, and a railway from Narrandera to Junee, would not be more than 15 miles away from a railway? No.
406. Not a very bad position for a farmer? No; but there are not roads to every square mile of country, nor a railway station at every mile. The farmer might have to go 25 miles before he could get to a railway station.

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WEDNESDAY, 29 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKEET.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Coolamon to Ariah.

John Harper, Goods Superintendent, Department of Railways, sworn, and further examined:—

407. *Mr. Wright.*] Have you been through the country bounded by Junee, Temora, and Cowabbie? I have been from Cootamundra to Temora, from Junee and to the west of Coolamon along the main line, and through Cowabbie and Mimosa.
408. That is the best part of that country? Berry Jerry is the best.
409. What is the longest distance in which wheat is cultivated from the railway? The longest I know of where people claim to be satisfied is from Gunbar coming into Carrathool. There the people claim to be satisfied, but in the seasons to which I refer they were getting a good price for their wheat.
410. They can grow wheat and cart it to the railway? Yes; but they were getting 4s. a bushel for it at the time I speak of.
411. Are there any farms in a straight line to Cowabbie and Temora and Junee more than 20 miles from an existing railway station? Yes, at West Mimosa, which is more than 20 miles.
412. How far is the nearest station from Temora? About 25 miles.
413. If you scale the map you will find that there is not one portion of that country between Narrandera, Cowabbie, Temora, and Junee that is more than 20 miles from the existing railway? I am sure that there are plenty of farms that are more than that. I have not been between Temora and Mimosa.
414. Cowabbie is between 17 and 18 miles from the railway? It is certainly more than that.
415. If you take the belt of country through Cowabbie straight into Cootamundra you cross Mimosa? Yes.
416. Coming from Narrandera to Cowabbie, and across to Temora, there is no area of land that is more than 30 miles from the existing railway? That is as the crow flies.
417. Is there any difficulty in growing wheat in that area? People say they are growing wheat successfully in that district, but they are asking for a railway.
418. In your return you say that 80,000 bags of wheat were carried on the north-western line last year;—what proportion of that was grown to the north of the limits that I have given you? I could not say.
419. Do you think one-tenth of it? Yes, north of Cowabbie.
420. Do you think 8,000 bags were grown north of that? Yes. North of Ariah, speaking from memory, and north-west and north-east, between Broken Dam and Ariah, I think there were 1,200 bags. There were over 10,000 bags grown in the neighbourhood of Ariah.
421. What is grown west of Warri? There is a good deal of cultivation.

J. Harper.
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- J. Harper,
29 Sept., 1897.
422. Is there any cultivation at Mumbledoon? Yes.
423. That is 30 miles from Narrandera? Some where about that.
424. That is practically your western limit? The north-western limit.
425. According to your return 190,000 bushels of wheat would be likely to come on to that line? Yes.
426. And that would mean 15,879 acres at 12 bushels to the acre? Yes.
427. Do they average that? They average about 16; but the rail carries about 12.
428. In round figures that is 200,000 bushels that the line might be expected to take? Yes.
429. Where is the bulk of the 80,000 bags grown? Twenty miles out of Coolamon, extending over the whole distance.
430. Is there any grown south of the railway line? Yes, but not very much.
431. Do you think the land to the south of the line is inferior? The land to the south is not open to the same extent that it is to the north.
432. Is there any cultivation at Mara? Yes; the produce from there would come in at the Mara platform between Coolamon and Junee. I have some information which I promised to get as to the average areas under wheat in the various districts. I undertook to give the increased area under cultivation in the Berrigan district. Since the line was opened it has increased from 34,000 acres to 39,000 acres, giving an increase of 5,000 acres, or 12½ per cent., over last year. Some honorable Members spoke about Grong Grong. The increase in the Grong Grong district has been from 11,000 acres to 13,000 acres. The increase which comes into Coolamon I gave as the produce of 18,000 acres. It has increased from 24,000 acres to 26,000 acres; Old Junee, which I did not include in my estimate, from 25,000 to 27,000 acres; Gunbar from 7,000 to 7,500 acres.
433. The 80,000 bags of wheat, which you said had been received, represented the cultivation of about 21,300 acres at 12 bushels to the acre;—do you think that if this line is constructed there will be another 18,000 acres put under cultivation? Yes.
434. In what time? I do not know. I should think within a reasonable time. The cultivation at Temora has increased from 14,000 to 15,000 acres.
435. How far west and north-west of Ariah have you been? I have been from Wyalong to Yalgogrin, and from there to Rankin's Springs and Hillston.
436. What was your impression of the country as you passed through from Ariah to Broken Dam? In the direction of Broken Dam there is a lot of very good country at Merool Creek.
437. That is all good country? Yes.
438. Is not the best of that land between Warri, Ariah, Broken Dam, and Cowabbie? I would not like to say that.
439. You do not think that is the best country? The country which impressed me most was West Mimosa.
440. What is the country like from Grong Grong going to the north? I do not know anything about it, except what I have heard. It is broken country.
441. Were you at Yalgogrin? Yes.
442. It is rough country there, is it not? Yes, broken ranges.
443. That country west and north-west is practically valueless for cereals? Not to the west, but to the north-west it is.
444. You can give the Committee no definite period of time within which, under ordinary conditions, this line would be self-supporting, as far as traffic is concerned? Yesterday I said I thought it would be within ten years.
445. Suppose that the country were largely cultivated for wheat, would that mean a large augmentation of the population? A comparatively larger augmentation of the population would take place. I fancy that the whole of that country would have to be cultivated in large areas, which would not mean a very large population.
446. Would not that mean the employment of first-class machinery, and the diminution of the demand for labour? It would mean the employment of more labour than is employed there at present.
447. You carry cereals remarkably cheap;—is there any probability of that country being so densely populated as to recoup a railway for what it loses on the wheat, by means of the return carriage in the shape of stores? It is not admitted that we lose anything on the carriage of wheat.
448. *Mr. Hoskins.*] You would have a number of empty trains running into the country to bring back wheat, and comparatively small quantities of goods to be carried into the district? If we studied the whole interior of the country as regards railway communication in that light, we should not develop it. We must look to the cheapening of carriage in the interior.
449. Several schemes for agricultural railways have been submitted to the Committee;—is there any immediate prospect of such an accession to our population as would enable those extensive areas to be cultivated? I think so. If the conditions for taking up land are favourable I think there would be no difficulty in getting population.
450. Could you have more favourable conditions than exist in this Colony for the taking up of land? As far as I read current events, there appear to be far more applicants for land than there is land to meet the demand.
451. Where do you suppose the population is to come from? They are coming from the other colonies at present.
452. How would it be if thousands of farmers in New South Wales are shifted from one district to another? Those who are applying for land now are not New South Wales farmers. Every one knows that the bulk of the farmers who are applying for land in New South Wales come from South Australia, Tasmania, and Victoria.
453. And they are generally supposed to be better farmers than our local people? That has been my experience of them.
454. They cultivate more intensely? Yes, and have a better knowledge of cultivation.
455. In the event of these railways being made, and the land is cultivated here as it is in Victoria growing cereals, say, for ten years, what effect will that have on the soil? It will make it better capable of carrying produce than it is to-day.
456. What would be the effect of having crops continually taken off the soil? I think in sufficiently large areas, it can be worked for a great many years without exhaustion. That, however, is a technical question

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question which I cannot deal with. I think that if the areas are sufficiently large to enable them to farm in a proper way, alternating their crops, and spelling the land occasionally, it will last for many years.

457. You think that if farmers have reasonable areas, intense cultivation and rotation of crops will produce larger results in cereals and wool? Yes; that is my impression from what I have seen.

458. Are there not many districts in New South Wales, where there is cultivation, which are much worse situated as regards railway communication than this particular district? I do not know whether there are any places which are really worse situated in that respect. Some of those people in the neighbourhood of the area have to cart their produce 42 miles to get to the nearest railway station, and then they have to secure a distant market for their grain.

459. *Mr. Wright.*] But those who have to cart 42 miles are only a few? A good many have to cart about 40 miles. They cannot cut straight across the country; they have to follow such roads as they can get.

460. Have you ever been in the Rockley district? Yes.

461. That is an old farming district, and they are without railway communication? Yes; but the Rockley farmers do not cultivate in the same way that the people cultivate in the Ariah district. At Rockley they have comparatively good seasons, failures being few and far between. Most of the produce raised there has a market in Sydney; but the farmers in the Ariah district can only send to Sydney occasionally.

462. The road carriage is about the same? Yes; but Rockley is a small district compared with this.

463. With a larger population? Certainly. That goes to prove what I say: that with more intense cultivation the country is capable of carrying a bigger population.

464. Do you not think we might reasonably ask the people of this district to show by increased settlement and larger production that they are entitled to a railway? I should rather say that you should ask how much land they are going to bring under cultivation.

465. Did you go as far as Kildarie? No.

466. There is very little leased land in that country, is there not? I could not say from personal knowledge, but it is quite possible. Land may be ostensibly in the hands of the selectors, but really it may not be; but I think that when the Sectional Committee visits the district it will find that most of the selected land is in the hands of *bona fide* people.

467. It is quite possible for the land to be alienated in large blocks, and to be brought under cultivation? Yes; it is possible that the holders of the land will find it worth while to do what they are doing in the Riverina district.

468. The Commissioners do not recommend the construction of the line as a possibly paying line? No.

469. Nor do you? No; but it is one that deserves consideration from you gentlemen who can look into questions of policy, which I cannot do.

470. *Mr. Hoskins.*] I suppose you are aware that there is a large population located at Wyalong and Temora? Yes.

471. Would it not be better to make the railway from Temora to Ariah than *via* Coolamon? If the railway were made from Temora to Ariah the Wyalong people would not be a bit nearer to the market than they are now, and for all the traffic which we send to Temora in twelve months we should require to send trucks empty in the wheat seasons to bring away the wheat. You cannot balance either the wool or the wheat traffic.

472. The population at Temora is larger than the population at Coolamon? Yes.

473. Then, would there not be more loaded trains to Temora than there would be to Coolamon? Yes; but you have a large population at Temora engaged in producing ore. We are sending empty trucks to Temora to bring down ores to the smelting-works on the South Coast. If you are going to deal with a big traffic in a community like this, you will always have an exodus of empty trucks in one direction in any particular season. The day before yesterday it came under my notice that we had to send empty trucks from Sydney to bring ore from Temora, to be smelted at Lake Illawarra; and you will always find in a mining district, outside the ordinary requirements of the population, on the return journey the ores and other products will more than occupy your empty waggons.

474. At all events, a mining population uses a large quantity of merchandise? Decidedly.

475. Did it not occur to you, in making up the probable revenue and expenditure, it ought to be added to by goods being carried into the district, instead of empty waggons being sent to bring down the wheat, from which very little revenue is received? I have no doubt that in working out their calculations the Commissioners did deal with that phase of the question.

476. Do you know whether they have taken into consideration the fact that a large expense would be incurred in sending up the empty waggons to fetch the wheat? They have taken that into consideration in fixing the rates to Coolamon. If they are satisfied with a rate of 12s. 4d. to Coolamon, I have no hesitation in saying that 1d. per ton per mile over the rest of the journey will pay. They do not make rates without studying whether it will pay or not. A good load of wheat is not a badly paying thing. During the wheat season we never run with other than fully loaded trains.

477. You have fully loaded trains, but you charge a low rate, and you have to send long trains of empty trucks? Decidedly we have; but that is taken into consideration by the Commissioners.

478. Considering the large number of persons who are employed about Temora, do you not think that trains going *via* Temora to Ariah would be more likely to be loaded than trains sent to bring down wheat *via* Coolamon? No. Temora is a terminal point with a population of 1,600. To the south of Coolamon, and in the direction of Berrigan, Jerilderie, Hay, and Narrandera, you have twice the population that you have at Temora. The trucks which are utilised to convey the traffic to those people at Narrandera are equally available for bringing traffic from Coolamon with the waggons that take traffic to Temora.

479. Except that all the trucks would run much longer distances? That would not matter, because you would have that at Narrandera. If it would hold good at Temora it would hold good for all the mileage beyond that country.

480. You have included districts which would have no influence upon it? Traffic is sent to those districts, and the waggons have to find their way back.

481. *Chairman.*] In the Railway Commissioners' report with regard to the line from The Rock to Green's Gonyah, the distance is given as 25 miles, and the working expenses and total cost £1,625. In the case of the Coolamon to Ariah line the distance is 41 miles, and the cost of maintaining permanent way, traffic, and locomotive expenses is £3,500;—is it the same class of country? Yes, it is about the same class of country.

- J. Harper.
29 Sept., 1897.
482. *Mr. Lee.*] What is your opinion of the policy of taking a line as far as Warri only? I think that if it were taken to Warri it would meet the requirements of the district,—not quite so good as if it went to Ariah; but I think the people north and north-west would not have very much to complain of if they had railway communication at Warri.
483. Do you think it would be in the interests of that part of the country if the line started from Grong Grong? I would really rather not express an opinion.
484. What class of country would it pass through? The country from Grong Grong I do not know.
485. Is there as large an area suitable for agriculture as there is on the proposed route? That I could not say.
486. *Mr. Humphery.*] You expressed the opinion that there would be a great deal of traffic in ores from Temora to the South Coast? Yes.
487. Would that traffic be continuous throughout the year? The South Coast works have only recently started. It is more than probable that the traffic would be continuous throughout the year. But we have no idea what its volume is going to be, nor how long it is going to last.
488. Compared with the traffic on the proposed line, you would have your rolling stock occupied for about seven months of the year longer? That is in the carriage of ores back.
489. Yes? Decidedly, if the ore traffic continues.
490. On the one line you would have the wheat traffic for five months out of twelve;—on the other, you would have the ore traffic during the whole year? Probably. If the line to Ariah were constructed, ores would be brought down from Yalgogrin. To the west of the line there are mineral developments, 12 or 14 miles out of Grong Grong, and extending for some distance in the direction of Yalgogrin.
491. What rates do you get for the carriage of ore from Temora? A $\frac{1}{2}$ d. per ton per mile.
492. How does that compare with the carriage of cereals? I think the mileage would be about the same.
493. Therefore, if you could secure an equal tonnage from mineral traffic, it would be more profitable than the traffic on the proposed line, because you would have it for the whole twelve months as against only five months of the year? I am not prepared to say that. We might get too much of it, in which case we should be in the same position that we are with regard to grain—we may have to run empty waggons.
494. During the wheat and wool season you run empty trucks one way? Yes; but we might have to send trucks for ores. We have had to do it at Gundagai.
495. Is it not profitable to work your trains with traffic one way only? Not unless you are prepared for a big traffic. If you know you have to deal with a large traffic for three or four months, you have your rolling stock concentrated, and you can work it under more economical conditions than you can when you have an isolated rush of traffic.
496. Does that mean this: that, instead of having on the proposed line your estimated quantity of produce to carry, you have three times that quantity, and therefore there would be no profit, because you would have to run your trucks empty one way? No; the more you increase the volume of traffic the better. Your control expenses do not increase, and if you have an absolute load, from every point you start at you save a loss of mileage.
497. I do not quite see how on one line you must make a loss, and on the other line a profit, whilst on both lines similar conditions prevail? For the reason that in no instance should we have the ore coming in the same volume.
498. The answer is that in the one case you have a greater volume of traffic than in the other? No; it is not that. We may have 100 trucks of wheat going from Berrigan and Jerilderie. Those trucks are used in that local service. They have only the empty running between Jerilderie and Berrigan, and a portion of them will find their way down to Sydney with flour; some will go loaded to Murrumburrah and Wagga Wagga. We get through loading from that point, pick up loading there again and bring it to Sydney.
499. That is to say, you have to have a different class of trucks? No.
500. What would prevent you, when running mineral trucks, from picking up on the way grain and wool trucks? In the one case the ore has to come to Sydney for reduction; in the other case there are fourteen or fifteen country mills to which wheat is sent. A truck may make a dozen trips between stations before it comes to Sydney, but the ore truck comes straight back to Sydney.
501. Are we to understand that the mineral traffic would be less profitable than wool and grain traffic? Decidedly.
502. *Mr. Wright.*] Is there any place where there are half-a-dozen mills on the road? There are mills at Jerilderie, Narrandera, Wagga, Albury, Murrumburrah, Cootamundra, and Young.
503. The revenue from the line is estimated at £2,047 per annum, and of that £504 is for the conveyance of mails. Considering that the mails can be carried for £50, is not £450 of that a revenue that might be considered, to a certain extent, bogus? I have always put it openly before you, and you can form your own impression about it. In estimating the revenue from the carriage of postal matter, it is usual to allow the Railway Department from £12 to £15 per mile for the service.
504. That is irrespective of whether you run a train a day, or a train a week? Yes; it is so much a mile.

Henry Chamberlaine Russell, C.M.G., Government Astronomer, sworn, and examined:—

- H. C. Russell,
C.M.G.
29 Sept., 1897.
505. *Chairman.*] You are the Government Astronomer? Yes. There was a little difficulty with regard to the questions put to me from the fact that there were no records at the places named. I have had to take the nearest stations having records extending over a sufficient number of years. Ten years is not enough to give an average, especially just now, because during the last ten years the rainfall has been something like 25 per cent. greater than it was during the previous ten years. I have been obliged to select stations where the records have been as extensive as possible, in order to get fair results.
506. Will you give the particulars of the rainfall on stations north of the Junee-Narrandera line? I will begin at Ariah. In that district the average rainfall is 20·83; then 30 miles west, at a station called Coonapara, the rainfall is 20·56; to the east of that, at Boligamy, it is 20·66; at Yalgogrin, to the south of Ariah, it is 20·38; at Barmedman, 21·07; at Bygoo, further south, the rainfall is 22·20; to the west of that, at Barrelong, it is 19·52; at Mandamah it is 21·41; at Murrill Creek, 20·25; at Kildary, the average

average rainfall is 18·87. The longest record that I have in that part of the country is one at Cowabbie extending over twenty years. The rainfall there is 18·72. Then going to the west again at Collinroobie the rainfall is 20·88; at Coolamon it is 22·97; at Junee, 22·18; at Narrandera, 19·27; at Gainmain, 22·10. 507. Therefore the rainfall over that area of country presumed to be affected by the construction of the line from Coolamon to Ariah varies from 19 to 22 inches, a little over 20 inches being a fair mean? Yes, it would be.

H. C. Russell,
C.M.G.
29 Sept., 1897.

508. What is your opinion of such a rainfall for the cultivation of cereals? Within a radius of 100 miles of Narrandera, or perhaps more, the rain distribution is one of the best in the Colony. They have almost entirely satisfactory rains during the wheat-growing period. They have rain in the winter, when they sow the wheat, and an abundance of rain before December. It has often occurred to me as remarkable that the wheat-growing industry had not developed earlier about Narrandera, the most favourable place for it.

509. Twenty inches of rain falling at the right times is sufficient for the cultivation of cereals? Yes.

510. Therefore, if the soil is suitable in the vicinity mentioned, agriculture should be a success? Yes; as far as I am able to judge I think it would be.

Percy Scarr, Principal Assistant Engineer, Roads Branch, Department of Public Works, sworn, and examined:—

511. *Mr. Black.*] Have you prepared a statement in regard to the roads in the district that will be affected by this railway? Yes; it is as follows:—

P. Scarr.
29 Sept., 1897.

STATEMENT showing Schedule Roads affected by the construction of the proposed Railway from Coolamon to Ariah.

Schedule No.	Mileage.	Roads.	Amount Voted.						Amount Expended.
			1892.	1893.	1894.	1895.	1895-6.	1896-7.	
331	20	Coolamon to Cowabbie.....	£ 400	£ 400	£ 360	£ 270	£ 360	£ 330	£ s. d. 1,585 13 4
338	32	Narrandera to Collinroobie .....	...	...	...	...	95	110	184 12 3
341	41	Temora to Wyalong .....	...	...	...	825	1,950	2,050	3,533 18 1
343	22	Temora to Mandamah .....	...	220	260	195	260	260	844 7 6
335	28	Grong Grong to Warri.....	...	...	...	...	...	270	146 18 11
			£ 400	620	620	1,290	2,665	3,020	6,295 10 1
Total amount voted							£8,615 0 0		
" " expended							6,295 10 1		

512. Have you any reason to think that if a railway were constructed there would be any less expenditure on the roads? No. I think it would rather tend to increase the expenditure on the roads.

513. Your experience has been that the construction of railways instead of lessening the expenditure on the roads has tended to increase the demand? It rather tends in that direction, because it opens up country, and increases population, so that more roads are wanted.

514. Then the railways cannot be looked upon as taking the place of roads? Not in all cases.

515. Is there a road from Temora to Ariah? No. There is a road from Temora to Wyalong. There is a road as far as Mandamah from Temora.

516. *Mr. Hoskins.*] How much has been spent on that? £844.

517. *Mr. Lee.*] Which way is the trend of the traffic in that part of the country between Temora and Narrandera? The greater part of it comes from Cowabbie to Coolamon. That is the most important road in that direction. The traffic south from Mandamah goes to Temora; south and west of Ariah it goes to Coolamon.

518. You do not find it necessary to metal the roads there? Some of the money has been spent on metalling after the roads have been cleared. We have not sufficient money, and we have to do it by degrees. The principal traffic there is wheat, and it comes in in the early summer, when the roads are pretty good; otherwise there would be a great deal of trouble with the roads there.

519. According to your statement, the annual expenditure on roads there is very small? Yes; it is new country to us. The soil there carries the traffic very well.

520. I think it can be accepted that the nature of the country is such that a very large expenditure on the roads is not required? Not under present conditions, because the heaviest traffic comes in during the summer. But if there were a general traffic at all times of the year we should have a great deal of trouble with the roads, and there would have to be a very great expenditure upon them. The road from Temora to Wyalong has been in a bad state, because the traffic is on the road all the year.

521. That is bad country for a road, is it not? Yes.

THURSDAY, 30 SEPTEMBER, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Coolamon to Ariah.

Hugh McLachlan, Secretary to the Railway Commissioners, sworn, and further examined:—

H.
McLachlan.
30 Sept., 1897.

522. *Chairman.*] The Committee desire to know how it was that in one instance the cost of maintaining the permanent-way and locomotive expenses amounted to £85, and in another instance to £65, on two different routes, Coolamon to Ariah and The Rock to Green's Gunyah, although the country seems much the same on both routes? As I pointed out, each line is considered on its merits—that is, there is no averaging of one line as against another, and the circumstances are never the same in two cases. Take the case of the line to Green's Gunyah. We have a line, not a great distance from it—the Culcairn to Corowa line—and that line is only worked three days a week, so that we could shuffle the men backwards and forwards to work the line alternately, and therefore the Green's Gunyah line would not involve what you might call the whole cost of an independent service. In that way the cost per mile would be relatively less than the cost of the line on which you have to employ a separate set of men, and where you have to make separate arrangements entirely. You divide the cost of the fixed staff in regard to one or two items. That will account for the difference between the two estimates.

523. The running of trains three days a week on the Culcairn to Corowa line is a temporary thing;—we hope the time will come when you will run trains every day? It has been going on for about five years, so I do not think it can be considered temporary.

524. Then your reply is, that the contiguity of the Culcairn to Corowa line, enabling the two lines to be worked together with the same staff, explains why the cost of working one line will be so much less than the cost of working the other? Yes; that is the reason of the apparent difference in the cost per mile.

525. How often do you work the line from Narrandera to Jerilderie? I think that on that line there is a train a day.

526. *Mr. Hoskins.*] In estimating the working expenses of a line, do you take into consideration the fact that, owing to the small population in the district, you may have to run empty trucks to bring down the produce? Yes; but, as a matter of fact, the cost relatively would not be much altered, because one set of men would run the empty trains as well as the full trains. The Commissioners have only debited the branch line with the out-of-pocket expenses. The same drivers and firemen would take the empty as well as the full trucks, and the same traffic men and the same permanent-way men would be employed; so that our out-of-pocket expenses would be very much the same in both directions.

527. *Mr. Lee.*] Since you were here last we have had Mr. Harper before us giving details as to the traffic, and we learn that out of an estimated revenue of £2,047, 25 per cent. would be derived from the carriage of mails? Yes.

528. Mr. Harper has also told us that the area under cultivation is 18,000 acres, so it takes 18,000 acres to give a prospective freight of £575, and there is an estimated loss of £4,000 on the line; therefore, if the traffic in the future is to consist of grain, cultivation in the district will have to increase by an additional 72,000 acres? That would not altogether follow; because if you put an additional, say, 18,000 acres under grain, that necessarily would bring a certain revenue for return goods. I do not think you could work it out by the same rule.

529. My question was, if the increased traffic is to be derived from grain, it will take practically that amount of land? If grain were the only consideration, yes.

530. Very little increase can be expected from wool? I do not think there would be a great increase from wool.

531. Have you any data in the Department to show whether there is any probability of agriculture increasing so largely in that district? No, we have no figures.

532. You really have to be guided by the facts presented to you through your officers? Yes.

533. I presume, then, that by a careful analysis of these figures the Commissioners have been influenced in coming to the decision which they did not to recommend this line? Yes.

Joseph Clarke, Inland Mail Clerk, Postal and Electric Telegraph Department, sworn, and examined:—

J. Clarke.
30 Sept., 1897.

534. *Mr. Lee.*] The Committee would like to know what mail services there are from Coolamon towards Ariah, and from Ariah westward, also whether there are any mail services from Temora towards Mandemah, and from there to Ariah, names of the lines and the amount of the contracts? The first line is that between Coolamon and Ariah. The particulars of that contract are as follow:—From Coolamon to Shannan's, Ariah *via* Veetches, M'Kinnon's Public School and Junction Inn, 42 miles, twice a week by two-horse coach, £94 per annum. There is no other mail service connected at Ariah.

535. Is there a mail service from Grong Grong to Warri? No.

536. Is there a service in that direction? Yes; from Coolamon to Warri and Warri saw-mills, *via* Bull's Hole Corner, Cowabbie and Murray Creek, 40 miles, twice a week, a four-wheeled coach, two horses, £120.

537. Is there one from Temora to Mandemah? Yes. From Temora to Mirrool Creek, Broken Dam, Willandra, Yalgogrin, North Murray Station, Hungary, Mandemah, Kildary, White Gate, $\frac{1}{4}$ mile north of Kildary, $1\frac{1}{4}$ mile west of White Gate School and Goodigah, 85 miles, twice a week, sulky and one horse, £179.

538. Supposing there were a train running from Coolamon to Ariah, which of those lines, if any, would you be able to discontinue? The one to the left would still be run, I think, to serve roadside people from Coolamon to Warri. If they run out from Ariah the roadside people would probably require a mail, and between Temora and Broken Dam I suppose there would be a mail once a week.

539. Practically the only line that would be discontinued would be the one from Coolamon to Ariah? Yes.
540. That is £94 a year? Yes. If the distance is 42 miles we should have to pay £504 a year, instead of £94, as we are paying now.
541. I suppose that once a railway commences to run, you are compelled to use the train? No, we are not compelled.
542. In a case like this where the charge is so much increased, would your Department be likely to maintain its own service on the score of cheapness? That would be a matter of policy.
543. Are there any special features in connection with the service that make it desirable to pay this largely increased charge to the railway? I should not think so.
544. Do you derive any special advantage in connection with the parcels post? No. We get what we can out of that. I do not know whether it would be very large on this line or not.
545. At all events, you are quite clear as to the alterations that would be necessary in the mail service if a line were run to those points—it would only be necessary to discontinue one line? I think so.
546. *Mr. Humphery.*] You mentioned that the mailman called at the chief places between Coolamon and Ariah;—would the railway pass those points? I could not say.
547. It would not necessitate a service from the stations on the railway line to the places that you mentioned? I do not think so.
548. What is the time occupied on the journey between Coolamon and Ariah? Seven hours. They leave Coolamon at noon, and arrive at Ariah at 7 p.m. When they establish a line like that there are generally some small platforms on the line, and people receive their correspondence there.
549. *Mr. Trickett.*] Is the parcels post a paying branch of the Department? I think it is.
550. In places where railways have been extended, do you find a large increase in the parcels branch of the business? It has increased very much, I believe.

J. Clarke.
30 Sept., 1897.

Charles Edward Rennie, Chief Draftsman, Department of Lands, sworn, and examined:—

551. *Chairman.*] You have brought some maps I believe? Yes; I have brought a map showing the tenure of Crown land within 20 miles of each side of the proposed railway from Coolamon to Ariah, and also from Temora to Ariah. On the map the blue colour shows the alienated land under different tenures; the green colour shows the reserves; the brown tint shows the Crown land; and the blue shading shows the improvement and settlement leases. I have taken out the totals on the line from Coolamon to Ariah within the limits mentioned within about 20 miles north-east, north and west, and then a line running into Coolamon, midway between the Coolamon and Ariah line and Hay line. Within that area there are 483,360 acres of alienated land; 25,760 acres under settlement and improvement leases; 206,080 acres of reserves, and 298,540 acres of Crown lands.
552. Adding the two together there are 500,000 acres of Crown land? Yes, about 500,000 acres of reserves and Crown land. I will now give an analysis of the Crown lands in that area. Leasehold lands 217,470 acres which will become available between the present date and the year 1900; land held under occupation license, 55,750 acres; lands untenanted 23,320 acres.
553. To that you must add the reserves, which amount to some 200,000 acres? Yes.
554. The Crown still holds 500,000 acres? Yes. From Temora to Ariah the figures run as follows, within the area shown on the map by the red line:—Alienated land, 598,660 acres; settlement and improvement leases, 39,300 acres; reserves, 205,310 acres; Crown land, 306,820 acres. These Crown lands are made up as follows:—Leasehold area, 225,670 acres; occupation license, 32,330 acres; untenanted lands, 48,820 acres.
555. There is not any very great difference between that and the area you mentioned before? The difference is not very large.
556. Are there any exchanges? I have no information about exchanges. It would make very little difference, because if you get land by exchange you have to give up an equal quantity.
557. Have you the number of holdings and the average area of the holdings? No.
558. Is there any other land in that district unselected, not within reserves or leasehold areas? Yes; the land that I spoke of as being untenanted. There would be on the Coolamon to Ariah route about 75,000 acres of land open.

C. E. Rennie.
30 Sept., 1897.

William M'Intyre, Chief Electoral Officer, Chief Secretary's Department, sworn, and examined.

559. *Chairman.* You have brought us some information with regard to population? Yes; I have made an estimate of the population within the area along the proposed railway from Coolamon to Ariah, via Cowabbie. The estimate is based upon the number of electors upon the Parliamentary Electoral Rolls now in force, from which I have as near as practicable ascertained the number resident at each locality situated within 15 miles on each side of the proposed railway, from a line 15 miles north of the existing line from Junee to Narrandera, to a radius of 15 miles northerly from Ariah. There are portions of two electorates within the area, and the total number of electors I estimate at 168, equal to a population of about 750 souls. The localities within, and the number of electors at each, according to the rolls, are as follows:—

W. M'Intyre.
30 Sept., 1897.

<i>Murrumbidgee Electorate.</i>					<i>Grenfell Electorate.</i>				
Ariah	...	...	...	18	Bolaro	...	...	...	7
Merool Creek	...	...	...	2	Bygoo	...	...	...	8
Methul	...	...	...	20	Kildary	...	...	...	21
Mimosa (part)	...	...	...	16	Mandamah West...	...	...	...	10
Mimosa West	...	...	...	14					
Murrill Creek	...	...	...	16	Total	...	...	...	46
Mumbledool	...	...	...	20					
Wallarobie	...	...	...	3					
Warri	...	...	...	11					
Yarrengarry	...	...	...	2					
Total	...	...	...	122					

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Coolamon to Ariah.

APPENDIX.

A.

[To Evidence of H. Deane, Engineer-in-Chief for Railway Construction.]

TRIAL SURVEY—GRONG GRONG TO ARIAH.

Department of Public Works, Railway Construction Branch,
Engineer-in-Chief's Office, Sydney, 1 October, 1897.

REFERRING to questions 59 and 60 of his evidence of the 23rd ultimo, I am directed by the Engineer-in-Chief to forward you the attached statement of Crown and alienated land traversed by the trial survey of the above line.

The Secretary, Public Works Committee.

E. HUNGERFORD.

Department of Public Works, Railway Construction Branch,
Engineer-in-Chief's Office, Sydney, 30 September, 1897.*Grong Grong to Ariah.*

I beg to inform you, in response to your verbal inquiries, that there are approximately 15 miles 40 chains of Crown land and 16 miles 65 chains of alienated land, traversed by the whole length of the trial survey of the above line, including the northern portion, which is also common to the Coolamon to Ariah survey.

The Engineer-in-Chief.

C. O. BURGE.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

RAILWAY FROM COOLAMON TO ARIAH.

REPORT.

THE Sectional Committee appointed on the 7th October, 1897, to inspect, take evidence, and report upon the proposed railway from Coolamon to Ariah have the honor to report to the Parliamentary Standing Committee on Public Works:—

1. The Committee, consisting of Mr. T. T. Ewing, (Chairman), the Hon. C. J. Roberts, C.M.G., M.L.C., and Mr. George Black, left Sydney by train on the evening of the 15th October, and arrived on the following morning at Cootamundra, where they commenced taking evidence. At a meeting held in the Council Chambers a large number of witnesses, chiefly residents in the town and district, were examined, most of whom advocated the construction of a railway from Temora towards Wyalong, with Hillston as its objective point, instead of a line from Coolamon to Ariah. Some of the witnesses expressed the opinion that whether a line from Coolamon be constructed or not, a line from Temora, in the direction indicated, would be a matter of necessity.

On the following day the Sectional Committee proceeded to The Rock for the purpose of inquiring into the proposal to construct a railway from that place to Green's Gunyah. On the 16th the Sectional Committee arrived at Coolamon, where they resumed the inquiry respecting the proposed Coolamon-Ariah line. A considerable number of witnesses gave evidence in favour of the proposal, and on Wednesday proceeded to inspect the route of the line, which they traversed as far as Warri. A meeting was held at Uley, on the same day, when evidence was obtained bearing on the question of the route of the proposed line and the probable effect of railway construction upon the wool, wheat, and timber industries. At this place some of the witnesses advocated the construction of the line from Grong Grong instead of from Coolamon. From Uley, on the following day, the Sectional Committee proceeded to Methul, where they were met by a number of farmers, landowners, and others, most of whom strongly opposed the construction of the line, as proposed, from Warri to Ariah, and advocated a deviation to the east, which would carry it more directly towards Ariah and take it on the eastern side of the Cowabbie Range. After inspecting the country between Methul and Mimosa, evidence was taken from witnesses who also desired the line to be kept to the eastward of the Cowabbie Range, so as to meet the wants of the numerous settlers in the Methul district. From Mimosa the Sectional Committee proceeded to Temora, where they were met by the members of the Railway League and a number of townsmen, who informed them that they had not sufficient information with regard to the western country to enable them to give evidence which would be of any value.

2. Between the Lachlan and the Murrumbidgee lies a great area of undeveloped country, which will probably be intersected in the near future by a line extended west from Wyalong to Hillston. To the south of this line, and between it and the Hay line, taking Wyalong as an illustration, a distance of about 65 miles intervenes, which is fairly well maintained to Hillston, which lies, approximately, 60 miles direct north (by scale) from Carrathool.

The Committee thought it well to take into consideration the territory bounded on the north by the projected line to Hillston from Wyalong; on the east by part of the line from the Murrumburrah to Blayney line, and from Murrumburrah to Junee Junction; on the south by the line from Junee Junction to Hay, and extending west towards the Lachlan. This, practically, is the area now under consideration, into which the line from Cootamundra to Temora has already been

constructed

constructed in a westerly direction. The main inquiry is circumscribed by a line from Coolamon to Ariaah: thus an opportunity of expressing an opinion in detail upon the whole of this extent of country was not afforded the Sectional Committee. Still the investigations have been sufficiently extensive to enable definite views to be expressed with regard to it, and to enable suggestions to be made for its ultimate development. In laying down a railway in any tract of country it is necessary to decide what system will be adopted in dealing with the outlying area, and, therefore, consideration must be given not only with regard to the immediate requirements and present produce, but whether it will form part of a scheme for the systematic development of the whole of adjacent territory.

3. The class of country may be fairly well described as being suitable for agriculture from Coolamon to Temora. From Temora to Ariaah (except two narrow belts of country); from Ariaah as far west as Binya, and from thence down on to the Hay line, with the exception of such portions of the country as are too broken, and some of the plains adjacent to the Junee-Hay line, may be classed as suitable for the growth of cereals. North-east from Ariaah, towards Barmedman, although a considerable portion of the land is suitable for cultivation, it is not uniformly good, being broken in places, and interspersed with belts of mallee and ironbark. North-east from Ariaah, towards Wyalong, for a considerable distance there is cultivable land. Somewhat south from Buddigower there are belts of mallee and ironbark, but with good wheat-growing land intervening, which class of country extends fairly well to Wyalong. West from a line direct from Ariaah to Wyalong, good land extends to Mount Yalgogrin. The stock route, passing to the east of that Mount, lies in good country; but west from this, extending in a northerly, then in a westerly direction, passing north of the stock route above Currajong, and thence westerly to Sim's Gap, thence following south-easterly through Cocapaira, passing The Peak, and then to Moombooldool North, then bearing, in a north-easterly direction to Mount Yalgogrin, lies a great belt of country described as mallee scrub. East, west, and north of Sim's Gap, and from Binya going west and north, there is a considerable extent of broken country. The plain also from Carrathool and Hay extends a considerable distance to the north. To the north from this plain and west and north from Kooba lies a large tract of country which is described as suitable for the growth of cereals.

With regard to portions of this district far removed from Ariaah and Coolamon (in a vicinity which the Committee had no opportunity of inspecting), it will be understood that the descriptions are only approximately correct. Still they are sufficiently accurate for practical purposes. A full description in detail of so great an extent of country could only be obtained by a greater expenditure of time than the Sectional Committee felt justified at this stage in devoting to it.

4. The line from Coolamon to Ariaah submitted by Parliament is open to serious objections. First because it passes away from the Hay line at an acute angle and therefore remains on one side for a longer distance than is desirable within the influence of that line. At Warri it turns somewhat east of north. If it were desirable only to approach the country in the vicinity of Ariaah—Warri would be a sufficient distance to construct the line at present. It would be desirable also to obtain a more direct route to the Hay line. A deviation *via* Methul, some 8 miles distant from the present location in an easterly direction, was suggested, a strong point being made of the surrender to the Crown of some 30,000 acres of land in its vicinity; but although the district around Methul would furnish a considerable freight to the railway from the settlement already in existence, and there will probably be an immediate extensive increase, no extension towards the south is at present desirable, nor can such be made advantageously with a due regard to the ultimate extension of the railways of the Colony. The sketch accompanying this report lays down with tolerable accuracy the section of country for which railway communication is necessary south from the projected line *via* Wyalong to Hillston, and north of the present line from Junee to Hay. For 15 miles south of the extension to Wyalong, and 15 miles north from the Hay line, no produce will reach either of these systems at a less road carriage than 7s. 6d. per ton for wheat, and 12s. 6d. per ton for wool. If a railway be constructed from Temora, passing between Warri and Ariaah, thence by Moombooldool, Binya, and Kooba towards Gunbar, it would intersect about midway this tract of country, and thus divide equally the territory, lying outside a 7s. 6d. rate per ton for wheat, between the proposed
extension

extension *via* Wyalong and the Hay line. Before recommending the construction of a line in this position, it requires to be proved that the produce from this area would be sufficient to furnish freight for a railway, render accessible a considerable agricultural settlement, and increase the value of the Crown land sufficiently to justify the expenditure. The Committee have excluded from the estimates any lands within 15 or 20 miles of any existing or projected line.

5. The land within the influence of a line traversing this country in a westerly direction may be described as being fairly suitable on the whole for agricultural purposes. West from Temora some inferior lands would be passed through, also some ironbark country not far from Mimosa West. A rough range may require to be dealt with east from Warri. North from Binya there is some abrupt country which may require a deviation in the suggested route, but within the area affected by such a line the good land forms a great proportion of the total extent. North from Moombooldool lies a belt of mallee country (shown on the sketch). Opinions with regard to the value of this land during the early portion of the inquiry were adverse, but after as full consideration as the Sectional Committee felt entitled to make (with reference to a matter not absolutely before them), they came to the conclusion that the land should not be excised from the enquiry as being useless. The evidence of men who had cultivated mallee lands, and who had opportunities of comparing these with the the mallee districts of Victoria, was to the effect that they would offer a good field for settlement, and could readily be brought under cultivation if proper means of communication were provided. This is probable, and if it be so it much strengthens the case for the construction of a line such as the Committee deem it wise to suggest. The annual rainfall in this district varies from 18 to 22 inches, and although the lesser amount will render the growth of cereals precarious at times, it is not too small, falling as it does in this district, to prevent agricultural settlement from being fairly satisfactory to the occupant, and preferable to pastoral occupation alone. These descriptions are subject to modifications in detail where, for instance, intrusions such as the Cowabbie Range and tracts of ironbark and inferior country occur, which, however, do not seriously affect the general character of the country.

6. If a line from Coolamon or Grong Grong towards the north be justifiable, a very short time must elapse before lines going north from other portions of the Hay-June line will also be required. It therefore becomes a question whether these lands are to be developed by a number of short lines going north to various centres along this great belt of country, or intersected by a lengthy western line.

7. In order that the influence of the projected line should not be over-estimated, the limit of country has been curtailed to 25 miles—that is, $12\frac{1}{2}$ miles on either side of a fairly direct line from Temora to Gunbar. A fair net return from pastoral land in this district appears to be about 3s. per acre. There is a general consensus of opinion that, taking an average over a period of years, a net return of 15s. per acre is not an over-estimate for agricultural occupation. If, therefore, it be possible to substitute agricultural settlement for pastoral, the wealth of the district will be materially increased. The rent paid by the pastoral lessees is stated to be between 2d. and 3d. an acre per annum. If these lands were available for settlement, and were within 15 miles of a railway, in the opinion of residents well competent to judge, a rent of from 2s. to 4s. an acre could readily be obtained. The area of Crown lands lying in a belt of country which would be benefited by an extension due west from Temora to Warri, 25 miles in width, extending west to a point 15 miles from Warri, is approximately 340,000 acres—*i.e.*, about half the land is still in possession of the Crown; further west the Crown areas become greater. If such access as will permit this land to be occupied for cultivation be provided, it is obvious that the increased value given to the Crown lands alone must be much greater than the cost of the railway, or if the State be prepared to lease a fair proportion of the land, the increased rent obtainable would much exceed the interest on the initial cost and the estimated working expenses.

The cost of conveying the wheat produce of an acre of land a distance of 15 miles in this district by road is approximately 2s. 6d. The State could place this extra rental upon the lands if to this extent the cost of land carriage was lessened without placing the farmer in a worse position, for it is immaterial to the producer, generally speaking, whether he pays the extra charge in rent or in carriage.

8. Within 15 miles of Warri, as a centre, there are now 19,000 acres of wheat, which with the trade in timber, wool, and back freights, and the certainty of large developments in the near future, would fairly well justify the construction of a line to that place. The position of Warri to-day is typical of that of half-a-dozen centres which will certainly come into existence in the country north of the Hay line. Thus the development of the country—if it follow upon the same lines as the proposal before the Committee—will necessitate the construction of several short lines aggregating (say) 150 miles of railway, the first 15 miles of each of which will pass through country already fairly well provided for by the main line. On each of these separate lines there will be terminal charges, and a service inferior to that on a through line, and the produce will be conducted to the south, which is intended to reach the sea-board at the port of Sydney to the north-east. On each one of these feeders, produce from country lying but little north of west from Cootamundra will be brought a distance of 35 miles south, to be again conducted north along the main southern line.

9. The Sectional Committee is of opinion that the Coolamon-Ariah line should not be carried out; but suggest that a line be surveyed approximately in the position shown on the sketch herewith, and as close to a direct line from Temora towards Gunbar as engineering considerations will permit.

A brief epitome of the reasons already set forth will not be out of place:—

- (I) That there is a vast area of land, situated in a belt 25 miles wide, lying 20 to 45 miles north from the Hay line, suitable for the growth of cereals.
- (II) It is not desirable to carry to the south, traffic which is intended eventually to reach the main port of the Colony for shipment.
- (III) Within the specified area a special rate may be charged.
- (IV) There is already a great extent of genuine settlement in this portion of the district.
- (V) The increase in the value of Crown lands alone will justify the work.
- (VI) The agricultural produce of the Colony must be conducted as cheaply as possible to the seaboard.
- (VII) A large farming population will be immediately available if proper means of access be provided.

In our opinion, this work should be immediately taken in hand, not only in the interests of the present occupants, but in order that the Crown may obtain the increased value which a work of this description will give to the public estate. The Crown is leasing lands at 2d. to 4½d. per acre which will readily bring 2s. and 4s. per acre if suitable means of communication be provided. If the line were decided upon, say as far as Warri, and the lands designed in suitable areas, almost the whole of this country could be settled advantageously at once. The second section might be extended to Moomboodool, or this point could be made one section from Temora.

By the time the railway was completed, the traffic, with fair seasons, would probably justify its construction, and the State would be in receipt of the increased value of the lands. The demand for any suitable lands and the recent experience of Victoria in the ballots for the mallee country make it clear that the population is available to occupy the country if suitable access be given. If the land be alienated before the railway is constructed it is clear that the State will lose the special value which the expenditure will give these lands. The course proposed is exactly that which would be followed by any business man in dealing with his own estate.

At suitable distances along the route, station-sites should be chosen near the centres of the most productive tracts of country and where water can be readily stored. These would become business centres of the various districts. The lands should be graded in zones; the value being decided by the quality of the soil and the cost of road carriage. Railways should be located, unless there are very strong reasons to the contrary, where the public estate will reap the fullest benefit.

THOS. EWING,
Chairman.

26th October, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM COOLAMON TO ARIAH.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

SATURDAY, 9 OCTOBER, 1897.

[The Sectional Committee met at the Council Chambers, Cootamundra, at 10 a.m.]

Present:

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The HON. CHARLES JAMES ROBERTS, C.M.G. }

GEORGE BLACK, Esq.

The Sectional Committee proceeded to consider the expediency of constructing a line of Railway from Coolamon to Ariah.

John James Miller, auctioneer, and stock and station agent, Cootamundra, sworn, and examined:—

1. *Chairman.*] How long have you been resident in the district? Twenty-four years.
2. You have a full knowledge of the district? Yes, and of the district running west past Hillston, and out between the Lachlan and the Darling.
3. And of the country directly west of the line? Yes; I have been eleven years in the business as a stock and station agent and twenty-four years engaged in agricultural and grazing pursuits.
4. Do you desire to make a statement? I wish to give the Committee my knowledge of the district between here and Temora, Temora to Wyalong, Wyalong to Cudgellico, and from Cudgellico to Hillston, Mossgiel and Ivanhoe, and also to give my opinion as to the most desirable route for the railway, and the best in the interests of the country.
5. And also with regard to the extension from Temora due west by Broken Dam and Ariah? Yes. In the first place a committee took evidence some years ago in regard to the construction of a line from Cootamundra to the north-west, and the evidence given here then in favour of a line to Temora was based on the expectations that it would continue through from Temora. There was no Wyalong then at all. It was based upon the possibility of a line running right through to tap the South Australian border at Broken Hill. Although at that time there was no sign of the springing up of Wyalong, the Government made that line, and it was considered that that would be the first section of a line running towards the South Australian border. After the construction of that line to Temora, a large number of selectors went out to that district, and took up land a considerable distance beyond Wyalong, between Wyalong, Hillston, and Lake Cudgellico. They took up that land with the belief that this line to Temora would form the first section of a through line to Adelaide. Those settlers have had very great difficulty to contend with—drought, rabbits, and other things, and they have no railway communication to enable them to get their produce to a market. A line from Temora would be of great benefit to the people who went out there to make their living, and it would be the means of opening up a large extent of Crown lands which are now lying idle. The land, as far as my knowledge goes—and I have had considerable experience as a practical farmer—is very good, and I have no hesitation in saying that there is some of the very best wheat land lying between Temora and Hillston. No matter whether you take the road *via* Cudgellico or the other, you get a splendid area of agricultural land.
6. Your contention is limited to this: that the line should go from Wyalong into Temora and Cootamundra, and not across to Grenfell and Koorawatha? Yes. I should like to impress upon the Committee the desirability of a line from Wyalong into that country. I look at it, not from a local point of view, but as a national line which will open up country even beyond Wyalong, and right through to Menindie. I should like to say what I know about Lake Cudgellico and its probable future. Besides the vast extent of agricultural land there, we have a lake which, if the river is locked, could be kept full, and would provide for a very large settlement, and the settlers could go in for irrigation farms. Farms there can grow 10 acres of potatoes at 10 tons to the acre by irrigation from the lake. If that can be done on a small scale it can be done on a large scale by establishing good irrigation farms. My opinion is that a considerable extent of land could be irrigated at Lake Cudgellico. A considerable area of the land lies at a less elevation than the Lachlan in fresh, and there is a good market in the west. There is a weir at Willanthry, and already produce can be grown there. Between Hillston and Mossgiel there is some of the finest wheat land in the Colony. It is good chocolate soil and nearly all plain country. I think that the farmers there should make wheat-growing pay if they get 6 or 7 bushels to the acre. There is such a profusion of growth there in winter and spring that no doubt wheat can be grown well if they get it matured before the dry weather comes on. I have no doubt that millions of acres there, which some people say will not grow wheat, will grow wheat profitably in years to come. There is no stone of any kind there for miles. In wet weather I have travelled there; but travelling is a matter of very great difficulty, in consequence of there being no material available for road metal. It must, therefore, be as cheap to construct a light line of railway as it is to cart material for making macadamised roads. They have to bring stone a considerable distance to make streets there. It will be almost as cheap to construct a light line of railway as to make a good road. There are no engineering difficulties, except where floods come down the rivers. Outside of that there are no engineering difficulties whatever. I have been along

J. J. Miller.
9 Oct., 1897.

J. J. Miller. both the routes last surveyed—the line from Temora to Hillston and the line from Temora to Hillston *via* Cudgellico. I may say that I think Cudgellico is worthy of every consideration. The construction of a line through that locality would mean a detour of a few miles. I think it would be a matter of making the line 16 miles longer: but it is a matter for consideration as to whether we should leave an important place like Cudgellico without railway communication. There should be an extension of the railway west from Wyalong, not neglecting the importance of Cudgellico, touching the important centre of Hillston, and intercepting such trade as is likely to be obtained between the Lachlan and the Darling, and eventually getting to Broken Hill.

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7. That is your idea of future development? Yes.

8. Then there is the question as to whether the line is to come into Temora, and not to go across to Grenfell? It is all good agricultural land between Barmedman and Wyalong. If a railway line is to be taken from Wyalong across the Bland Creek, it would go through a very large extent of clay country, not suitable for wheat, although it is splendid fattening country. The clay comes very near the surface.

9. How wide is that area of country on the Bland? From 25 to 30 miles.

10. How far is it from Grenfell to Wyalong? About 70 miles.

11. Then 25 out of the 70 miles would not be suitable for agricultural settlement? No; not the same as the land between Temora and Barmedman. I know that about Grenfell there is some good agricultural land. I have no hesitation in saying that Grenfell is entitled to a railway on its own account. But a line from Temora to Wyalong would be the natural outlet for the traffic of that district. A great many stations there do all their financial business in Melbourne. The line is one which should be made in view of Federation coming about. It would be trying to make water go up hill to take the trade through Grenfell, and on to Koorawatha. Cootamundra is an established centre, midway between Melbourne and Sydney, and the people in the district through which this line would go have all established business connections with us, and a great many from Melbourne as well as from Sydney. It seems to me an unnatural outlet for that business, which has not been in touch with Grenfell or Koorawatha, to make a line to drag it that way, as it were. This is the natural outlet for that trade, and the first section of the intended extension has been made to Temora. The effect of that has been to build up a business connection between here and the country about Wyalong. I might here refer to the report of a Committee that took evidence in 1895, on the Temora line. One reason why they would not recommend the line from Temora to Wyalong was, that the population of Wyalong did not justify the expenditure. Wyalong has now established itself. There is a permanent township, and the mining carried on seems to be of a permanent character. There is a good area of agricultural land out there, settlement has gone on, and I think the fact has been fully established that the population of Wyalong is permanent, and will be increased if railway communication is given. With regard to the water supply of Wyalong, I do not know whether anything very considerable has been done. The report of the Committee of 1895 says that the population of Wyalong does not justify such an expenditure as the construction of a railway would necessitate; that the successful development of the field depends largely upon a permanent water supply, which was not then in existence; that the policy of the Government with regard to the leasehold areas in its vicinity has not yet been disclosed. Also that the Parkes-Condobolin line, having been approved by the Committee, an extension *via* Wyalong can no longer be regarded as a line to tap the western country. I beg to refute that. An extension *via* Wyalong is really the natural means of tapping that western country, especially now it is found, after investigation has been made, that a line from Condobolin to Euabalong is not likely to serve the interests of the country like a line from Wyalong. I have no hesitation in saying that the proper natural outlet of the traffic from Wyalong is *via* Temora to the main Southern line. It would be 15 or 16 miles longer *via* Cudgellico; but I think it would pay the country to make that detour.

12. You believe that Cootamundra has long been regarded as the trading centre for the district around Temora and Wyalong; and you say that the Government has lent itself to that idea by extending the line from Cootamundra to Temora? Yes.

13. You believe still further that the junction of an important town to the west should be on the main railway system of the Colony, not on a branch line? Certainly.

14. The suggestion you make is that, to bring the produce from Ariaah on to the Hay line at Coolamon, would be a menace to the trading interests of Cootamundra? Yes; and besides that to the interests of the farmers themselves. Look at the heavier haulage there would be—to draw that produce out to Coolamon by rail, then down to Junce, and back to Cootamundra. That would be saved by bringing the railway direct to Cootamundra in the first instance.

15. The distance is, approximately, 36 miles greater? Yes.

16. With regard to the character of the country between Temora and Ariaah, and Coolamon and Ariaah, which, in your opinion, is the better country? There is a great deal more settlement between Coolamon and Ariaah. But a line from Temora to Wyalong would not go through Ariaah. Between Temora and Ariaah it is ironbark country for a distance of 5 or 6 miles. But once you get over that part of it, the land is all good wheat land.

17. Thirty miles out of 36 is suitable for agricultural settlement? Yes.

18. You would urge that there should be a connection with the main line, rather than with a branch line? Even if the Ariaah line is carried out to Coolamon. It will be on the branch line then, and it will be very inconvenient for travelling stock.

19. Is there anything else that you wish to say? I should like to tell the Committee my opinion—as one who has been in the stock business for a number of years—on this subject. I think that the future of store stock travelling on the line is very promising. Hitherto the Commissioners have relied upon fat stock, but I think that for the future most of the store stock will be carried by railway. At present we have stock routes. We have a large amount of country in the mountains which is of no use, except in the summer months. It is used for grazing at a time when the country out back is suffering from drought. Large numbers of stock have been removed in summer time to the hilly country. It cost 6d. a head to send them by road to the lully country, and it takes six weeks to bring them. In future years the Railway Commissioners will get all that business on a line running there in dry times.

20. That applies to any railway? Yes; stock owners will make use of the line to bring in the stock. It will be much quicker and cheaper. There is a prospect of a big business being done in store stock traffic in years to come. I desire to add with regard to the extension of the railway into the western country that for the carriage of stock, since the stock will be required to go direct to the mountains, there is a
direct

direct route to Cootamundra, Gundagai and Tumut, and the railway has been made to Gundagai. Ultimately that line will go on to Tumut, and into the mountainous country, and stock coming out of the level country to Wyalong through Cootamundra, will go direct to Gundagai to the mountainous country for summer grazing. If a railway were constructed to Wyalong it would take the sheep right away. It is a big thing to the grazing districts. It means a saving to the country of thousands of sheep, the development of the railway business, and the opening up of that mountainous country. Even in good seasons people would be able to utilise it, because they would get their stock backwards and forwards by the railway. If the ewes are sent away in lamb, they must lamb in the mountains before they can return, and it takes a month to get into the mountains by road, and according to the law they must stay four months before removal.

21. The mountain country lies between Gundagai and Cooma, and if a line from the western country goes to Grenfell, we have then to travel an extra length of railway from Koorawatha to Cootamundra; if the Ariah line goes to Coolamon, then you have to make unnecessary northing from Coolamon to Cootamundra? Yes, besides knocking the sheep about in travelling the extra distance. Cattle would suffer as well. I desire also to say that, if the line were extended from Temora to Ariah, it would intersect a wheat growing area, the traffic of which at present comes *via* Temora to a very large extent, and then to Cootamundra to get to the various markets. With reference to the Mimosa settlements, it does not appear that they will be specially benefited by a line from Coolamon to Ariah, since their present trade is with Temora, but another witness will be able to deal more in detail with the case.

William Miller, stock and station agent, Cootamundra, sworn, and examined:—

22. *Mr. Roberts.*] You heard the evidence of the last witness? Yes.

23. Do you endorse all that he stated with regard to the country west of Wyalong? Yes.

24. And as to the desirableness of getting to Hillston? Yes.

25. You are aware that this is an inquiry as to the desirableness of constructing a railway from Coolamon to Ariah? Yes.

26. Do you wish to show that in the interests of the country it would be a mistaken policy to construct the proposed line of railway from Coolamon to Ariah? Yes; but I should like to express my views shortly upon the policy of the proposed extension.

27. Do your views entirely coincide with those of the last witness with regard to the extension of the railway from Temora? Yes. I should like not only to endorse all that he said, but also to add a little to it.

28. If I understood the last witness correctly, what he wished to show was that the expenditure of money in the construction of the line from Temora to Wyalong would be far more satisfactory than a similar expenditure in the construction of a railway from Coolamon to Ariah, or from Temora to Ariah? That is so as regards a line from Temora to Ariah. I would not say from Coolamon to Ariah.

29. Do you think it would be more advantageous in the interests of the country to make a line from Temora to Wyalong than to make one from Temora to Ariah? Most decidedly.

30. Do you wish to make any further statement? I should like to express my opinion from my knowledge of all that country and apart from local interests altogether knowing all that country as I do from here to Hillston and Wyalong, from Wyalong to the Lachlan River, and from Coolamon to Ariah, and from Koorawatha to Wyalong, and I think my judgment will be pretty sound. I can speak from honest conviction as to what the wisest policy would be for pastoral and local interests. Apart from the interests of Cootamundra, which are not particularly great in regard to this extension, I may state that the stepping-stone to a great trunk system has been laid down from Cootamundra to Temora already. I call it a trunk system as distinguished from a branch railway, such as that would be from Coolamon to Ariah, a small branch to serve no ulterior end.

31. How many miles is it from Cootamundra to Temora by rail? Thirty-eight miles. At the inquiry of 1890 I gave some evidence. The understanding then was, when we gave our evidence in favour of a line from Cootamundra to Temora, that it was not merely to provide facilities for the traffic from Temora, but that the line was to form the first section of a great national work. Had we known that we were only working for a small branch railway, I do not think our enthusiasm would have been so great as it was. The interests of the country would not have been served so well by a small branch line as they would by a great trunk system. We were looking forward to the opening up of a great central area of the country by a trunk system of railways which would connect the central districts of the Colony, the great western districts, not only with the Sydney market but also with the main trunk line here at a point midway between the two capitals of New South Wales and Victoria. The whole of this line from Cootamundra to the Lachlan, *via* Wyalong, would open up a variety of country—pastoral country, mining country, large tracts of agricultural country, and country well stocked with timber. If you look at the map of the railway system of the Colony, you will notice that we have already the South-western line opening up the lower Riverina country, and one covering the country between the Southern and the Western lines. Between those two branches, and the western line and Parkes, there is a vast belt of good country that requires a railway. The point is that if we advocate a railway system it should be one that serves the country best, and we ought to go in more for a system than for supplying local wants. We must find a line to intersect that country, and leave the small branch lines to come later on. A railway from here to Wyalong, the first section of which has been made at a cost of £100,000, I understood was to be a great trunk line to intersect the interior of the Colony. If you compare that with the necessity of a line from Coolamon to Ariah, you will see that they are absolutely different—one is a small branch line to meet a few local wants, which in my opinion were hardly wants at all. When you get agricultural country within 25 miles of a railway, that country is well served. Taking 25 miles from 41, you are serving 16 miles of country. And I do not think there would be much enthusiasm in favour of that amongst people outside of the district directly interested. The object of advocating a line to Wyalong is, not so much to serve the interests of Wyalong, or of new country, as to intersect the wide area of country fairly stockable so as to serve all the country that lies between the railway systems of the west, and the southern system. Taking into consideration that all that is new country, which has been locked up for fifteen years by the Land Act of 1884, that the biggest proportion of agricultural land in that stretch of country is held by the Crown, and that a railway right through to the Lachlan would put 10s. an acre at least on the value of the Crown estate, I think anyone will see the desirability of constructing such a line. At present there are selections for sale—freehold land near the Lachlan River at 10s. or 15s. an acre, with improvements to the value of 10s.

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- W. Miller. 10s. an acre upon it. If it were reached by a railway, that land would increase in value by 10s. an acre. When you are aware of the vast area of Crown land in that district, you can see that the cost of making a railway there would be greatly reduced by the augmented value which it would give to the Crown lands.
- 9 Oct., 1897. 32. *Chairman.*] Suppose a railway were made to Wyalong, could the Government readily dispose of the large areas of land adjacent to that line? They could dispose of it all at a freehold value of £1 an acre. I think the land closely situated to a railway platform will have an annual value of 1s. an acre, and from 5 to 10 miles away, 9d. an acre.
33. Such land as you would find in large quantities between Wyalong and Hillston, and between Temora and Ariah? Yes; land suitable for immediate agricultural improvement. From 10 to 20 miles distant the rental value would be 6d. an acre with a good tenure of twenty-eight years.
34. Without it what is the land worth? From 1d. to 2d. an acre.
35. Would farmers be found to settle on that country if the Government made a railway there? I am positive of it, from information which I had of a ballot which took place for land recently.
36. How many people, as a rule, will ballot for such land, keeping in view the country that we are speaking of? At Naromine there were 138 applicants for one settlement lease.
37. Can you give any instances in this district? Vacant land is scarce here.
38. Is there any wheat land leased here? Yes; on the large estates.
39. Can you give us any reason for the opinion which you have expressed? I know by the inquiries that are made for land.
40. Is there much inquiry for wheat-growing land in this district? Yes.
41. Are you aware of any wheat-growing land similar to the land under consideration, which is leased? Yes, similar country. The North Junee estate, and the Houlaghan's Creek country, is all leased on the half-share system, and partly on clearing leases.
42. What does it bring to the large estate holders, taking the half-system, or any other system? He gets all his land cleared and improved, that is one thing; and he gets one-third of the crop. It depends on the season what the return is.
43. If a man has similar land adjacent to a railway line, would he be prepared to accept 1s. an acre for it? No.
44. What would he expect to get? From 4s. to 5s. an acre.
45. Therefore, it is a reasonable inference that if the State changes the basis from pastoral to agricultural occupation by the construction of a railway, it ought to get 1s. an acre? Yes.
46. *Mr. Roberts.*] In advocating the extension of the line from Temora to Wyalong, your desire is to tap Hillston? To tap the Lachlan. I am not particular where, as long as it is a central trunk system.
47. Do you regard Hillston as the most favourable point? Not directly.
48. Which route do you favour? The route *via* Cudgellico. Going towards Wyalong, and striking straight out towards Hillston, the railway line hugs a barren chain of mountains; whereas if it were made *via* Cudgellico, it would intersect a stretch of agricultural country about 40 miles wide. I advocate the construction of a line to Wyalong *via* Cudgellico, because it would have about 25 miles of good agricultural land on either side of it; whereas if you go *via* Barmedman to Hillston, you would have the good land on only one side.
49. Do you consider it desirable to go to Cudgellico. Could not some mileage be saved by branching off to Hillston without going there? My advice is to keep as far to the north of that road as possible, then you intersect more good agricultural land.
50. Suppose the line went within 20 miles of Cudgellico? Yes, but the further you keep away from the chain of mountains from Wyalong to Hillston, the more good agricultural land you intersect. With regard to the Koorawatha project, I can say from my knowledge of the Grenfell district, having lived there two years, that the agricultural interest there deserves a light line of railway from some point, but it would be most unwise, in my opinion, to extend the railway in that direction when you have such a beautiful system from Cootamundra, a point from which to connect the mountains with the western country. The country from Grenfell to Wyalong, I might say, on the whole, is absolutely unfit for agriculture. I know every step of the country from Grenfell to Wyalong. Out from Grenfell there is a fair amount of good country, but when you get about 10 miles away you pass the Weddin Mountains, and you get on to country which is unfit for agriculture until you get to Wyalong.
51. Do you know the country between Koorawatha and Grenfell? I know the route, though I have not actually been over it. I have been within 15 miles east of Grenfell.
52. Suppose an extension from Temora to Wyalong were not carried out, would you think it a desirable thing to connect Ariah with Temora? I do not think it would matter much, as far as the Ariah people are concerned whether they go to Temora or to Cootamundra.
53. Would it be an advantage to Cootamundra to have the Ariah trade coming through here? It might or it might not be; I could not say. My opinion with regard to the Cootamundra-Ariah line is that it might serve local interests, and at best would give some additional convenience to a district already tolerably well served. From Temora, *via* Barmedman and Wyalong, on to the Lachlan, there is a belt of auriferous country, in which there are great possibilities.
54. *Chairman.*] What is the country like about Whitton? It is pastoral country.
55. How far north does it extend? About 20 miles.
56. Then what do you reach? Agricultural country and broken ranges.
57. How far does it extend? All the way to Lake Cudgellico, except where it is broken by the range.
58. You describe the country immediately north of Whitton as purely pastoral country for the first 20 miles? Yes.
59. Beyond that you reach broken country, which is intersected by valleys suitable for settlement? Yes.
60. Then, immediately east and embracing the holdings of Binya, Barollan, and Moombooldool, there is a large area of first-class agricultural land, extending right to Ariah. But before you reach Ariah you get the whole of the ranges that run in a westerly direction as shown on the map? Yes; I think the country has a north and south width of 40 or 50 miles; much of it is broken, but generally speaking it is country that will carry good settlement.
61. How far is the southern belt of the mallee country from Whitton? I should say about 40 miles, perhaps 50 miles. Speaking generally, south from the main belt of the mallee country which, for the present,

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present, I regard as not likely to be settled, there extends for a distance of 25 miles, good agricultural country which brings you within 20 miles of the Hay line, that 20 miles being pastoral country.

62. *Mr. Roberts.*] What is the country like from Ariah to Cudgellico? It is all good, except where it is broken by a chain of ranges.

63. Would it be an expensive line to construct? No.

64. Would it be easy to construct the line from Wyalong to Cudgellico? The country from Wyalong to Cudgellico is almost level all the way.

65. At Ariah it would be more undulating country? Yes, you would have to cross ridges. Even if the railway were constructed from Coolamon to Ariah, I am of opinion that an extension from Temora would be a proper extension to develop the country lying west of Temora, viewing it from a national standpoint.

W. Miller:
9 Oct., 1897.

Frederick Pinkstone, journalist, Cootamundra, sworn, and examined:—

66. *Mr. Black.*] You have heard the evidence given by the preceding witnesses;—do you agree with it? Yes; I agree with it generally, except as to one matter, and that is the price which the farmers can afford to pay for wheat land. I think that it is impossible to make wheat pay in any part of the country if you put a higher price than from 20s. to 25s. per acre on the land. The cost of production will be so increased as to make it impossible for Australian wheat-growers to compete with American and others. That is the only matter in reference to which I differ from the other witnesses. To enable wheat-growers in the south-western districts of this Colony or of Australia to compete in a foreign market, you must not increase the capital value of land beyond 25s. per acre, and the rental value must be about 2½ per cent. upon that.

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67. How do you reconcile that statement with the fact that in the southern parts of the Colony men are taking up land on the halves-system? Those men who take it up on the halves-system will find, when they have to pay the cost of production, that it will take about 12 bushels to the acre at 2s. 6d. to pay the producer and the owner. Hence, the wheat-growers cannot afford to pay more than 25s. an acre for land.

68. When the land is taken on the halves-system, the proceeds are divided between the two? Yes; but both have to pay the cost of production.

69. Six bushels to the producer and 6 to the owner;—is that what you mean? The cost of production in the United States ranges from 20s. to 30s., and we have to produce wheat below that cost to compete with the States. I do not think you could reckon on any of these lines on getting above 25s. an acre even for farms abutting on the railway.

70. Is that the only particular in which you wish to refer to the evidence? That is the only contradiction. I should like to give evidence as to the effect of the extension of the railway into this district. The railway tapped this district at the close of 1877. I suppose that at that time there was not a farmer in the whole of the district south of Yass cultivating more than 50 acres of wheat; now we have them cultivating as much as 1,000 acres. I have a comparative statement here showing the progress that has been made during the last four years in the cultivation of wheat. The growth of wheat in the Clarendon district increased from 50,000 acres in 1894 to 52,000 acres in 1897; in the Bland district from 28,000 acres to 36,000 acres. The total acreage in the three counties of Harden, Clarendon, and Bland increased from 133,000 acres to 145,000 acres. In addition to that, the pastoral industry has actually increased, and there has been a very large development in mining. The following are the comparative figures by counties for cultivation of wheat for grain and for hay:—

Counties.	To 31st March.			
	1894.	1895.	1896.	1897.
Harden	Acres.	Acres.	Acres.	Acres.
	{ Grain ... 41,473	{ Grain ... 33,568	{ Grain ... 27,218	{ Grain ... 38,977
Clarendon	{ Hay ... 4,885	{ Hay ... 5,286	{ Hay ... 7,811	{ Hay ... 4,888
	{ Grain ... 50,744	{ Grain ... 49,454	{ Grain ... 36,126	{ Grain ... 52,101
Bland ...	{ Hay ... 5,754	{ Hay ... 6,632	{ Hay ... 10,069	{ Hay ... 7,675
	{ Grain ... 28,232	{ Grain ... 30,688	{ Grain ... 25,499	{ Grain ... 36,243
	{ Hay ... 2,869	{ Hay ... 3,717	{ Hay ... 7,578	{ Hay ... 5,848
Total acres	133,957	129,345	114,301	145,732

The township of Cootamundra is at the junction of these three counties; Gundagai is embraced within Clarendon, on the south of Cootamundra, and Temora within Bland, on the north.

71. Railway communication has encouraged cultivation? Yes. It is impossible to grow wheat and pay road carriage beyond 20 miles. If a man has to pay 1s. a bushel to reach the railway then he cannot grow wheat. He must devote his land to sheep or hay.

72. I suppose that in wet weather the roads are almost impassable? Yes.

73. You were going to speak of the development of the pastoral industry? Yes; I say that whilst the progress of agriculture has been promoted by railway extension, the pastoral industry has progressed side by side with it.

74. In what way? Fifty or 60 per cent. of the settlers are growers of wool as well as of wheat and of other agricultural products. A run close to this township, which never at any time in its history ran more than 12,000 sheep, now carries many selectors, each of whom is running a good many sheep. I suppose you would find twenty selectors subdividing the run, and rearing from 500 up to 3,000 sheep each.

75. Is that because of the easier communication with the market? Yes, more rapid and cheaper communication.

76. And the stock can be got away in time of drought? Yes.

77. I suppose there is not much cattle-dealing here? It is not so extensive as in the Cooma district. In the Gundagai district there is a good deal of large stock; if you turn to the official statistics you will find that the counties which will be affected by this railway—say between Koorawatha, Cootamundra, and Coolamon—are the largest wheat-growing counties in the southern division, and on the table-land, namely: Montegale, 37,550 acres; Harden, 38,970 acres; Clarendon, 53,101 acres; the Bland, 36,243 acres. These are

- F. Pinkstone. are the returns up to the 31st March, 1897. There is no other county on the table-land of the southern division approaching anything like that. The next highest will be 14,000 acres as compared with 50,000 acres. Making a comparison between Koorawatha and Cootamundra, I think that the large mining developments speak more favourably as to the extension *via* Cootamundra on to Temora, than by Koorawatha. A line from Koorawatha would pass too far north. The gold country lies south, south-east, and south-west of Wyalong, so that if you made a line from Koorawatha to Wyalong, the mining traffic would not travel by that line, but would have to come by Temora to Cootamundra. We have sent a good deal of ore to Dapto and Footscray, and they would have to send *via* Wyalong, Grenfell, Koorawatha, Harden, and Cootamundra. Even if you constructed a line of railway from Cootamundra to Ariah, and the mining traffic to Dapto went by that branch, it would still have to pass through Cootamundra, so that both for mining and pastoral purposes the whole of the traffic that is to be served by the railway extension between Temora and the Lachlan must pass Cootamundra by whatever branch it travels. You will find, if you consult the railway returns that, generally speaking, it is the short lines that do not pay, and are entailing a heavier cost upon the country; and you would be increasing the short lines by making a branch to Koorawatha on the one hand, or to Coolamon on the other.
78. Why should a deviation from Koorawatha be shorter than an extension from Temora? I do not think you would be likely to get a trunk line to the Lachlan from Koorawatha.
79. Would it not be as possible to carry a line from Koorawatha through to Hillston as from Temora? Yes; but you will miss a large amount of traffic. What I mean is that the line already constructed from Cootamundra to Temora would be left as a non-paying line. The loss on this line has been reduced since 1893 from £6,000 or £7,000 a year to £2,000 a year. By making a line to Koorawatha you would inflict a serious injury on the line from Cootamundra to Temora.
80. Do you think that it would injure the Temora line? It must; the service would have to be reduced, and the loss would be increased instead of being decreased.
81. Do you think it would divert traffic? Yes.
82. How great a distance is there between Temora and Wyalong? Forty miles. It is about 150 miles from here to the Lachlan, and Wyalong is just about half the distance. For stock purposes you would have to come through Cootamundra. The original idea of the railway extension to the southern line at Cootamundra was to connect the summer country of the Murrumbidgee and Tumut with the pastoral country of the Lachlan. Even by this short line—Gundagai to Temora—many stock have been saved. If the railway extension were made from Koorawatha the traffic would still have to come to Cootamundra.
83. You mean all stock travelling for feed;—you do not mean stock travelling to market? No. Another reason that the line should go from Temora out west is that we have one of the best milling plants established in Cootamundra, and that makes a good inland market for wheat producers between here and the Lachlan.
84. Are there not mills at Harden and at Murrumburrah? Not mills that can be so easily reached; there is a mill at Junee but none at Coolamon. There is a mill at Temora and a mill at Cootamundra. Then there is the expense of creating an unnecessary junction which ought to be considered. Each new junction must entail a comparative loss to the management of the railways, and if a line is made from Coolamon or Koorawatha it must create a new junction, whereas there is one established at Cootamundra between the two points.
85. Do you approve of that route which Mr. Miller outlined *via* Lake Cudgellico to Hillston? Yes; I have travelled by the Humbug Creek to Temora and Broken Dam and back from Wyalong. I think Mr. Miller is perfectly correct,—the further north you can keep the line between Temora and the Lachlan the better country you will travel. I should like to see the railway reach Cudgellico and then go down the river to Hillston. I admit that, if it is to be a trunk line to connect eventually with the South Australian system, a direct line to Hillston would be shorter than the other.
86. You were going to say something about the influence such an extension would have on Cootamundra? Prior to the extension of the railway to these districts, there was not a township in existence between Young and Yass on the north, and Gundagai and Wagga on the south, but since then towns have sprung up with populations of several hundreds, and populations altogether amounting to 7,000 or 8,000.
87. Do you think that the springing up of those new townships is any advantage to Cootamundra? Yes, they helped to establish Cootamundra as a central market.
88. Do they not become supplying centres themselves? My experience is that the more those townships increase to the west of Cootamundra the better. When the railway went west to Temora it injured this township, but we have been recovering our trade during the last four or five years and I think that the whole of the trade will come back to us. Before the extension of the railway this country was covered with a large quantity of pine scrub, now we find flourishing townships and enterprising municipalities. Large amounts of money have been spent by people in developing their land. In our own case we have already expended £22,000 in waterworks, providing a system of lighting and erecting council's buildings, and all these works are paying. We are so much encouraged by the result of our enterprise that we have undertaken further responsibilities to the amount of £7,000 or £8,000 to supplement the water scheme by gravitation. We should then have a responsibility amounting to about £30,000. The works are paying 6 or 7 per cent., and the principal is being repaid on the Government loan. Temora is a very thriving municipality. Even mining discoveries have been brought about by the extension of the railway. The railway was extended to Temora, and it brought selectors out there, and they discovered a field which has yielded about 120,000 ounces of gold. That is directly traceable to the railway extension which brought about selection which also resulted in the discovery of gold at Wyalong.
89. I should have thought that each new township would have become a new distributing centre? Looking at the matter superficially you would; but every township that has grown up since the establishment of Cootamundra has really helped Cootamundra, and the more the railway is extended the greater will be the production throughout the district.
90. *Chairman.*] You were in the district before the railway was extended from Cootamundra to Temora? Yes.
91. Would what followed incidentally upon the construction of that line in your opinion occur again if the line were continued further? I think so. As an illustration of the effect of the extension of the railway from Cootamundra to Temora, I may say that before the extension of the line there was not a single public school in that country, but now there are over 100. It has not only caused settlement and progress between those two points, but it has also encouraged people to go further out.

92. Suppose that a line were carried west or north-west from Temora, and the rent of land was 6d. or 7d. an acre are there men available to take up the land? I have no doubt about it. F. Pinkstone.
93. Where are the men to come from? The Victorians are very anxious to come to this country, and the land is not thrown open fast enough for them. As a rule the allotments between here and Temora are balloted for. 9 Oct., 1897.
94. In your opinion the state of things in Tasmania, Victoria, and South Australia with regard to wheat growing is such that New South Wales will be able to offer inducements to people to come and take up land? Yes. The rainfall is much lighter in Victoria and South Australia, and I am certain that the extension of the railway to the Lachlan would bring about a large settlement. I have sent out a good many selectors myself, and I have had repeated inquiries from Victorians for land, but the land is not made available. As showing the demand for land, I may mention that when land near to Temora was cut up, and a price as high as £3 an acre put upon it, there were crowds in front of the Land Office buildings here anxious to get it.
95. How many applicants were there for each piece? Seventeen or eighteen. There is a piece of land to be thrown open here in a week or two and I know about half a dozen people who are already waiting for it.
96. Is there anything special about that land? No; it is representative of the good wheat country lying between here and the Lachlan. The rainfall is very suitable; it ranges from 20 inches up to 26 inches, and the fall is very nice for wheat-growing purposes.
97. Have you had any experience in regard to balloting at Young and Wagga Wagga? Yes, as many as 300 people have come to get two or three pieces of land.
98. Is that land better than the country generally? No, the Bygalore country is supposed to be the best wheat-growing country in the district. I saw a crop of wheat there that was sown in July. In September it was above the fence and as thick as it could stick.

Arthur Sharp, District Surveyor, Forbes, sworn, and examined:—

99. *Chairman.*] Your district includes all the land west of the railway line from Young to Murrumburrah and Cootamundra, and then going northerly, partly westerly, through Temora; then coming southerly for a short distance below Mandamah, or Broken Dam; then by the Mirrool Creek; then northerly towards Condobolin; then turning westerly to a point south, between Cudgellico and Euabalong; and then north; embracing the whole of the country on the southern side of the Lachlan River? Yes; that is my district. A. Sharp.
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100. With regard to any country within those boundaries, you are prepared to give us information? Yes.
101. What is your opinion of the class of country between Temora, Barmedman, and Wyalong? It is timbered country and scrub, the soil being mostly good for agricultural purposes.
102. Would the work of clearing it be expensive? It would be comparatively difficult to clear that country. It differs from the country between Cootamundra and Wallendbeen, where if you ringbark the trees they die, comparatively little undergrowth appearing afterwards. On the other side of Temora, when you put an axe into the timber, suckers and seedlings spring up.
103. Is any of the country under wheat? Yes; a good deal of it is under wheat.
104. Will it pay to cultivate it, notwithstanding the suckers? Yes.
105. Although they materially affect the ease with which the crops can be raised? Yes.
106. It is fairly good country? Yes.
107. Country that is likely to be selected if there is a railway? A great part of it that is available is selected.
108. Is there any extent of Crown land adjacent to the line? Yes; as soon as you get into the Central Division there are leasehold areas.
109. How far from Temora? Twelve miles north-west, about half-way to Barmedman.
110. Will you describe the country from Temora *via* Broken Dam to Ariah? For a few miles it is similar to what it is between Temora and Barmedman. Then we cross a dividing ridge, and for 5 or 6 miles the country is very inferior. Then you get into good agricultural land all the way to Ariah. My estimate was that the whole of that country in the county of Bourke, exclusive of the strip along the dividing ridge—in fact, all the county of Bourke in my district—is suitable for agriculture up to about 75 per cent. of the area.
111. Are you prepared to describe the class of country west of Ariah? Only for a short distance—about 12 or 15 miles.
112. What kind of country is it? Similar to that already referred to; it generally gets more scrubby.
113. Is it suitable for agriculture? Yes.
114. Will you describe the country from Koorawatha *via* Grenfell to Wyalong? The country from Koorawatha to Grenfell, I consider as practically all suitable for agriculture. Mr. Wood has one block of country of 4,000 acres under cultivation, without a break, and 6,000 acres altogether. Mr. Greene has a similar area—indeed, two or three of them. He has 16,000 acres under cultivation. Leaving Grenfell and going west you pass 4 miles through an ironbark ridge; then it opens out again for about 6 miles of good country. You pass through a gap in the Dividing Range where the land is indifferent in quality; then from there on about 8 or 9 miles more it is good country. Then we get into clay country, and for a distance of between 25 and 30 miles it is splendid grazing country, but unsuitable for agriculture. It consists of borce and belar country. I do not consider it suitable for agriculture until you get within 5 or 6 miles of Wyalong. Then it is good agricultural soil again.
115. Is the land 6 miles west of Grenfell of an indifferent quality? I think I said 4 miles. Then there are about 5 or 6 miles of good, about 2 miles of bad, then 8 to 10 miles of good country.
116. Then the good land extends to within 5 miles of Wyalong? Yes.
117. Then north and west of Wyalong, embracing Hillston and Cudgellico, and bounded on the north by the Lachlan, what is that land like? Taking a line north from Wyalong, you would pass along the edge of pastoral country till you get to the Lachlan River.
118. That divides the country virtually into agricultural and pastoral areas? Yes, a line north from Wyalong.

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119. Would it run along the Bland country? Yes, just west of the line to the river. Along the river and any branches of the river it is chiefly grazing country with little patches very good for agriculture. It is mostly myall and belar country. A little over 20 miles from Condobolin there is a strip of grazing country. Then between there and the boundary of my district, it is all similar country. It is good grazing country if properly improved, and I estimate that about two-thirds of the area is suitable for wheat-growing. The rainfall is uneven and uncertain, and that renders agricultural pursuits rather risky. You might lose one crop in three.
120. After you get back to the frontage of the Lachlan, except where the ranges intrude, most of the land is suitable for agricultural settlement? Yes, I believe about two-thirds of that large area.
121. Is there a considerable portion of Crown lands there? Yes; the greater part of it is Crown land.
122. After allowing for the fact that the rainfall is rather close to the amount required for agricultural purposes, the potentialities of the soil are such as to cause you to believe that the land is fit for agricultural settlement? I think so. I think agriculture could be carried on there. The crops would not be so heavy as they are further east, but you could rely on 10 bushels to the acre two seasons out of three.
123. Is the State getting any return for that land at present? Yes. There is not much abandoned country in it; it is getting pastoral rent.
124. What are the pastoral rents? They vary from $\frac{3}{4}$ d. to $1\frac{1}{4}$ d. They average about a penny I should think.
125. Is any of that abandoned country in your district? Yes; I suppose 60,000 or 70,000 acres of it.
126. The larger portion of the residue is held at the rent of a penny an acre? Yes; but that does not include the conditional purchases and conditional leases.
127. I suppose there are plenty of pine scrub, dingoes, and rabbits? The pine is not the worst kind, it is easily got rid of; but there is budda, dogwood, wattle, &c.
128. Making the place a wilderness? Yes.
129. If a railway were constructed from Wyalong to Cudgellico and on to Hillston, in your opinion would the State be able to lease the land? I think it would be an inducement to lease it. I am doubtful about the mallee land.
130. A large portion would be leased? Yes.
131. At what rent? Not very high rents. I think from 2d. to 3d. Certainly not more than 3d.; more likely about 2d.
132. That is right through? Yes.
- 133-4. Is this land worth reclaiming? Yes.
135. Is there any way, except by putting a railway through it, and substituting agricultural for pastoral occupations? I do not think so. People will not look at it at present.
136. Unless the railway is put through it, it goes back to a state of nature? It is worse than in a state of nature after it has been ringbarked.
137. It remains a place for breeding vermin? Yes. People will take it on scrub leases in large areas at very low rents. One leasehold area was thrown up lately, and another very large area further south—85,000 acres—at Buddigower, with three years to run, was thrown up the other day.
138. You think the State should get 2d. an acre for the whole right through? Yes.
139. What would it take for a man to live on? I should say about three sections to enable him to carry on mixed farming.
140. Then this is about the position of affairs: that west from Wyalong, and north-west from Hillston, and west more northerly still towards Cudgellico, there is a great block of country, some of which has been abandoned and the residue of which is not bringing an average of more than a penny an acre? Yes.
141. In your opinion, if a railway were put through that land, it could be let at 2d. per acre? Yes.
142. And there is no other way of doing it? No; except by granting scrub leases on long tenures.
143. Do you believe that the whole of the land would be reclaimed? No; you would get no more settlement than there is now.
144. You would get no settlement and would not have so wholesome a development? No.
145. Can you say anything with regard to the land thrown open, somewhat south from Wyalong? Buddigower, 85,000 acres, has been abandoned.
146. The question of a line to the district west from Wyalong depends upon the settlement of the district? Yes.
147. You can only say that it is worth reclaiming? Yes.
148. You regard it as immaterial whether the railway comes from Koorawatha to Grenfell or from Young? No; except that going from Young it would be more direct as a future main line from Forbes to Dabbo, and on to Werris Creek.
149. You think that would be a better design to come by Young, Grenfell, Forbes, and Peak Hill? Yes.
150. And another reason, I suppose, is that it would assist more people? On the Koorawatha line there are large holders who are making the best use of their land—putting it under cultivation. But there are only four of them that would be benefited by it till you get close to Grenfell; whereas by Young the line would pass through a better settled district.
151. You believe that Grenfell is entitled to railway communication? Yes.
152. An extension from Grenfell to Wyalong is objectionable, partly because there is a wide stretch of country across the Bland, which is good pastoral land, but not good agricultural land? Yes; and it would pass through four big estates, which comprise amongst them 200,000 acres.
153. These are the reasons against an extension west from Grenfell? Yes.
154. Then your opinion with regard to the Temora-Cootamundra connection is, that the whole of the land is heavily timbered, and that the settlers will have difficulties to contend with; but still it is land that would be settled? Yes.
155. Have you a map for us? Yes. The blue on the map shows land suitable for agriculture; the red etching shows land suitable for either grazing or agriculture; the brown etching shows indifferent country—inferior grazing, or useless country.
156. Is that all you can tell us? There is a great deal of mallee country about Wyalong. A man started to clear some of it; and he told me that it cost 7s. an acre to clear it for the plough. When I saw his crops they looked very well.

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157. You think that the mallee country could be dealt with? Yes; I think scrub land can be dealt with.
 158. Have you anything further to tell us? To show that Wyalong is rather a prosperous place, I may mention that there was a suburban land sale there a week ago, and I think about fifty blocks were put up, varying from 1 acre to 5 acres, and they were all sold, and nearly all at an increase upon the upset price; and some at a very substantial increase. As regards the extension of the railway beyond Wyalong, it ought to be borne in mind that in three years' time, by virtue of the withdrawal of the land from leasehold, there will be a quantity of good land open for settlement. I am doubtful whether people will go on to that difficult country for perhaps still another three years, as there will be enough good land to keep them going. Perhaps it will be well not to take the line beyond Wyalong at all, until the good land becomes exhausted.

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George Thompson, stock and station agent, Cootamundra, sworn, and examined:—

159. *Mr. Roberts.*] Do you know the country between Coolamon and Ariah? Yes.
 160. Do you think it would be a desirable thing to have a railway to give Ariah connection with the railways of the Colony? My opinion is that there is no line that would open up the country or cause settlement better than an extension from Temora to Wyalong.
 161. Is that with the object of reaching Hillston? Yes.
 162. Do you come here to propose that that policy should be adopted in preference to the proposed line from Coolamon to Ariah? I do. I think it is far preferable to any other. In my opinion it would be ridiculous to advocate a line from Koorawatha or Young to Grenfell.
 163. Is not Grenfell good country? There are two large estates there, but they are within reasonable distance of a railway at present. I do not think there is a very large area to come under cultivation in that country.
 164. You heard the evidence of the previous witnesses, who stated that there was a large area under wheat around Grenfell? Yes. It is about four years since I was there. From what I hear, I think there are only two or three very large farms in the district.
 165. Did you hear the evidence of Mr. John Miller and that of his brother? Yes.
 166. Do you endorse all that Mr. Miller said on the subject of railway extension? Yes.
 167. Do you know the country between Temora and Ariah? Yes.
 168. Is there not a range about 6 miles west of Temora? Yes.
 169. When you get outside there towards Ariah, is all that country good for wheat cultivation? There is some very good country.
 170. Extending out to Coolamon? Yes.
 171. Is there a large area under wheat in the Ariah district? Just between Ariah and Temora, and towards Coolamon, there is.
 172. Is it not admirably adapted for the cultivation of wheat? Yes, excepting in patches.
 173. Do you think if Ariah were connected with the railway system of the Colony that a large amount of settlement would follow? I have no doubt that in all that country it would induce settlement. Recently I met a lot of farmers beyond Barmedman, and they said that if they had a railway there they could do well, because the land is equal to anything in New South Wales for agriculture.
 174. Are you speaking of land in the Ariah district? Ariah, Kildarey, and Mandamah.
 175. You desire to see Temora connected with Wyalong? Yes.
 176. With a view of its going out to the Lachlan? Yes. Had there been a railway to there, I have no doubt that it would have saved thousands of sheep and cattle, which could have been got away by rail. Some time ago 5,000 sheep started from Lake Cudgellico, but they had only 1,200 when they arrived at Stockinbingal trucking yards.
 177. We will confine ourselves to the railway connection with Ariah; which route would you prefer, in the interests of the country? A line from Temora to Ariah.
 178. Upon what ground? It would be more central and would involve less haulage.
 179. Did I not understand you to say that the land was equally good for agriculture from Ariah to Coolamon as it was from Ariah to Temora? Yes.
 180. But you say that you prefer the route by way of Temora? Yes.
 181. I ask upon what grounds? It would be a more direct line.
 182. Would there be less haulage on the railway, assuming that the produce was going to Sydney? Yes.
 183. Less haulage to take the produce of Ariah to Sydney by way of Cootamundra than by way of Coolamon? Yes; and it would be convenient for live stock during bad seasons. By coming in this direction they get right on to Gundagai. It is a direct route to the summer country, and the route usually traversed in bad seasons.
 184. Do you know Grong Grong? Yes.
 185. Could not a shorter connection be made from Ariah to Grong Grong than from Coolamon? I have not been across the country there.
 186. Is the country similar in character? I believe it is.
 187. Right on to Narrandera, I suppose? Yes.
 188. Do you know how many bushels of wheat to the acre you get between Ariah and Temora? No; I should think 8 to 10 bushels will be about a fair average in seasons like the present.
 189. Is there much cultivation at present between Temora and Ariah? Yes; about 3 to 9 miles from Temora there are a great many farms.
 190. I mean west of the ridgy country? Yes; there are a great many farms in that direction—that is, going towards Mimosa.
 191. Do you think a large amount of settlement would follow if Temora and Ariah were connected by railway? I do.
 192. Do you favour the construction of a line from Temora to Ariah? I do—north of Ariah.
 193. But you prefer going in the direction of Wyalong? Yes; you get splendid country right through.
 194. Has much settlement taken place around Temora since the railway was opened? Yes; there are a great number of settlers there 20 or 30 miles out.
 195. Has the traffic on the railway appreciably increased since the opening of the line between here and Temora? I think it has considerably.

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- G. Thompson. 196. Have you any figures to show the increase of the traffic? During the last two years I have bought a great quantity of wheat in the Temora district.
- 9 Oct., 1897. 197. Where does that wheat come from? From Broken Dam and Mimosa way, and Barmedman.
198. Do you get all the Wyalong traffic through Temora? Yes. If Wyalong were connected by railway with Grenfell and Young or Koorawatha, there would be a large decrease in the earnings of the railway line from Temora to Cootamundra.
199. Can you tell us whether the population of Wyalong has increased or decreased since 1895? It has increased during the last few years, since the mines were opened up there.

William Falconer, builder and contractor, Cootamundra, sworn, and examined:—

- W. Falconer. 200. *Chairman.*] What evidence do you desire to give? In the first place, in my opinion the most direct route from the main line to Hillston would be *via* Wyalong. It will open up splendid agricultural land all the way to Wyalong. It also opens up a large mining area—Reefton, Barmedman, and then Wyalong, which is one of the best mining centres in New South Wales. The construction of the line *via* Grenfell means an extra 30 miles of haulage, and will mean that the public will travel *via* Temora, then by coach; and, besides this, teams will be in competition with the railway, as they are at present in different parts of the colony. There will be a big loss on the line if constructed *via* Grenfell. Cootamundra has large business connections with Wyalong and that district, but a line to Grenfell would break up all those connections. There are large timber reserves of Murrumbidgee pine and ironbark, which would produce a large revenue for the railway in carriage; besides, the ironbark will cause a lot of employment in cutting sleepers for railway purposes. This is very much needed, as most of the ironbark along the present lines is getting very scarce. Cootamundra and Temora are deeply interested in both mines and business, and to get to Wyalong would mean going the present road by coach or other vehicle. If a line is constructed *via* Grenfell, then, when we have to transact business at Wyalong, we shall have to go to Murrumburrah by rail and round by Young to Koorawatha, which means a difference of about 55 miles in going from Cootamundra. If the railway is not made from Temora, the cheaper way will be to go by rail from here to Temora, then drive out to Wyalong. They are running coaches without railway competition at all, and you can go for about 7s. 6d. return. There are large belts of ironbark suitable for railway sleepers, and belts of Murrumbidgee pine, one of the most valuable timbers for building purposes. The white ant will not touch it, and the Government are using it all over the Colony. There is splendid ironbark after you pass Wyalong. These belts go right through from Grong Grong past Wyalong.

Robert Hastie, farmer and grazier, Malongla, near Cootamundra, sworn, and examined:—

- R. Hastie. 201. *Mr. Black.*] Do you live in this district? Yes, at Malongla.
- 9 Oct., 1897. 202. Have you a statement to make? I am growing wheat on my land between Wyalong and Lake Cudgellico.
203. What kind of country is it? It is good land.
204. Is it open country or forest country? It is both open and forest country.
205. What kind of soil is it? There is black soil, rich red soil, and brown soil. All the different sorts of timber grow there.
206. In what direction do you think the line ought to go? From Temora to Wyalong.
207. What is your opinion of the country for the purpose of wheat growing? It could not be better.
208. How much wheat do you grow? 200 acres.
209. For how many years have you grown wheat? It is seven years since the land was taken up. The railway going to Temora has opened up a large new centre. Railways are required for both stock and wheat. A great deal of land would be taken up, but people are waiting for the means of getting their produce to market.
210. How many years have you grown wheat? Seven years.
211. What has been your average return? We have been cutting it for hay, but we are growing wheat now.
212. How many years of failure have you had? There has been only one year, and that was 1888.
213. That was before you started? Yes, but I was here. I have been here thirty-eight years.
214. You have had no failure during that seven years? No.
215. At that rate it would be a very extraordinary year when you would have a failure? We have had partial failures.
216. Have you anything further to say? I have not heard the country described between Wyalong and Lake Cudgellico. It is all good land for cultivation along Humbug Creek and at Hungry station.

William Hall Mathews, storekeeper, Cootamundra, sworn, and examined:—

- W. H. Mathews. 217. What are you? I am a storekeeper, and have resided twenty-three years in this town.
- 9 Oct., 1897. 218. *Chairman.*] You are acquainted with the surrounding district for many miles? Yes.
219. We are inquiring as to a proposal to construct a railway from Coolamon to Aria;—are you acquainted with the Aria district? Yes.
220. Is there much settlement there? Yes; the holdings average from 640 to 2,560 acres.
221. Do you know what the yield per acre is around Aria? During the last five years we have not had a good crop; we have only had one average crop, and two failures. The average during the past five years has been from 6 to 12 bushels. Last year it was about 6½ bushels. Before that the average in that district was 14 bushels.
222. In what years were the failures? Last year, and the year before. They were not failures, but approaching failures.
223. Was that owing to an insufficient rainfall? Yes; we had not half of our average rainfall in 1895.
224. What is the average rainfall? For this district it is 26½ inches; out there about 23 inches. That is ample for wheat growing.
225. Do you think that if Aria were connected with the railways of the Colony, much increased settlement would take place? I consider that there would be a fair amount. The land is suitable for wheat growing, being similar to the land about Juneo.

226. Have you been over the country between Coolamon and Ariah? No.
227. Have you travelled between Temora and Ariah? Yes. All the land that can be taken, except the reserves, is settled. Ariah itself is a large station.
228. Have you heard of any demand for land around Ariah? I think the land is always taken up when there is any thrown open.
229. Which, in the interests of the country, do you think would be the better way to construct the line—from Coolamon to Ariah, or from Temora to Ariah? From Temora to Ariah most decidedly, because then there would be less actual railway carriage. You would avoid travelling on the main Southern line, which, in the future, will have to have as little extra traffic thrown on it as possible. Instead of coming to Junee, and travelling over heavy grades, you would reach the line at Cootamundra. Besides that, there would be a shorter distance for people to pay for carriage, and less wear and tear.
230. Do you regard Sydney as the market for the produce of that district? Yes, at present. When federation comes it will open up a very broad question as to equal markets for the colonies.
231. Ariah would be about equi-distant between Sydney and Melbourne? Very nearly.
232. Are we to understand that you favour the construction of a line from Temora to Ariah? Yes, and right on to Hillston. I favour it very strongly.
233. I am speaking now of the desirableness of not connecting Ariah? Yes; I would say decidedly, in the interests of all concerned, and of settlement generally, that an extension of the line from Temora would be the most beneficial. The distance between Ariah and Coolamon is about 40 miles, and the most distant point between these two lines would be only 20 miles.
234. What is the distance between Ariah and Temora? About 27 miles by road; it may be 30 miles.
235. Would there not be some ridgy country to go over? There is some ridgy country on the other side of Temora. When you get over that, there are no engineering difficulties whatever, and that is very slight.
236. Then you think it would be a wise policy to connect Temora with Ariah? Yes; it would increase the paying capabilities of the Temora line; it would give that part of the country the facilities required for settlement. Without a railway settlement will not take place, because it does not pay to cart produce very long distances.
237. Suppose a line were constructed from Temora to Ariah, would you suggest which way it should go then? You would tap a lot of country all round. I would suggest a short feeding line that would drain the country to the south-west and the west.
238. Whilst you favour the connection of Ariah with Temora, would you wish Temora to be connected with Wyalong? Most decidedly. There always has been an idea of a line right out west.
239. What prompted you to come and give evidence before the Committee;—was it to advocate the construction of any particular line? No; I only came out with regard to the general interests of the country.
240. You came merely to say that you favoured the connection of Ariah with Temora? That was one thing. I think that the railway which would be the most direct would be the most beneficial.
241. If a line were made from Temora to Ariah, would it be likely that another would be made from Ariah to Wyalong? At present Coolamon drains all the traffic lying to the south and the west of Ariah, but the traffic to the north-east goes into Temora.
242. Suppose that two lines were under consideration—one from Temora to Ariah, and one from Temora to Wyalong—which would you advocate? One from Temora to Wyalong, on a broad national view of the question.
243. That would be to get out to Hillston? Yes. The line suggested from Temora to Ariah would be a feeding line—a cheap light line.
244. What you mean is, that if we wish to open up that part of the country between Temora and Hillston, by all means spend the money in that direction instead of going to Ariah? Yes.
245. Is there a large traffic now between Cootamundra, Temora, and Wyalong? It is increasing yearly. Ten years ago the traffic was very slight indeed.
246. Do the Wyalong people deal with Cootamundra or Temora? With Temora.
247. If a line were constructed from Wyalong to Grenfell and Koorawatha, I suppose the traffic on the Cootamundra-Temora line would show a marked decrease? Yes, a very marked decrease indeed. It would tend to make the line not to pay; that probably the trains, instead of running every day, would be reduced to a bi-weekly service. When the line was opened three years ago they thought that a tri-weekly service would do all that was required. The railway, however, caused increased settlement, and that caused increased traffic, and the loss on the line is steadily diminishing. It is believed that within the next three or four years the line will be self-supporting; but should the back trade be cut off by another railway, the traffic would be greatly reduced.
248. Where does settlement take place? Wherever there is good land to be obtained anywhere round Temora.
249. Is Wyalong known to be a settled gold-field? The general impression has always been that Wyalong would be a good field, and the conviction is that it will be a very permanent one. The deeper they are going the better the reefs are, and good returns are being obtained.
250. Most of the supplies for Wyalong go from Sydney, I suppose? Yes.
251. But a large business is done in Cootamundra? Not a very large amount. Most of the business in Wyalong is done direct with Sydney. One great advantage of a line to Hillston *via* Temora would be that in dry seasons it would be useful for conveying stock. A case came to my knowledge which illustrates this: A man last summer on the Lachlan had 700 bullocks, but the grass ran out, and there was every chance of their starving. The owners therefore decided to remove them to the mountains. They started, and by the time they got to Temora they had only 400. When they got to Gundagai they had only 200, and by the time they got to the country to which they were destined they had only 40 left. Had there been a railway, those 700 bullocks, which would be worth about £12 a head at the present time, would have been saved. Had there been a railway there the bullocks could have been in Gundagai in twenty-four hours, where they would get plenty of grass, and 10 per cent. would have covered the whole loss. An advantage is that stock would never have to travel on the main line; they would cross the main line at Cootamundra.

MONDAY, 11 OCTOBER, 1897.

[The Sectional Committee met at the Council Chamber, Cootumundra, at 11 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The HON. CHARLES JAMES ROBERTS, C.M.G. | GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariah.

William Gibbon Walker, District Surveyor, Hay, sworn, and examined:—

W. G. Walker. 252. *Chairman.*] Are you the District Surveyor at Hay? Yes; I have worked in the Hay district from 1877 to 1885, and from December, 1893, to the present time as District Surveyor.

11 Oct. 1897. 253. You have a full knowledge of this district—of the settlement in it? Yes. I produce a map marked "DD" showing the land between Hillston and Cudgellico southerly to the boundary of my district. It embraces an area of 1,821,000 acres of Crown lands. Of this area 1,175,000 acres are now available for settlement, and this latter quantity also embraces 602,000 acres of abandoned country. Included in the area of 1,821,000 acres are 646,000 acres which are within pastoral leases, but will be available for settlement in about two years' time. At the present time the Crown is receiving no rent whatever for the 602,000 acres, but it is offered for settlement in improvement lease blocks at a nominal rent averaging about one-fifth of a penny per acre. The whole of this land is of a good agricultural character, with the exception of a very limited area hardly worth mentioning, embracing a few ranges of hills. I am of opinion that it is the want of a railway that is retarding settlement there; that if a railway were constructed the Crown could look for an average rent of 3d. per acre for the whole of that million acres, the difference in the value of land being decided by its suitability for agriculture and its contiguity to railways. The notes on the map show the different classes of settlement reserves and Crown land as held. I desire to direct attention to an area of country north of the Lachlan that may not be intimately connected with the subject of this inquiry, but which is worthy of consideration. It commences from the eastern boundary of my district on the Lachlan. There is a belt of country following the Lachlan, going up the Willandra, and then going in a fairly westerly direction towards Ivanhoe. This belt is about 8 miles in width, and it varies, and it is pine and timber country. North from this is what may be called a mallee belt, and, although heavily timbered, the soil will be suitable for agriculture. The rainfall is rather small; but I believe that there are possibilities in it in the future. It is well to remember this, though I am not quite sure whether it is pertinent to the inquiry, that that country is included within the counties of Blaxland and Mossgiel, and embraces 1,147,320 acres of abandoned country. In parts of the counties of Nicholson and Dowling, in the Land Board District of Hillston, there are 317,000 acres under pastoral lease which will expire during the next two or three years. There are 1,023,000 acres available for settlement, of which 488,000 acres is abandoned country.

254. What is the total area of abandoned country in the Hillston and Hay districts? There are 114,200 acres of abandoned country in the Hay district; in the Hillston district there are 1,635,530 acres.

255. That may be said to lie, approximately, west and south from Cudgellico, north-west from the Lachlan, and south-west and south from Hillston? Yes; of which 602,200 acres lie south from the Lachlan; and therefore, in two years' time, there will be about 1,819,000 acres available south from the Lachlan.

256. Therefore the estate that we are dealing with is practically west of a line coming south from Cudgellico, going as far down the Lachlan as Hillston, then embracing the country down to Gunbar, and coming down the boundary of your district on the east? Yes. With regard to the character of the country within my district, I produce a map, marked "CC," showing what may be regarded as agricultural country, taking out the portion I have already mentioned as being possibly a little too abrupt for cultivation purposes in the ranges. The agricultural country may be described as bounded on the east by the Land Board District of Hay, following down the Lachlan to below Hillston; then in a southerly line passing west from Gunbar; then coming south below Gunbar about 6 miles; then with a general easterly trend, intersecting the western boundary of the Hay Land Board District at Mirrool. To the south and west from that may be regarded, from the standpoint of to-day, as purely pastoral country. The map "BB," which I produce, shows untinted the Crown land in the Hay district, shows the reserves in green tint, and the leased land which will again become the property of the Crown is tinted sienna. The alienated land is tinted red or pink. This map makes it apparent at once where the alienated land is, and where the State is principally interested in the land. At present there is open for homestead selection, within a radius of 21 miles of Hillston, 52,000 acres. A small portion of this area was thrown open on the 7th instant, and seven blocks were taken up. In addition to this there will be available for homestead selection almost immediately, and adjoining the town, 5,251 acres, obtained from Cowl Cowl and South Merowie stations by way of exchange.

257. Do you know the country about Ariah? I know it fairly well, but it is out of my district.

258. We are informed that a line passing from Temora to Ariah, except some few miles of ridge, will pass through land suitable for agriculture until it intersects the ridge shown on the map coming south? Yes.

259. This, we are informed, extends north for some considerable distance as agricultural land—in fact, right from Temora, almost in a direct line to Gunbar; all that is said to be agricultural land with the exception of the ridges in question;—do you believe that to be a fact? Yes.

260. And the plan shows that there is a very considerable area of Crown land along that route? Yes.

261. The southern boundary of this agricultural area is described as extending to within about 25 to 35 miles of the Hay line, and following easterly, approximately, that distance from the line, the land to the south of that line being pastoral? That is correct.

262. Then it follows that, if that agricultural land is to be developed, it will be necessary either to run small feeders up from the Hay line, or to put a line directly west through it? Yes.

263. Are you prepared to express an opinion, if it becomes necessary to develop that land, as to what is the best thing to do? To make a direct line; that is preferable to having feeders.

264. With regard to the northern portion of the district, you know fairly well where the railway line is presumed to be located from Wyalong to the north-west? Yes.

265.

W. G. Walker.

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265. In your opinion, will it be to the interest of the State to make that line? Yes.
266. Do you believe that the public estate will get a return? Yes.
267. You have explained that there are over a million and a half acres of land from which you are getting nothing? Yes.
268. What will you get for it in the event of a line being constructed from Wyalong north-westerly? Three pence an acre, I anticipate.
269. What are you getting now? Nothing; the rent of the land that is at present let by the Crown is not bringing in more than 1½d.
270. And you think that the Crown might justifiably expect an increase of 2d.? Yes.
271. If all that land were reserved right through from the Lachlan to the Hay line, would it be possible for the state to get a large increase from it if a railway were made? Yes.
272. Are there hopes of reclaiming that country under pastoral occupation? Not much; we are trying to, as improvement leases.
273. We must change it from pastoral to agricultural occupation? Yes; and the best way would be to make a railway.
274. If the State held the land till the railway was constructed, there would certainly be an increase of 2d. an acre? Yes; virtually I think the Crown land may be regarded as likely to increase to 3d. an acre, the area leased being only a small portion.
275. With regard to the wheat-growing capabilities of the district, does not Gunbar lie practically south from Hillston? Yes, about half-way between Hay and Hillston.
276. Have you had any experience of Gunbar—of any agricultural occupation at all? Yes; I know a gentleman there whose services were obtained as an expert in land values in connection with the reappraisal of special areas, and in the evidence that he gave before the Hay Board, he stated that ever since the line was constructed to Hay, about 1883, he had been cultivating land at Gunbar, and that notwithstanding the various droughts, and the difficulties of carriage, he had never been on the wrong side of the ledger.
277. How far had he to carry his produce? Between 40 and 50 miles.
278. Do you consider that that is too far for an agriculturist to carry his produce? It is too far.
279. How far do you think is a fair distance for a man to draw his produce? Twenty miles would be the limit, in my opinion.
280. Is the area that you speak of at Gunbar a specially-favoured area? No, it is a fair average sample of the land which I have described.
281. If a line were made through that district, the inference is that if a man could live at Gunbar he could live contiguous to a railway? Yes.
282. If a northern line going from Wyalong north-west to Hillston would reclaim land within 20 miles on both sides, could we get an increased rent of 3d. an acre—would not a line going from Temora west have some effect on the southern portion of the district? Yes; but the southern portion is not Crown land. As far as my district is concerned, a line so projected west to Gunbar would pass on the southern side of a vast area of unoccupied land suitable for cultivation; but, in my opinion, the northern line would do more for the reclamation of the district, and it is immediately required; whereas the southern line could be constructed as the State saw fit. The northern line should undoubtedly be constructed first, as the Crown would reap the greatest benefit, and it would carry a larger number of settlers.
283. You believe that if the country were so developed it would be possible to get farmers to settle on the land? Yes.
284. You believe from your experience that there is no doubt about it? Yes.

MONDAY, 18 OCTOBER, 1897.

[The Sectional Committee met in the Oddfellows' Hall, Coolamon, at 10 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. | GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariah.

William Boyd, farmer, and secretary to the Coolamon to Ariah Railway League, sworn, and examined:—

285. *Chairman.*] Are you prepared to make a statement in reference to the proposed railway? The reason for asking for this line to be constructed is that it would be of great advantage to a great body of settlers. It would pass through rich agricultural country, on which a farming population would settle, and there would be a great demand for land if Crown lands were thrown open. There will be a large area thrown open in a very short time. The Lands Department are now resuming land for settlement. The land will be closely settled in a short time, and the railway would pay, we think, in about five years—perhaps sooner. In 1895 I collected some statistics, and handed them to the Minister for Works. I collected statistics again this year, but we did not get in all our returns. We sent out 106 forms to be filled in, and we got sixty-eight returns. Those sixty-eight show a large increase in the area under cultivation and the quantity of goods received. The acreage under cultivation in 1895 was 10,225 acres; in 1897, 14,258 acres, showing an increase, according to the sixty-eight returns, of about 4,053 acres, or 39½ per cent. The 14,250 acres to which I have referred do not cover the whole area under cultivation; in fact, the number of people who, I believe, were producers, was 106; but these returns only embrace the holdings of some sixty-eight producers; therefore, although I am not prepared to state definitely by how much the 14,000 acres should be increased, it is certain that it ought to be increased. Adding the returns for 1895 in place of those that did not come in, I have endeavoured to make the return complete. The area over which I collected the statistics is shown by a pencil-line on the map. The boundaries are going fairly north from Coolamon, somewhat west from Broken Dam, then northerly and westerly to between Whalundry and Bygoo, but nearer Bygoo, then west towards Sandy Creek through Yalgogrin south, then to Moombooldool north, and then from there with a south-westerly trend till it intercepts the Hay line west of Coolamon. In regard to the sixty-eight returns, I may state that the number of bags of wheat in 1895 was 31,825; in 1897,

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- W. Boyd. 1897, 57,103 bags—that is, the probable yield for this year—an increase of about 25,000 bags, or 79½ per cent. Wool shows a slight decrease. In 1895 it was 4,446 bales; in 1897, 4,155 bales, or a decrease of about 6½ per cent., caused by the severe drought. The quantity of goods received in 1895 was 536 tons; for 1897, 811 tons, showing an increase of 275 tons. The estimated probable increase in cultivation in 1895 was 18,836 acres; in 1897, 63,216 acres. The same individuals say that they will put this area under crop if the line of railway is made.
- 18 Oct., 1897.
286. Can you explain to the Committee whether, in your opinion, that estimate is a justifiable one? It is. I think that the whole of the cultivation will be put in if the line is carried out. The quantity of other produce is about 6,860 tons. This includes tallow, hides, skins, hay, chaff, grain, timber, and minerals. It does not include the whole of the timber, nor the whole of the minerals, because we could not get the whole of those items. The number of fat sheep for 1897 is 26,000. The number of acres under cultivation in 1895 was 17,661 acres; the area in 1897, 20,834 acres. Of this area, 14,000 is given in the returns, and 6,000 is based on the returns of 1895, because the whole of the returns for 1897 were not sent in.
287. Are we justified in believing, therefore, that 20,000 acres does not cover the whole area? Yes; there should be the same proportionate increase shown in the other returns had they been sent in, but only sixty-eight were sent in. The probable yield of wheat for 1897 is 79,277 bags; wool, 5,089 bales. The probable quantity of goods received is 1,122 tons in 1897; the probable increase in cultivation, 72,486 acres. The area of Crown lands, as far as we can estimate them, within 15 or 20 miles of this line, would be 225,000 acres, not including stock routes.
288. How is that Crown land now held? It is held on leasehold by pastoral lessees.
289. Therefore, it will probably be available in two or three years? Yes. These Crown lands are not within 15 miles of the town of Coolamon.
290. Have you included any reserves in the area? It is all under leasehold; not reserved lands.
291. Is this 225,000 acres land held by pastoralists which will be available within two or three years? Yes.
292. And it does not include reserves? I believe it does not. The figures are as follows:—Ariah, 10,000 acres; Warri, 8,600 acres; Marool Creek, 21,127 acres; Wallcroobie, 12,000 acres; Moombooldool, 43,000 acres; Yalgogrin, 60,000 acres; Bygoon, 14,720 acres; Mimosa West, 27,000 acres. At a meeting of the Railway League, held on the 25th September last, they agreed to sign a guarantee that, in the event of the line not paying for a few years at the start, they would be willing to submit to a special tax to cover the loss. They passed the following resolution:—"We, the undersigned members of the Coolamon Railway League, hereby agree to pay a land tax on land other than Crown lands, towards providing a fund to make up any loss in the event of a deficiency occurring in the working of the line when constructed—the rate to be 1d. per acre on lands situated within 5 miles, ½d. on land within 10 miles, and ¼d. on lands situated within 15 miles of the proposed line." This resolution was signed by seventeen members of the League.
293. What area do those seventeen persons represent? I have not made any calculation to find that out. We have letters from seven members who were not present, saying that they would be quite willing to pay the tax.
294. Twenty-four altogether? Yes.
295. Is the whole country north from the Narrandera-Hay line, taking Coolamon and Ganmain as two points, suitable for the growth of cereals? Yes; all except the Cowabbie Range.
296. To what extent does that range lessen the area suitable? I suppose it runs 12 or 15 miles, and is about half-a-mile wide.
297. Is the land adjacent to the Hay line better or worse than the land to the north? It is much the same class of land.
- 298-9. Therefore, the line from Coolamon to Ariah passes through the same kind of country all the way with the exception of the broken country? Yes.
300. Would the same apply to a line from Grong Grong? Yes.
301. Going north from Ariah towards Wyalong, and coming west 10 miles from Ariah, then going north, what is the nature of the country running north that would be influenced by a railway to Ariah? The land all round Ariah and Kildary is good agricultural land.
302. How far north from Ariah does good agricultural land extend? I have travelled 12 or 15 miles north of Ariah, and I found it all good land.
303. Have you gone north-west from Ariah? Yes; as far as Yalgogrin—about 18 miles.
304. Is that good land? It is.
305. What is the land like towards Broken Dam? That is good land.
306. And is it good land to the north-west of Broken Dam? Yes.
307. You spoke of 225,000 acres being thrown open for settlement in the future—would there be farmers take up that land? Yes; it would all be taken up.
308. What area would you allow a farmer in this district? From 640 to 1,000 acres, according to the class of land.
309. An average of about 800 acres? Yes, about that.
310. To settle the whole of that 225,000 acres, with an average of 800 acres each, would require nearly 300 farmers? Yes.
311. Would they be available? Large numbers are coming over from Victoria. At the land ballots there are sometimes fifty applicants.
312. You have no doubt, from your experience, that a sufficient number of farmers will be obtained? I have not the slightest doubt about it.
313. Can you mention any cases in which land has been balloted for? About a fortnight ago, 4 miles north-east from Grong Grong, there were three blocks thrown open, averaging 500 acres each, and there were twenty-five applicants for each of those blocks.
314. Was there anything special about those blocks? No; it was ordinary land.
315. What is the freight from Ariah to Coolamon by road? Wool is £1 a ton; it is higher than wheat.
316. Is that a fair charge? It is.
317. What is the rate for carrying wheat from Ariah? About 13s. a ton.
318. Is that the minimum? It is a fair average charge.

319. What is the charge for wool from Warri? About 17s. 6d. a ton.
320. And for wheat? About 12s. a ton.
321. Have you ever got carried at less than 12s. a ton? No; my wheat goes to Grong Grong at present. The charges which I have given are the charges to the Hay line. We pay 9s. a ton from Uley, to Grong Grong.
322. What would have to be paid for the carriage of wool going north from Ariah to reach the Hay line? The charge would be about 9d. a ton per mile.
323. Having got to Ariah as a depôt, what would you have to pay to get down to the railway? Nine-pence per ton per mile.
324. What is the lowest freight on the Hay line anywhere? About £1 a ton.
325. What would the charge be for the carriage of wool from Ariah to Temora? I do not know.
326. Would it be greater than the charge for carriage to the Hay line? I think so.
327. What would it cost to bring wheat from Ariah to the Hay line? About 13s. a ton.
328. Is that the cheapest way in which you can approach any portion of the New South Wales railway system? Yes.
329. From a point half-way between Ariah and Grong Grong, what would you pay per ton for wheat and wool? You would have to pay a little more than half rates. I put wheat down at 8s. for half-way, and wool at about 15s.
330. Where does the traffic go at present from Ariah? Principally to Coolamon.
331. Some may reach Grong Grong? Yes.
332. Does any reach Temora? Not from within 10 miles of Ariah.
333. As you go west from Ariah, would not the traffic make straight down on to the Hay line? Yes; it does. Some goes to Grong Grong, and some to Narrandera.
334. *Mr. Roberts.*] Where do you reside? At Uley.
335. How many miles is that from Coolamon? Thirty-two miles north-west.
336. What is the area of your holding? 3,972 acres.
337. What portion of that 3,972 acres is under cultivation? 130 acres.
338. What is the average yield per acre? About 16 bushels.
339. What are the maximum and minimum yields? The yield varies from 10 to 24 bushels to the acre.
340. Is the whole of the land between Coolamon and Ariah well adapted for agriculture? Yes; except at Cowabbi Range.
341. Do you favour a line from Coolamon to Ariah in preference to one from Grong Grong to Ariah, or from Ariah to Temora? I am not particular whether it comes from Coolamon to Ariah, or Grong Grong to Ariah. A railway from Temora would not suit us so well.
342. If a line were constructed from Temora to Ariah, would it not serve as many people? I do not think so.
343. Would you and your neighbours use a line from Ariah to Temora? Yes; I would use it if it came to Warri.
344. Do you know the country between Ariah and Temora? Yes; for about 12 miles east of Ariah.
345. Is the country there equally adapted for agriculture with the land between Coolamon and Ariah? Yes; for that distance.
346. Is there as much cultivation taking place between Temora and Ariah as there is between Coolamon and Ariah? No; not so much.
347. If a railway were constructed from Coolamon to Warri, do you think that would be a sufficiently long line for the present time? I think so.
348. You do not regard it as absolutely necessary to go beyond Warri till further settlement takes place? I think it would do at present. If there is any extension I think it ought to go in a north-westerly direction from there.
349. Instead of going north to Ariah it ought to go in a north-westerly direction? Yes.
350. What causes you to form that opinion? As it turns round to Ariah it approaches the Temora line, and would not get so much traffic as it would if it went the other way.
351. Is the land of a superior quality in a north-westerly direction? No; the character of the land is much about the same, but it would tap more Crown land, and have better prospect of development.
352. Is there a large area of Crown land in a north-westerly direction from Warri? Yes.
353. Within what period would those lands be available for settlement? I could not say; I should think in about three years. I think that most of the leasehold has only five years to run, under the Act.
354. How far is it from Coolamon to Grong Grong? Twenty-six miles.
355. So that if Grong Grong were the point on the south-west line to be tapped, there would be an extra haulage of 26 miles? It is further from Warri to Coolamon than it is from Warri to Grong Grong.
356. What is the difference? About 10 miles.
357. But then there will be 26 miles extra haulage between Grong Grong and Coolamon? Yes.
358. Does all your produce go to Sydney? Yes.
359. Where do the people in your neighbourhood obtain their supply? From Wagga Wagga, Coolamon, Narrandera, and Grong Grong.
360. Is the same rate charged from Grong Grong to Sydney as from Coolamon to Sydney? I could not say.
361. Does settlement seem to be increasing every year in the district? Yes; when any land is thrown open it is always selected.
362. The population is rather small at present, is it not? Yes.
363. If a railway were constructed, do you anticipate a great increase in the number of settlers? Yes; if the land is thrown open.
364. Are you in a position to say that there is a great demand for land that would be affected by the proposed railway? Some land was thrown open at Cowabbi last year, and there were about thirty applicants for it; therefore, I think there would be a large demand for land.
365. *Chairman.*] In what form was it thrown open? As homestead selection.
366. What was the rent? One and a quarter per cent. from first year.
367. What was the capital value of the land? I think about £1 an acre.
368. What do they think they are paying per acre? About 4d.

- W. Boyd. 369. *Mr. Roberts.*] I suppose that they combine grazing and farming all over this district? Yes.
 18 Oct., 1897. 370. How many sheep do you run? Close upon a sheep to the acre in average seasons.
 371. How many have you on your run at present? Only about 1,000, owing to losses from drought.
 372. What is the largest number you have had? 3,000
 373. I think you said you sent an estimate of traffic to Mr. Harper last month? Yes.
 374. Have you had any reply from him? Yes; he said he had given his evidence, and he had handed my papers to the Chairman of the Works Committee.
 375. Have you seen the estimate made by Mr. Harper as to the probable traffic on the proposed line? Yes; I have seen it in the Press.
 376. I see from some figures handed to me by the Chairman, that Mr. Harper estimates that within 10 miles of Coolamon there will be 850 tons of wheat and 25 tons of wool; can you show whether or not that is a fair estimate? I can try to compile it from our statistics.
 377. Does the proposed line go along the travelling stock route to Warri? Yes; except the small piece at Cowabbi and at Warri.
 378. Would there be any cost for land resumption or compensation? I do not think so.
 379. Do you think people would be prepared to give what land is required for the railway? Yes; I am quite prepared to give any of my land for the purpose.
 380. In making your estimate for the traffic, have you estimated anything within, say, 10 miles from Coolamon? There are a few farmers within 10 miles of Coolamon.
 381. At the meeting held on the 25th September last, when some twenty-four land owners offered to guarantee any loss should the railway be constructed, what area of land was represented? I will make a return showing it.
 382. Before resolving to offer this guarantee did you consider the desirableness of offering to pay a higher rate of carriage to the Railway Department? Yes; we understood that we should have to pay a special rate. Mr. Harper informed us of that.
 383. Have you considered whether it would not be better for you to pay a still higher rate to that mentioned by Mr. Harper instead of offering this guarantee? We should be quite willing to do that.
 384. If a higher rate were charged, does it not appear to you that everybody who used the line would contribute towards the revenue, whilst if there was a guarantee some owners of the land might not fall in with the arrangement? I daresay it would be a better plan to charge a higher rate, but if land is increased in value the owner should pay.
 385. *Mr. Black.*] Do you know the number of sheep in the district which has been referred to by you? According to the 1895 returns there were then 395,570 sheep.
 386. Has the number increased or decreased? It has decreased, owing to the drought.
 387. Do you know the average rainfall in the district? I think about 18 inches.
 388. Have you any figures as to the cost of the production of wheat? I have not.
 389. What price would it pay to produce wheat? About 2s. a bushel.
 390. You spoke of the goods received at Coolamon;—where did they come from? From Sydney and Wagga Wagga.
 391. Any portion of them from Melbourne? Not to my knowledge.
 392. Where do the storekeepers and the squatters in the district trade? In Sydney.
 393. Is there any coach communication between Ariaiah and Coolamon? Yes. A coach goes out from Coolamon to Ariaiah, *via* Methul, twice a week.
 394. Are the mails sent by it? The mails to Ariaiah are. There is another service from Coolamon to Warri along the proposed line.
 395. Does it go to Ariaiah? No; there is 5 miles between the terminus of the two mail routes.

Alexander Arbuthnot McKersa, farmer, Colinroobie, sworn, and examined:—

- A. A. McKersa. 396. *Mr. Roberts.*] In which direction is Colinroobie from Narrandera? Due north.
 18 Oct., 1897. 397. What distance? Twenty miles to my place, Colinroobie proper—that would be the settlement—would be about 24 miles.
 398. Are you acquainted with the country between Coolamon and Ariaiah? No.
 399. Do you wish to point out that the public interest will be better served by a line from Narrandera to Colinroobie than by one from Coolamon to Ariaiah, or do you regard them as two distinct lines, each deserving of consideration on its own merits? I prefer to deal with them as two distinct proposals, not as opposed to each other.
 400. Would you like to make a statement? Yes; but my statement will be very incomplete, because, not expecting to meet the Committee at present, I have not come prepared with sufficient data. Our secretary is not with us, and only half the deputation is here; two remained in Sydney; and I think it would be a matter still requiring future inquiry if we went on with our evidence now.
 401. The Committee will be glad to hear any statement that you would like to make? I can give you, roughly, the figures that have been prepared.
 402. Has any public meeting been held about the construction of a railway from Narrandera to Colinroobie? Yes; two meetings have been held, and a petition has been sent to the Minister for Public Works.
 403. And you have lately interviewed the Minister on the subject? Yes.
 404. Since you interviewed the Minister you and your friend have been appointed to interview this Committee, and to lay before us the views of those you represent? We simply received a telegram from the Mayor of Narrandera asking us to meet you here; but, as I said, we have not come prepared for a lengthy examination. With regard to the traffic, we have an annual output from the stations and selections along the line that we propose of 3,840 bales of wool. Then there is a back loading to the stations, of which I have the figures, but I have not the actual cartage to the selections. I estimate, however, that the cartage to the selections would amount to 1 ton per family. That would give about 313 tons of back loading. The number of fat sheep that it is estimated would be trucked on the line from Borella is about 35,000 tons. The number of farmers settled along the line is 113 within a radius of 12 miles. The area under crop is about 28,250 acres, and with an average yield the number of bags will be about 113,000. We have Crown land within a radius of 35 miles. According to the figures which I got from a surveyor, which he says is very much under the actual acreage, there are 500,000 acres of these lands. The chairman of the league has assured me that the area would amount to 700,000 acres.

MINUTES OF EVIDENCE—RAILWAY FROM COOLAMON TO ARIAH.

405. What area do you get these statistics from? For the wool and wheat statistics I have taken a radius of 12 miles from the proposed line, and for the Crown lands 35 miles. It only includes the land immediately on the right and left of the line, and extending north about 35 miles.

A. A.
McKersa.
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406. Will this land be thrown open within a few years? I think so; the lease expires in a couple of years.

407. Is it all suitable for wheat cultivation? The bulk of it would be available for wheat growing; but there are hills here and there.

408. Would some 5 per cent. of it be available? I should think three-fourths would be fit for wheat growing.

409. What do you pay for the carriage of wool from Colinroobie to Narrandera? About 15s. a ton.

410. And how much a ton for wheat? About 10d. a bag. In addition to the area of Crown lands which will be available in about two years, there are a number of reserves which I have not included, and there are also exchanges which will be made available for settlement. A number of landholders, both farmers and squatters along the line, are prepared to lease their land for wheat cultivation. Some of them are offering it now, and I believe they are getting tenants.

411. Would that be on the share system? Yes, in some cases, and in other cases on rental. There would be little or no expense in the resumption of land along the route of this line, as most of the railway would be run along the main road. There might be a little land to be resumed here and there where the road is narrow; but the landholders along the line would give the land free. The only portion that we are not sure about is for a distance of 4 miles through Midgen. The annual rainfall at Colinroobie is about 22 inches.

412. How many bushels of wheat do you get to the acre? The lowest yield which I have had was about 11 bushels.

413. What is the maximum? Six bags; but that is not the highest that I know of—I have seen eight and nine bags to the acre.

414. Is the country undulating between Narrandera and Colinroobie? Yes, the principal part of the country is undulating; but there are no difficulties in the way of constructing a railway—no engineering difficulties whatever. The proposed line will follow the Hay line for about 4 miles, then branch off in a northerly direction. The only difficulty that I know in the way is a hill just where it would take off from the Hay line; but the Government engineer who inspected the line said that the cutting would be a very light one, and that the expense would not be great, and that on the rest of the line there would be no cutting at all.

415. Has there been a survey made of the route? No.

416. Has the Minister promised that a survey shall be made? No.

Henry Daniel Adams, Narrandera, sworn, and examined:—

417. *Chairman.*] You are from Narrandera? Yes.

418. And you desire to place before the Committee the desirableness of connecting Colinroobie direct with the main line? Yes.

H. D. Adams.
18 Oct., 1897.

419. You have heard the evidence given by Mr. McKersa? Yes.

420. Do you agree with that absolutely? I do indeed.

421. It is correct in every detail? Yes; I think so.

422. Would you desire to add anything to it? The only thing I could add would be that the line asked for is to be a very light one. I think the people would almost be satisfied with a tramline as a feeder to the main trunk line. I wish also to state that the purchased land could be avoided; but I think it would be better, perhaps, to go through some purchased lands. By following the stock route the whole of the way the line would be made 4 miles longer than is necessary, and the cost of that extra 4 miles would exceed the value of the land that might be wanted to make the line more direct.

Thomas Watson, farmer, Ganmain, sworn, and examined:—

423. *Chairman.*] What statement have you to make? Some time ago we got up a petition to the Minister for Public Works asking for a trial survey to be made from Ganmain to Ariah. On the conditions on which we asked for it we reckoned that such a line would answer all the purposes for which a railway was asked for from Coolamon to Ariah; that it would practically make the line 6 miles shorter, and that there is ample facilities at Ganmain for providing water for railway purposes. The land that the survey would go through, with the exception of one or two small pieces, is all Crown land and forest reserve. We believe that if we had this trial survey the advantage of this line would be clearly seen, and it would be chosen in preference to coming into Coolamon. It would make a difference of 6 miles in the distance, and there are no engineering difficulties on the route.

T. Watson.
18 Oct., 1897.

Barnet Basil Bennett, Wagga Wagga, sworn, and examined:—

424. *Chairman.*] Where do you live? I live at Wagga Wagga, but I have land on this proposed line.

425. Do you wish to make a statement? I wish to speak as to the general features of the country. We have been advocating a railway from Coolamon northward for many years. No doubt a railway from Coolamon northward for 40 or 50 miles would open up an area of as fine agricultural country as there is in New South Wales. I know the whole of the country, and that is my opinion. A railway running from Coolamon by any route northwards would open up a large extent of first-class agricultural land. As regards my own land, within the last two months men from South Australia have offered to work the land for five years on terms, and I am told by them that they have sold their properties in South Australia and are now on their way to settle in this part of the country.

B. B. Bennett.
18 Oct., 1897.

426. Your land lies about 8 miles south-east from Ariah? Yes; and my son has land 8 miles nearer Temora.

427. How far from Temora? About 20 miles. My place is about 30 miles from Temora. As regards our land, we have 700 odd acres cleared this year, and it is already let on terms. I am calling for tenders for 1,000 acres of clearing, and 500 acres of that is let, and I have applications for the other 500 acres. I believe that if I were in a position to get 5,000 acres of land cleared there this year I should let every acre.

John Holloway, grazier, Moombooldool, sworn, and examined:—

- J. Holloway. 428. *Mr. Black.*] What are you? A grazier at Moombooldool; I am the owner of my holding.
 18 Oct., 1897. 429. How much land is there? The whole together comprises some 60,000 acres—43,000 is leasehold and 18,000 is secure.
430. What area have you under cultivation? Only 70 acres at present. We simply grow what is necessary for the station.
431. Have you any intention of increasing that area? Yes; I am making arrangements to cultivate 500 acres more—that would be 570 acres altogether. The object is to let the crop accumulate for feeding sheep in case of drought.
432. If you had facilities for reaching the market, would you not be likely to go in for wheat production? Yes, very extensively. If I could I would put the whole of the secured land under wheat, because it would be more profitable. The land is well suited for wheat growing.
433. Where would you send the wheat to? To Narrandera.
434. How far is that? Thirty-five miles.
435. How far are you from Coolamon by the proposed railway line? About 60 miles.
436. How far would you be from the terminus of the proposed line? It is 15 miles from Warri to Moombooldool.
437. If the line were constructed, would you use it in preference to going to Narrandera? Yes.
438. What do you pay for road carriage to Narrandera? From 20s. to 25s. a ton; 30s. a ton for wool.
439. If you had a railway station at Warri I suppose you could get your wool carried there for 6s. or 7s. a ton? Yes; we should cart it with our own teams; it would be only a day's journey.
440. You would get back the same day? No; we should unload the same day.
441. What would be a fair rate by rail for wool from your nearest point? I can hardly answer the question; I suppose about 10s. a ton.
442. You would not object to a charge of 10s. a ton by the railway? No; that would suit the station very well.
443. Where does your wool go to from Narrandera? To Sydney.
444. How is the land held in your locality? It is leased from the Crown principally. The leases will fall in in the year 1900.
445. Is the soil similar in quality to the soil in the neighbourhood of Coolamon? Yes, I think so, except in the valley of the Mirool Creek, which is subject to very high floods. It is more of a loam near the creek—very rich land. The country is covered with pine box and oak timber.
446. Do you know the country towards Temora? Only as far as Broken Dam and Barmedman.
447. Is that country equal for agricultural purposes to the land between here and Ariah? I do not think it is quite as good. It is more hilly, but I think it is good wheat country.
448. Do you think that if this railway were made it would cause increased settlement? Undoubtedly.
449. How would the settlers get their opportunity? By the Government throwing open land for settlement, and by people letting their land.
450. Is there any quantity of Crown land that will be made available for settlement? There are travelling stock reserves, and a few small water reserves which are under lease. The land there is held under lease.
451. How will it become available for selection? By the Government offering it for sale as homestead selections and farms.
452. Do you know if there is any inquiry for land in that locality? I only know by seeing the rush there is at the land offices for land. There is no land available in our neighbourhood, and has not been for years.
453. Where have the applicants come from? Mostly from Victoria, and many of them are young men growing up. Two men whom I have employed for years have saved money and selected lately. They were fortunate enough to get good farms.
454. Have you formed any opinion as to whether this line is likely to pay within the near future? I think it would pay within five years. I think by the time the railway is likely to be made the leases will fall in; and by the time the railway is open there will be a very big population if the Government are smart in letting people get the land. That is the only difficulty.
455. What is a fair freight for the carriage of wool for 30 miles? Ninence a ton per mile.
456. What would be a fair rate for 15 miles for wool? It would not be very much less. I will say 7d.
457. What would be a fair rate for the carriage of wheat 30 miles? I think it is 9d. a bag.
458. What is your opinion as to a fair return per acre for agricultural land? Net profit, £1 an acre.
459. And how much for pastoral land? About 4s. an acre, and it will be very good pastoral land to give that. You need to keep a sheep to the acre.
460. A considerable area of land is being taken up on improvement leases in the districts of Ariah, Dowling, and Kilbergoo;—what is your opinion with regard to the future of that settlement—is it likely to be permanent without railway communication? I think not. The reason why I expressed the opinion that this improvement lease occupation is likely to be a failure is because of my own experience at Moombooldool North, where the land was taken up and abandoned, and again taken up and abandoned.
461. Can you describe the land lying south from the road from Temora towards Wyalong, and then from the line west from Wyalong south to the Hay line? The land from Ariah to Coolamon, in my opinion, is good agricultural land. From Ariah to Temora, although passable, the land is not quite so good, it being broken by a ridge of hills. It is as good as far as Broken Dam. To the north I have been through to Barmedman, and the country from Ariah, in that direction, is good for agriculture. Going in a north-westerly direction the country is good to Bygoo and Buddigower; but west of this country, somewhat west from Bygoo, there is a big belt of mallee country which extended from about Yalgogrin westward to Moombooldool North; then runs north-westerly towards the Peak; then towards Conapaira. Towards the east there is a good belt of agricultural country. Here and there are breaks of hills, and some plains country about Whitton. As you approach Whitton the country becomes plain, and therefore in my statement I should have excluded the land immediately north of Whitton from the agricultural area. Of course there are various places within those boundaries which are hilly; but speaking of the country generally, the description is correct as far as my knowledge goes, which has extended over a great number of

MINUTES OF EVIDENCE—RAILWAY FROM COOLAMON TO ARIAH.

- of years. Further west I will not go, as my knowledge is not sufficient to enable me to give definite information. J. Holloway.
462. If a railway were put through, so that there would be access to the mallee land, would that be useful for cultivation? I do not think it would be for many years, because there is much better land; but eventually it will be. 18 Oct., 1897.
463. You are doubtful about its being used? Yes.
464. Can the mallee scrub be rolled down? Yes.
465. Have you ever heard any comparison made between it and the mallee land in Victoria? No.
466. Is this land as good as the Victorian mallee land? I should think it is better.
467. But still the advantages offered by other land in the vicinity, yet unoccupied, for agricultural settlement, are superior, and you believe that the mallee belt will wait till all the other good land is taken up? Yes, I do.

Walter Hubert Neary, station-master, Coolamon, sworn, and examined:—

468. *Mr. Roberts.*] How long have you been station-master here? A little over seven years. W. H. Neary.
469. Do you keep a return of all the traffic that passes through Coolamon? Yes. 18 Oct., 1897.
470. Have you any statement that you can lay before the Committee showing the traffic between Coolamon and Ariah or Warri? I have not.
471. You have merely the inward and outward traffic from Coolamon station? Yes.
472. For how many years? For the year ending 30th June, 1897, the wool traffic is 2,550 bales or 442 tons 8 cwt.; freight, £1,418 8s. 8d. Wheat traffic, 32,522 bales or 3,671 tons; that gives £1,919 0s. 6d. in freight. Then we have in stock of this year's crop about 7,000 bags.
473. You have not included that? No.
474. *Chairman.*] A full year gives you about 40,000 bags? Yes. I should like to say that last year was a light year. 97,000 bags was the most that we ever loaded in one year, and we did that six years ago.
475. Was the greater portion of it from the north? I think about 75 per cent would be. General goods, such as timber and merchandise, amounted to 1,367 tons outwards, and the freight on that is £752 8s. 10d. Inward goods, 1,554 tons; freight, £4,379 10s. We had 241 trucks of stock; passengers and parcels, £1,158 7s. 5d. Total freight, £8,469 8s. Total tonnage, 7,034.
476. Does the wool come here from Ariah? Yes.
477. Where does the general merchandise come from? From Wagga Wagga, Sydney, and Junee.
478. It is brought to Coolamon and distributed in the country between Coolamon and Ariah? Yes.
479. Does it appear that the traffic to that part of the country is increasing? Certainly it is increasing.
480. The traffic to Coolamon is increasing every year? Yes, except the wheat last year. The traffic in wheat was not so heavy last year, and that was owing to the want of rain.
481. Has the wool traffic kept up? Yes; it keeps up well.
482. Does the general merchandise show any increase or decrease? It shows a slight increase.
483. Is the passenger traffic increasing? That is about the same.
484. And what about the parcels traffic? The whole of that small traffic is about the same.
485. Has the market increased during the last twelve months? No.
486. Does much timber go from Coolamon? A good deal has gone from here.
487. Does that come from the country between Coolamon and Ariah? Yes.
488. Is that traffic on the increase? No; it is about the same.
489. Is there any increase in the live stock traffic? No; there was a decrease last year.
490. To what do you attribute the decrease? I suppose it is owing to the drought.
491. Is there any difference in the rate of carriage for wool, wheat, merchandise, or live stock, on any part of this line from Narrandera, Grong Grong, and Coolamon, to Sydney? No; it is all the same.
492. Can you give the Committee any information on this point, as to which is the largest distributing centre for wool, wheat, and general merchandise to that portion of the country north of the line from Coolamon to Narrandera? I should say Coolamon, certainly.
493. In preference to Grong Grong or Ganmain? Yes.
494. You regard Coolamon as the most central depôt for the distribution of the traffic? Yes.
495. Where did that 60,000 bags come from? From the surrounding district. The difference is that Marrar was included. It has been opened as a siding since. It is 8 miles from here, towards Junee.
496. Is Marrar still keeping up its reputation as a wheat-producing district? I should say it was.
497. Do you know anything of the country between Coolamon and Warri? No.
498. Are you in a position to say whether Coolamon is the most desirable point to reach the South-western railway, in the interests of the people round Warri? I should say that it was.
499. In what way would it be preferable to Grong Grong? Because there is more traffic that comes to Coolamon for and from Ariah.
500. Do you think that a line from Coolamon would suit more people than a line from Grong Grong? Yes.

Jamieson Ashwood, storckeeper, Coolamon, sworn, and examined:—

501. *Mr. Black.*] Do you get your goods from Sydney? Yes. J. Ashwood.
502. All of them? Yes. 18 Oct., 1897.
503. Do you trade with Sydney? Yes. My machinery comes from Melbourne and Adelaide, but everything else from Sydney.
504. Do you think that the prospects of this district entitle it to a railway? Yes.
505. On what data is your belief founded? The number of people who would be served by the railway, and the amount of land likely to be thrown open for settlement between here and Warri.
506. Do you think this will turn out to be an agricultural district? Yes.
507. How long have you been here? About sixteen years.
508. Have you been in the store business all the time? No; I have been nine years in the store.
509. Have you seen advance in the productions of the district, and increase of settlement? Yes.
510. Since when? Mainly the last six years.
511. Do you know the country between Ariah and Temora? No.

- J. Ashwood. 512. *Chairman.*] You believe that the district is good enough? I have got in between 18,000 and 20,000 bags of wheat, and there are others buying besides me. Most of our business is done out this way.
 18 Oct., 1897. 513. Do they in the north cultivate more land than in the south? Yes; and all on the north depend on Coolamon for their supplies.
 514. Was the station-master right in estimating that 75 per cent. of the wheat came from the north? I think he was.

John Barnes, commission agent, Coolamon, sworn, and examined:—

- J. Barnes. 515. *Chairman.*] How long have you been resident in this district? Between here and Ariaah, about thirty-eight years.
 18 Oct., 1897. 516. You have a full knowledge of the district? I have.
 517. How far does your knowledge extend? It extends from here to the Lachlan.
 518. You know the country right from the Murrumbidgee to the Lachlan? I do.
 519. Do you know the country to Gunbar? I have been there a few times.
 520. Have you been to Hillston and Cudgellico? Yes.
 521. Have you been to Forbes? Yes.
 522. Have you been through Wyalong and Barmedman? Yes; and to Temora.
 523. What proportion of the country you have described sends its traffic to Temora? The traffic from Buddigower goes to Temora, and Buddigower lies north-east-north from Kildarey. The wool from Mandamah sometimes comes to Coolamon, sometimes goes to Temora; the wool from Mimosa west comes to Coolamon, and the traffic south from Mimosa comes to Coolamon. With regard to the district under consideration, generally speaking the road carriage determines the place or railway station to which the wool is sent, but there is a tendency to give a preference to Coolamon because of its superior advantages in regard to grass and water. As we pass west from Ariaah the wool makes straight down to Narrandera, carrying out the statements I have already made that the road carriage to the nearest railway station dominates the question.
 524. Does the same thing apply to wheat? Yes; and also to the distribution of goods.
 525. You mentioned that wheat has to come to Coolamon in preference to other stations equi-distant in consequence of the better travelling routes? Yes.
 526. Does that apply to the travelling stock? Yes; in that country.
 527. In the area that you have described, the country is good to within 4 miles of Temora, where you get on to the main range? Yes.
 528. Going north from Coolamon to Ariaah, what is the country like? It is all good agricultural country.
 529. Coming due south from Mandamah, what is it like? All good agricultural country.
 530. And from Ariaah into Grong Grong, what is that like? It is all good.
 531. Is it similar into Ganmain? Yes.
 532. From Moombooldool what is it like? Some of it is a bit rough.
 533. Where is it rough? Coming from Moombooldool south from Narrandera the distance is about 33 miles, and of that I estimate that about 8 miles is rough country, the rest being good agricultural land.
 534. Going north-east from Mandamah into Barmedman, what is the country like? Some of it is very good and some of it is a bit rough.
 535. What proportion of it is rough? In places you come to belts of mallee and ironbark country.
 536. Can you tell us the proportion of good agricultural land? I could not.
 537. Is it one-half, travelling from Mandamah to Barmedman? I should say that two-thirds of the distance would be all good country.
 538. Going due north from Barmedman towards Wyalong, what kind of country is there? Similar country—two-thirds of it good.
 539. Is there a possibility of wheat growing to any great extent north-east from Mandamah towards Barmedman, and north from Mandamah towards Wyalong? Yes.
 540. Going north from Ariaah you come to Yalgogrin, what kind of country is it there? Some is very good country; in some places it is ironbark. Going north you pass through some belts of mallee country; but it is principally agricultural country.
 541. Between a line running north from Ariaah towards Yalgogrin, what kind of country is it? It is all fairly good country till you reach the dense mallee scrub. The mallee belt as shown on the map before me appears to be fairly correct, except that I think it might be extended somewhat west towards Simm's Gap.
 542. South from the mallee belt, how far does the good agricultural land run? Between the hills and the mallee belt there is good country. Generally speaking, the land south of the mallee belt is good grazing and agricultural land.
 543. Is a large proportion good for agriculture or for pastoral purposes? It is about half and half.
 544. Is there a possibility of good settlement there? There is.
 545. How far do you go towards the north before you get out of the plains? I could not say exactly how far; I know it is very good country. North of Whitton there is an extensive plain; but in my opinion it is only suitable at present for pastoral purposes.
 546. Is the land north of Warri good? From Warri to Taylor's Hill is good, but at Taylor's Hill it becomes broken, and that broken country extends about 4 miles to the west, then opens out into level country suitable for agriculture.
 547. How far does that go then? It then runs 25 miles west good agricultural country—in fact, the country is good until you strike the rough country upon the Conapaira Range; then there is a distance of broken country which extends until you get on to the agricultural land which extends to Gunbar. With regard to the land at Gunbar, I am not prepared to say that I regard it as first-class for agricultural purposes. The land about Ariaah, and from there towards Temora, also to the south, and some distance to the west, in my opinion, is more suitable for agricultural purposes than the land about Gunbar.
 548. What is the mallee scrub land like? There is scrub mallee and bull mallee.
 549. Have you had any experience of clearing mallee? No; I understand that they roll down the scrub mallee, but not the bull mallee.
 550. Is this mallee land the same kind of land that they farm in the Wimmera district in Victoria? I think this is a stronger mallee.

J. Barnes.

18 Oct., 1897.

551. Will it be worth clearing? Not at present.

552. Then we must regard it as country that is not likely to be seriously affected by railway communication? That is my opinion. With regard to the suitability of cultivation of the mallee belt I cannot express a definite opinion, as I have had no personal experience of the mallee country in Victoria where such work is carried on; but I have formed the opinion from what I have heard from men of experience, that the mallee in this country is not likely to be so readily dealt with as the land which is regarded as similar in Victoria. Were it cleared it appears to me that the soil is somewhat light for cultivation. I think, therefore, that it should be excluded for the time being from the land that may be presumed to be benefited by railway communication.

553. Have you seen any great alteration in the mode of occupation of the land near Ariah? I have.

554. Is the farming there general? Yes.

555. Is it steadily increasing? It is.

556. If the Crown determines to throw open for agricultural settlement other leasehold areas, will there be any difficulty in getting farmers to take it up? Not at all. They would take it up at once as homestead selections at the ordinary price; in fact, I think there will be a big rush for it.

Frederick Hall, storekeeper, Coolamon, sworn, and examined:—

557. *Mr. Roberts.*] How many years have you resided in Coolamon? A little over four years.

F. Hall.

558. Have you any knowledge of the district between Coolamon and Ariah? Yes; I have been once to Ariah.

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559. Can you tell the Committee anything as to the volume of traffic between Coolamon and Ariah? Yes, the volume of traffic is very considerable. A large part of my business is done with settlers in that district.

560. With what place do you do the most business? With the north, decidedly.

561. Where are your customers most numerous on the line between Coolamon and Ariah? They begin from the very start along both the Berryjerry Road and this main stock route, and all the country between.

562. What does it cost you to deliver goods at Warri? They send their own drays in; I do not pay for delivery. A very considerable quantity of wool and wheat comes from that district.

563. They bring wheat and wool, and take stores from you back again? Yes.

564. Would you regard Coolamon as the best site for a connecting point for the district round Ariah? I should.

565. Would you prefer Coolamon to Grong Grong or any other station between here and Narrandera? I have not gone over the line between Grong Grong and Ariah, but I fancy that the largest population is between Coolamon and Ariah rather than between Ariah and Grong Grong.

566. Do you prefer Coolamon to Ganmain as a distributing depôt? I should, decidedly. None of the settlers on that line go to Ganmain.

567. Do the settlers to the north of Coolamon get their merchandise from Coolamon? Yes; some get their merchandise from Wagga Wagga, but it is sent *via* Coolamon.

568. Where do you do business with? Sydney.

569. Do you supply the settlers with machinery? Yes; I sell great quantities of machinery. This year we are selling an extra quantity.

570. Do you get any from Victoria and South Australia? Yes, and a good deal from Sydney.

571. Can you explain to the Committee why it is necessary to get certain agricultural machinery from Victoria and South Australia;—is it not obtainable in Sydney? Not the same patents; but a great deal of machinery that comes from South Australia and Victoria comes by sea to Sydney and is then carried overland by railway; so the railway gets the benefit of it.

572. How do you account for the fact that this particular machinery is not obtainable in Sydney? I think because New South Wales has been until of late years behindhand in growing wheat. South Australia and Victoria have had the start, and the manufacture of these things was commenced there.

573. Have you made inquiries in Sydney as to whether such machinery as you describe is obtainable there? As a matter of fact, we get machinery from Victoria and South Australia through Sydney agents. We practically get it from Sydney, although it is manufactured in Victoria and South Australia.

574. As a business man, can you confidently recommend the construction of this line as being advantageous to the best interest of the country? I know that there is a very large amount of agricultural land that would be opened up, and from what I hear the line could be constructed at a small expense. There will be very few engineering difficulties.

575. Do you think that that would conduce to a marked increase of settlement? I think that most decidedly it would do that.

576. Are there men waiting to obtain land should it be thrown open? There is no doubt whatever about that. The great difficulty in the district has been that the land has not been thrown open sufficiently quickly. Hundreds of people are applying for land, and cannot get it.

577. Do you know that as a matter of fact? Yes; a gentleman the other day was telling me that he has been in the district for some years renting land, and he is most anxious to get land of his own, but is unable to do so.

578. The settlement at present is rather small, is it not? It is, in some parts of the district.

579. What point between here and Ariah would you regard as the most populous part of the district? I suppose about Methul.

580. How far is that from Coolamon? About 20 miles.

580½. Is there a fairly numerous settlement around Warri? Yes; there is a good deal of cultivation there.

TUESDAY, 19 OCTOBER, 1897.

[The Sectional Committee met at Mr. Boyd's residence, Uley, Warri, at 3 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. | GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariah.

John O'Shaughnessy, farmer, Moombooldool, sworn, and examined:—

J.
O'Shaughnessy.
19 Oct., 1897.

581. *Chairman.*] What area have you? 4,300 acres.
582. What do you grow? Wheat and wool.
583. Where do you take your wheat to? To Narrandera at present.
584. Do you go straight into Narrandera by road? Yes.
585. How far is it? 34 miles.
586. Is that your nearest point to a railway? Narrandera and Grong Grong are the same distance.
587. What do you pay for the carriage of your wheat? 16s. a ton.
588. What do you pay for the carriage of the wool? The lowest rate that I have paid has been £1 a ton, and the highest 32s. 6d.
589. Then the average would be about 27s. Yes; last year I paid 25s.
590. How far are you from Ariah? 14 miles.
591. Is the land suitable for the growth of wheat? Yes.
592. Twenty-five miles west of your place is the land suitable for agriculture? Yes.
593. Can you go further and still be on good country? Yes; it is as good 20 miles away as it is at my place.
594. Is it good land north of your place? We get into the mallee country there about 25 miles away.
595. What is the quality of the land to the north-west? For a distance of 50 miles it is as good as the land in this district for wheat growing.
596. What is it like going south towards Narrandera? It is all good land there.
597. You would like to see a line of railway into Ariah because it would save you about 16 miles of carriage? Yes, more than that. I could carry the wheat myself if it was a shorter distance. When you have long distances to go you have to send your wheat away as soon as you get it stripped, or else you cannot get it away at all.
598. How many acres do you cultivate? From 450 to 800 acres.
599. What is a fair crop? The highest was eight bags to the acre, and the lowest six bushels. My average for eleven years was 18 bushels.
600. Would you increase the area under cultivation if the distance of carriage was less? I would indeed.
601. What is the net return from pastoral land? If you run a sheep to the acre the profit from a sheep is about 3s.
602. What is a fair return from an acre of agricultural land? If you farm it properly, you should get four bags to the acre.
603. What would your net return be? It is according to the price. My highest price for wheat has been 6s. 3d., and the lowest 2s. 6d. In 1888 I got 6s. 3d.
604. Do you think the return of 15s. an acre from wheat is a reasonable estimate? No; I think it is too low.
605. Do you know anything about the cultivation of the mallee country? Yes, I know the mallee country.
606. Do you know the Victorian mallee? I do.
607. Is there any difference between the mallee here and the Victorian mallee? I cannot see that there is.
608. Is the soil here as good as the soil in the mallee country of Victoria? Yes, it is. Mr. Keogh has a patch of mallee country here and some other good land, and he told me that he gets the best crops off the mallee land. I believe it is similar to the Victorian mallee. The soil is as good as that in Victoria, but as to the practical results from it, I can say nothing. The Land Board has put 1s. 6d. an acre on an annual lease of 1,000 acres adjoining me. And I can show you 150,000 acres of land quite as good as that.
609. What could you buy land here at? There is none selling.
610. What do the Government think the unimproved value? They put £2 an acre on special areas round this place; but they have reduced it to 30s.
611. Therefore, in the opinion of the Government the land is worth 30s. an acre? Yes.
612. If the Government offered it at 30s. an acre would it be taken? It would if they gave a certain quantity. If they gave a fair quantity, every acre of that 150,000 acres would be selected.
613. In your opinion would the value of the Crown lands be materially increased by the construction of the proposed railway? It would.
614. What would it be worth if a railway were made? It would be worth from 15s. to £1 an acre more than it is now. The difference between land 30 miles from a railway and land contiguous to a railway ought to be fully £1.
615. If a railway were made, do you think that if you could get any Crown land it would be worth that? Yes.
616. Could men be found to take it up? Certainly.
617. What rent could be obtained for Crown land close to a railway? It would all depend upon what area they would give, and whether it was improved or not.
618. What would the rent be of ordinary improved land? From 1s. to 1s. 6d.
619. You have no doubt you could get 1s. 6d. an acre? Yes; and plenty would take it at that.
620. *Mr. Black.*] You said that the cost of the carriage of wool to Narrandera was from 20s. to 32s. 6d. a ton, whilst the rate for wheat was 16s. a ton? Yes; they carry wheat cheaper than they carry wool.

621. I want to know why you gave a fixed rate in the one case, and not in the other? The carriers have a union, and they fix the charge. I should have to pay 16s. a ton this season for wheat, and I am paying 32s. 6d. for wool. J. O'Shaughnessy.
19 Oct., 1897.
622. *Mr. Roberts.*] Where do you get your goods from? From Sydney; sometimes Narrandera.
623. You have to pay carriage from Narrandera to your place? Yes.

Sydney William Wellman, Manager, Ariah station, sworn, and examined:—

624. *Mr. Black.*] What is the size of Ariah station? About 42,000 acres. S. W. Wellman.
19 Oct., 1897.
625. Is it all freehold? No, there are only about 2,760 acres of it freehold.
626. Is it all used for pastoral purposes? Yes, with the exception of about 200 acres of land that are cleared for cultivation. There are 2,760 acres of freehold, 11,496 conditional purchase, with the freehold, and the balance is leasehold area.
627. Is the soil suitable for agriculture? Most of it is.
628. Is two-thirds of it suitable for cultivation? I should say that there is not more than 2,000 acres out of the whole lot that would not be suitable for cultivation.
629. Nine out of every 10 acres is suitable for wheat-growing? Yes.
630. Do you find that growing wheat pays you? We have done very little of it at present, but I certainly think it would.
631. Is there any reason why you do not grow more wheat? We have not the power. The Bank does not care to go into it at present. But we are going to let the land on the halves system.
632. Is there a demand for land on the halves system? Yes.
633. How many applications have you had? We have had none, because we have never brought it before the public.
634. Have you had any inquiries? No; but several of my neighbours would take land.
635. You have reason to believe that some of your neighbours would be glad to take land from you on the halves system? Yes.
636. Where do you send your wool and wheat to? To Coolamon, which is about 42 miles distant.
637. What do you pay for road carriage? 30s. a ton.
638. Where do you get your station supplies from? From Coolamon chiefly at present.
639. What rates for carriage do you pay? For back-loading at shearing time £1 a ton.
640. What do you pay if it is not back-loading? About 25s. a ton.
641. Are you well acquainted with the character of the country in your vicinity? Yes; it is forest land really—the same class of country all through; some of it a little more loamy than the land here, and some having more clay in it.
642. Is it heavily timbered? Some of it is.
643. Is it pine country? Pine, bull-oak, and box.
644. Do you know the country between Ariah and Temora? Yes.
645. How does that compare with the country between Ariah and Coolamon? It is very similar until you get within about 6 miles of Temora; then there is a range of ironbark country.
646. How far is Ariah from Temora? About 40 miles.
647. Then you are equi-distant from Temora and Coolamon? Nearly.
648. But you send your produce to Coolamon? Yes.
649. What is the reason of that? It is because most of our business is done there. We have been connected with Wagga Wagga more than with any other town.
650. In what direction do you think a railway line should be constructed to tap this district? A line would be suitable from either Temora or Coolamon.
651. Which would serve the district best? That would depend upon where the terminus of the line would be.
652. Provided that a terminus were placed in the most suitable position? I think a line from Coolamon would be the best.
653. Which line would pay the best? It would be hard to say. At present there are more people on the route from Coolamon to Warri than on the other. The other line is not so closely settled.
654. Then a line from Coolamon to Ariah would serve more people than a line from Temora to Ariah. I think so.
655. Then, if in either case the line went no further than Ariah, a railway from Coolamon would be preferable? Yes.
656. What do you think would be a fair rate to charge for the carriage of wheat by a railway from Ariah to Coolamon? I could hardly say; I have had very little experience with wheat. I know it has cost the growers 1s. 6d. a bag to get it carried by road.
657. That would be 13s. 6d. a ton? Yes.
658. Could they afford to pay 7s. 6d. a ton or 1s. a bag? I should think so.
659. What would be a fair railway charge between Ariah and Coolamon for wool? I think about 15s. a ton.
660. Would you be prepared to pay that rate? I could not say, because I am not in a position to do it.
661. Would you recommend it? I certainly should.
662. *Mr. Roberts.*] How far north from Warri is the property you represent? About 5 miles.
663. If a railway were constructed from Coolamon to Warri, would you regard that as fairly meeting the requirements of the district for the present? Yes.
664. Were you present at the meeting on the 25th September of the present year, when a resolution was passed by some twenty-four gentlemen, representing a large area of country, offering to guarantee any deficiency in the revenue if the railway were made? I was not; but I had notice of it.
665. Are you able to tell the Committee whether the owners of the various stations would fall in with that resolution? No; I handed a letter to the secretary of the league, from the Bank of New South Wales, to say that they would not pledge themselves.
666. Is the rate of carriage from Ariah to Temora about equal to what it is from Coolamon to Ariah? No; I can get wool carried at £1 a ton.
667. But you have had to pay 30s.? We had, up to the last year or two; but now I can get wool carried from Ariah to Temora for £1 a ton.

- S. W. Wellman.
19 Oct., 1897.
668. What would you have to pay to get it carried to Coolamon? £1 7s. 6d.
669. So there is really a difference of 7s. 6d. a ton? Yes.
670. Would more people be served by a railway from Coolamon to Warri than by a railway from Ariaiah to Temora? Certainly.
671. You have been over the country from Ariaiah to Temora? Yes; I know the country well. I have lived here for about eighteen years.
672. Have you travelled over the country from Grong Grong to Warri? Yes.
673. Which route do you think ought to be chosen for a railway—the one from Grong Grong to Warri, the one from Coolamon to Warri, or the one from Temora to Warri? I certainly should think the one from Coolamon to Warri would be the best.
674. Is there more land for cultivation on that route than on either of the other two? I think so.
675. With regard to the future, would there be a larger area of land thrown open on that route than on the others? I could not tell you exactly.
676. *Chairman.*] If a railway were constructed to Ariaiah from any direction, would it be possible to substitute agricultural for pastoral occupation on your conditional purchase and freehold land? Yes.
677. What is the rent that the Crown charges for the land about here? The rent of ours is 2½d.
678. Would a pastoral rate of from 2d. to 5d. throughout the district be fairly correct? Most decidedly it would.
679. Threepence-halfpenny may be regarded as a fair average? Yes; I think that is right.

James Fyfe, farmer, Mount Chrystal, sworn, and examined:—

- J. Fyfe.
19 Oct., 1897.
680. *Chairman.*] What are you? A farmer; I have been a sawmill proprietor.
681. *Mr. Roberts.*] Where do you reside? At Mount Chrystal, on the Narrandera and Moombooldool road, about 14 miles south-west from here.
682. Do you carry on farming and grazing? Yes.
683. How many acres have you? 2,200.
684. How much is under cultivation? At present we have 400 acres under wheat.
685. Where do you send your wheat at present? To Narrandera.
686. What rate of carriage do you pay? We have been paying 10s. for wheat.
687. How much for wool? I cart my own wool.
688. Do you fetch any goods from Narrandera? Yes; I generally bring the goods with my own team.
689. Is 10s. a ton a fair rate in all seasons? Not in winter. It is a fair rate in the wheat season.
690. Do you send any timber to Narrandera? I have sent thousands of tons, but I am out of the trade at present.
691. How many years have you been out of the trade? Two years.
692. What did you pay for the carriage of timber? I have paid from 12s. to 17s. a ton. There is a mill working my property now, and they are paying 12s. 6d. Before that we were paying 13s. a ton.
693. Would 12s. 6d. be a fair rate at present? I should say that it would.
694. What description of timber is it that you send away? It is all pine.
695. If a railway were constructed to Warri, would it be to your interest to use the railway? Not a railway from Coolamon.
696. Where should the line come from to suit you? From Grong Grong.
697. For what reason do you prefer Grong Grong? Because it would bring me within 8 miles of the railway.
698. Would a larger number of settlers be served by a railway from Grong Grong to Warri, than by a railway from Coolamon to Warri? I could not say; but I can say that the Colinroobie settlers would be served by a Grong Grong line.
699. How near would Colinroobie be to a line from Grong Grong? About 14 miles.
700. How far are they from Narrandera? From 25 to 30 miles.
701. What would you have to pay to carry your wheat 8 miles to get on to a railway from Grong Grong? I should think about 4s. a ton.
702. At what mile peg from Grong Grong would you put your produce on the line? I think about 22 miles.
703. Does it appear to you that there would be much saving if you had to pay 4s. a ton to bring the wheat to the railway? I should think there would be a great saving.
704. It would be principally wheat that would be brought to the railway? Wheat and timber. There is a mill working on my property delivering 1,500 or 2,000 tons a year regularly at Grong Grong. All that timber would be delivered on that line at the nearest point. We have been delivering 1,500 tons of pine during the winter.
705. What would it cost you to take it direct to Narrandera? It has been carted for 12s. 6d. a ton in favourable seasons, and as high as 17s. 6d. in winter.
706. Are you satisfied that the distances you have given are correct? After consideration, I think the distance that I gave with regard to the Grong Grong line cannot be correct. My friend, Mr. Holloway, says that I am in error in saying that the distance is 20 miles. To Grong Grong it would be only 12 miles.
707. Is there much pine in the neighbourhood where you live? A good deal.
708. Is there a good demand for pine all through the year? Yes.
709. Is there any special period of the year for cutting it? No.
710. Where does it all go to? It goes to Cootamundra, Albury, and Victoria.
711. Does any go to Sydney? Some has gone to Sydney, and some to Port Darwin.
712. It is what one may term anti-white ant? Yes; the white ants cannot live in it.
713. And there is always a good market for it? Yes; but being so far from the railway has crippled the industry, owing to the high rate of carriage and the bad roads.
714. How long have you resided on your present holding? I have been twenty-five years in the district, but I have been living eight years where I am now.
715. Why have you given up the timber business? Because the cost of carriage and the bad roads are against the trade.

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716. Did it not prove remunerative? Not at the last. After the Carrier's Union started I could not carry on.
717. *Chairman.*] You are paying about 2s. 3d. per 100 feet? Yes, about that.
718. *Mr. Roberts.*] What do you get for 100 feet of timber? I get 8s. at the mill; with carriage paid, that would be 10s. 6d.
719. Would that be rough or dressed timber? Rough timber. It would be 12s. for dressed timber.
720. What did it cost you to cut the timber down in the forest and put it on the dray? I could not say exactly.
721. Do you know what net profit you made out of every 100 feet of dressed timber that you sent away at 12s. 6d.? I should think about 3s.

J. Fyfe.
19 Oct., 1897.

Michael Mickelson, saw-mill proprietor, Mount Chrystal, sworn, and examined:—

722. *Chairman.*] Would a line from Grong Grong suit you? Yes.
723. Are you at present engaged in sawmilling? Yes.
724. What do you get per 100 feet dressed timber? Thirteen shillings, delivered at Grong Grong.
725. Suppose you could deliver twice as much timber, could you sell it? Yes; the demand is growing.
726. In your opinion, will a great amount of timber be taken from this country? Yes.
727. Is there a large pine forest adjacent to you? Yes.
728. There is work for how long ahead? We can see a couple or three years ahead without shifting.
729. What area will you work without making a shift? We draw logs 3 or 3½ miles.
730. A square of 6 miles would cover your operations? Yes.
731. What is the size of the pine forest? I could not say; but I know it would be very large.
732. You have heard the statement made by Mr. Fyfe? Yes.
733. You heard the rate of carriage that he gave? Yes; it was perfectly correct.
734. And you desire to corroborate his statement, that a line from Coolamon to Ariah would be of no value to the people in the timber trade at Mount Chrystal, and that the railway should go from Grong Grong? Yes.

M. Mickelson.
19 Oct., 1897.

Alfred George Humby, near Warri, sworn, and examined:—

735. *Mr. Black.*] Where do you live? About 8 miles in a north-westerly direction from Warri, just on the edge of the mallee.
736. How long have you been settled there? I have been on that particular land for six years. It is my own farm.
737. Where do you find a market for your timber? I send it all over the country by rail. It goes to Albury, and into Victoria, and large quantities go up to Corowa.
738. Which railway station do you truck at? Grong Grong.
739. How far are you from Grong Grong? Forty miles.
740. How do you convey your timber to the railway? By team.
741. What do you pay for carriage? Last month I paid 25s. a ton, or at the rate of 7½d. per mile. From the 1st October it will be 6d. There is a summer rate and a winter rate.
742. How much is that per 100 feet? It costs about 4s. per 100 feet.
743. You find it difficult to compete with others who are on a railway? Yes. When we were within 3 or 4 miles of a railway, our last year's trucking amounted to 2,000 tons. Now I cannot truck 500 tons. I have a statement here which I will read:—

As a proof of loss in freights through distance from railway, I take my own mill business as one instance. The first three months of 1890, I find that 201,500 feet, = 403 tons, were trucked at Devlin's siding, and this is not the busiest quarter. The corresponding quarter for 1897 I am only able to truck 25,155 feet, = 51 tons, being a decrease of 352 tons in this quarter. I could at once more than make up the deficiency if within reach of the railway. Other mills have closed up entirely, viz., Fyfe, Hardy & Co. My average for the year 1890 was 1,000,000 feet, = 2,000 tons. My estimate is, that with my decrease and the two mills before mentioned—Fyfe, Hardy & Co. average about the same—the decrease must have been 5,500 tons per annum. Should the question arise, "Do the Commissioners in reality lose these freights?" I answer "Yes, to a very large extent."

Should the same amount in measurement be carried from Sydney in imported timbers over these lines, on account of their lightness, double the quantity has to be carried for the same return as compared with our local timber. The timber carried from these parts means a direct gain to the Commissioners, on account of it being a permanent return freight, whilst timber carried from Sydney means, in most cases, empty return trucks. Whilst discussing the advisability of constructing the proposed railway to Warri, a statement was made that whether the line be constructed or not the Commissioners will lose nothing in freights, as the produce of this district will be carted into Narrandera or Grong Grong railway station. This I most respectfully and emphatically beg to contradict by my before-mentioned figures, and by stating that, in addition to losing the freights that would be conveyed on this proposed line, on account of the timber having been all cut within carting distance of the present line to Junee, unless the proposed railway to Warri be constructed, the railway will lose by far the greater part of the timber traffic over the Junee to Narrandera line, the districts of Bolero, &c., and in reach of Warri, and right away to Hillston, being well known as the premier districts for timbers.

In these difficult times of dealing with the unemployed labour question, it seems a monstrous shame that hundreds of thousands of pounds should be sent out of this Colony annually for this one product alone, viz., timber, whilst a large amount might be retained and spent in wages, freights, &c., by our Government assisting to develop our own resources by constructing light lines, such as the proposed one to Warri, which district would prove itself one of vast resource for timber, in addition to an unlimited production of wheat.

Referring to my previous statement that I could greatly increase my quantities, shipping on the railways, and the probable returns for the first and succeeding years, I am prepared to prove that a large demand would be created in Sydney alone for these timbers if I could place them on the rails at a price to compete with imported timber; and such could be done if the heavy road cartage could be reduced before our produce reaches the railways.

744. I understand that you are now cutting one quarter of the timber you used to cut? Yes.
745. You cut all the timber near the railway, and the railway has not followed you? That is it.
746. You do not think there is a decreased demand for the timber? Decidedly not. I could truck a large quantity of timber direct to Sydney now. I could have an order for 200,000 feet of timber, and I am afraid to undertake it on account of the difficulty of carriage.

747.

- A. G. Humby. 747. Suppose you had a block extending from a common centre, say 3 miles in each direction, how quickly would you cut it out? In two or three years.
- 19 Oct., 1897. 748. Employing how many men? About twenty men.
749. Would those men be employed at the mill? They would be the men employed at the mill, and drawing logs. If you include the men felling the trees, there would be thirty hands employed.
750. What area of pine do you think is now available in this district for your purposes? There is a large quantity of timber at Warri, and large timber reserves at Bygoo, and Bolero station.
751. Will you locate on the map the pine country adjacent to Ariah? Commencing at Bygoo, on the map, and coming south towards Ariah, we pass over large quantities of land which carries a great quantity of good pine timber. Then, turning west to Moonbooldool, you have a considerable area also carrying large quantities of pine; also at Bolero and on the Warri run there is also a deal of pine. I think that the pine covers an area of about 20 miles square.
752. Do you know the site of the proposed railway station at Warri? I do.
753. How far is that from your mill? About 8 miles.
754. What would it cost per ton to carry timber there? For 8 miles, it would be about 4s. per ton.
755. What could you afford to pay by railway to Coolamon? I should be very well satisfied if I could land it at Grong Grong for 10s. per ton.
756. You will have a saving of 15s.? Yes.
757. Could you not afford to pay more? We have been obliged to give it up because it does not pay. I came up here and threw away £1,500 in twelve months, trying to compete in spite of the distance.
758. Would you be willing to pay 6s. per ton by rail to Grong Grong or Coolamon? Yes.
759. If you had railway communication, what quantity of timber would you be able to turn out? I would undertake to put 2,000 tons on the trucks in the first year.
760. Do you know anything about the mallee country? I do.
761. Is the soil there good? It is.
762. Do you know the mallee country in Victoria? I have seen photographs of it.
763. How does it compare with the mallee country here? I cannot see much difference in it.
764. Is there any difference in the strength and thickness of the scrub? The scrub here is lighter, and therefore more easily dealt with.
765. Could it be dealt with by the Victorian method of rolling it? Yes.
766. Is the Victorian mallee country well suited for wheat growing? Yes. Some Victorian mallee farmers applied to me six months ago for some of that land.
767. *Chairman.*] Have you grown any crops on the mallee ground? Yes.
768. Is it satisfactory? Yes.
769. What does it cost you per acre to put wheat into the mallee land? I think it can be cleared for 2s. 6d. per acre.
770. Then the other expenses would be the same as those on other land? Yes.
771. What does it cost to put forest land into the same state? I believe that it can be put in cheaper in the mallee land.
772. Would the return be as good? I think if properly farmed it would be pretty well equal.
773. You believe that if a railway came close to the mallee country the mallee land would be taken up? I do. I have as good a crop as you could wish to see growing in mallee country, and although the weather is dry it is looking as healthy and green as anything you could find. The land seems to hold moisture.
774. Do you believe that settlement on the mallee land north-west from here will be as profitable to the farmer as on the other country? Yes.
775. You do not regard it as waste land? No, I do not. If the land is let at a cheaper rate the farmers will do quite as well on it as those who are paying more for other lands which are supposed to be better.

John Kelson McKeown, farmer, near Warri, sworn, and examined:—

- J. K. 776. *Chairman.*] You are a farmer? I have started at it lately.
- McKeown. 777. *Mr. Roberts.*] Where do you live? Six miles north-west of Warri.
- 19 Oct., 1897. 778. What is the area of your holding? A little over 5,000 acres.
779. What do you devote your attention to? Grazing and wheat-growing.
780. Has your farming been successful? Yes, very good.
781. How many acres do you cultivate? I think about 200 acres.
782. How many sheep do you run? From 3,000 to 5,000.
783. Would the land run a sheep to the acre? No. It would but for rabbits and green timber.
784. Is there any mallee land on your holding? No.
785. Do you know anything at all about the mallee country? I have seen it, and some of my neighbours have cultivated a little of it.
786. Successfully? Yes.
787. How far are you from the mallee belt? About 3 miles.
788. Is there any large area of mallee country under crop? I do not think so.
789. You said your neighbours were cultivating it? Yes, on a small scale.
790. How many bushels of wheat do you get to the acre? A great deal depends upon the seasons. On an average, 15 or 18 bushels.
791. Where do you send it to? To Narrandera.
792. How many miles is your property from Narrandera station? I think about 40 miles.
793. What is the rate of carriage? It varies. It has gone as high as £1 per ton for wheat and down to 15s. It averages about 17s. 6d.
794. Do you send wool to Narrandera? Yes.
795. And is the rate of carriage the same for wool? I have paid 1s. a ton per mile; but latterly I have got it carted for less.
796. Have you got it carted for 6d. per ton per mile? I have had it carted for about 9d. a ton.
797. You pay from 17s. 6d. to £1 per ton for wheat and 25s. for wool? Yes.
798. How many miles are you from Warri? I think about 6 miles.
799. If a railway were constructed from Coolamon to Warri would you bring your wool and wheat down to Warri? Certainly. 800.

MINUTES OF EVIDENCE—RAILWAY FROM COOLAMON TO ARIAH.

800. What do you consider would be a fair rate of carriage on the railway for wool and wheat to Coolamon? I do not know.

801. What would it cost to bring it from your homestead down to Warri? I should think 3s. or 4s. per ton. J. K.
M'Keown.
19 Oct., 1897.

802. You have always employed teamsters to carry your wool? Yes.

803. Would you regard 10s. per ton for wool as a fair price by rail from Warri to Coolamon? Yes. I think it would be a pretty stiff price; but it is less than I pay now.

804. If it costs you 4s. to bring it to Warri, then 10s. to go by rail to Coolamon, that would be 14s. as against 25s., the amount you are paying now? Yes.

805. Have you any choice of routes from Warri to the South-western line? No.

806. It would suit you equally well, whether your produce went to Grong Grong or Coolamon? Yes; but the distance is less to Grong Grong than from Coolamon to Warri.

807. But there would be 26 miles of extra haulage would there not, on the South-western line, if your wool went to Sydney *via* Grong Grong? There would be.

808. What is the difference from Grong Grong to Warri, and from Coolamon to Warri? I think there is a difference of about 2 miles between the two routes.

809. You think that the Grong Grong route would be 8 miles shorter; but against that there would be the extra haulage of 26 miles from Grong Grong to Coolamon? Yes.

810. Will you tell the Committee which route would serve the largest number of settlers? I think the line from Warri to Coolamon would at present. A great many people would come here if there was a line. I could let my land to any number of people if there were a railway here.

811. The want of railway communication is retarding the development of this part of the country? Yes, very much.

812. Do you know anything of the country towards Temora? Not any further than Ariah.

813. If a line were constructed from Warri to Temora, or from Ariah to Temora, how would that suit you? If it came to Warri it would suit me equally well.

814. Or even to Ariah? No; it would be too far away.

815. *Chairman.*] If there was a railway station at Warri, what, in your opinion, would be a fair rent per acre for your land? There are many farmers willing to give a bag per acre.

816. That is 4 bushels per acre? Yes.

817. Therefore, if wheat is 2s. per bushel, that is 8s. per acre? Yes.

818. Could you get 3s. per acre for your land right through if there was a railway? Yes. I think it is worth more than that for farming.

819. Could you get it? I think so.

820. You think tenants could be obtained at 3s. an acre? Yes, for good land, fit for cultivation; but people prefer to pay in the form of grain and to give you a bag per acre.

821. Then this year that would have paid over 16s. per acre? Yes.

Edwin Charles Pope, Manager, South Yalgogrin Station, sworn, and examined:—

822. *Chairman.*] What are you? Manager of South Yalgogrin station, for Messrs. Goldsbrough, Mort, & Co. The station is situated north of Bolero. E. C. Pope.
19 Oct., 1897.

823. What is the extent of the holding? 84,000 acres.

824. What are the various kinds of tenure you have? There is about 25,000 acres of freehold and conditional purchase and conditional lease land (12,000 acres being freehold in that 25,000 acres), and the rest conditional purchase and conditional lease.

825. Therefore, there remain about 60,000 acres of Crown land on your holding? Yes.

826. When does the lease expire? In 1900.

827. Is there 60,000 acres suitable for cereals? Yes; the whole of it, except 2,000 acres.

828. Presuming that the State constructed a railway to Ariah, and was prepared to lease the land in suitable quantity, could farmers be found to pay 1s. per acre for it? I believe so.

829. Could farmers be found who would pay more than that? I should not like to say.

830. Would the land be settled on? I believe so.

831. Where do you send your produce to? To Narrandera.

832. How much do you pay? We pay 35s. each way for wool and merchandise.

833. What is the distance? Fifty-four miles.

834. What is the charge for wheat? We never had any wheat.

835. Do you regard the distance as prohibitive for wheat? Yes.

836. How far can a farmer afford to draw wheat by road. Twenty miles is the full distance.

837. What would be a fair charge for the carriage by road, 20 miles, of wool and wheat? For wool, about 14s. per ton; for wheat, the charge would be less. I believe that the company for which I manage here would be prepared at once to put 4,000 acres of land under wheat if we had a railway. We believe that tenants could readily be obtained on the share system. A good deal of the country has been so overrun with rabbits. It will not pay to destroy them, and devote the land to pastoral purposes; but with closer settlement they could readily be dealt with. I should have mentioned that some 22,000 acres of our holding is mallee country, which I believe is suitable for cultivation.

838. Do you believe it is suitable for cultivation? Yes; I have seen crops growing on it. Wheat was grown on some land formerly belonging to a settler for several years, and now there is a good crop of grass on it.

839. Do you believe that closer settlement will reclaim the mallee land? Yes.

840. You cannot reclaim the mallee land for pastoral purposes? No.

841. And you cannot banish rabbits except by closer settlement? No. There is 60,000 acres of mallee country formerly held in connection with the Yalgogrin station, now lying waste. It was thrown up because it did not pay us to fence it.

Donald

Donald Tait Wilson, grazier, North Bolero, sworn, and examined :—

- D. T. Wilson
19 Oct., 1897.
842. *Chairman.*] You are situated south of the station managed by the previous witness? South-east.
843. *Mr. Black.*] What area have you? 15,000 acres of Crown land and 640 acres of freehold and conditional purchases. I hold the Crown land under occupation license.
844. Have you any land under cultivation? Only about 12 acres for hay.
845. Is the land suitable for cultivation? A great deal of it is.
846. Is there any reason why you have not gone in for wheat-growing? I know nothing about it. I am not a practical farmer. I have been sheep-farming all my life.
847. I suppose you would have no objection to let a share of your land on the share system? I should be very glad to do so.
848. Where do you send your wool to? To Narrandera.
849. How far is it by road? Forty-eight miles.
850. What is the charge? Thirty-five shillings per ton. I have paid that rate for three or four years.
851. How far are you from the proposed station at Warri? My homestead is 13 miles from Warri homestead.
852. What would the road carriage be for that distance? Ninepence per ton per mile.
853. That will be about 9s. ? —
854. If the railway were constructed to Warri would you send your wool by rail? Certainly.
855. What rate could you afford to pay for the carriage by railway? Anything under 35s. would be a saving, of course.
856. If you think that would be an inducement? Certainly.
857. Did you hear the evidence of Mr. Pope? Yes; and I agree with it.

Charles John Bear, grazier, North Berembed, sworn, and examined :—

- C. J. Bear.
19 Oct., 1897.
858. *Chairman.*] Where do you live? At North Berembed.
859. Where is it situated? The home station is about 9½ miles from the Grong Grong railway station, almost north.
860. *Mr. Roberts.*] Would you like to show in your own way why, in your opinion, it would be preferable to construct a line from Grong Grong to Warri, instead of one from Coolamon to Warri? That is what I should like to do. I do not know the road to Coolamon, although I know the township of Coolamon; but the surveyors who surveyed the line from Grong Grong to Warri have told me that it was 8 miles shorter than the Coolamon route. That alone I consider is a great thing in its favour. Then, as far as I know about the district, the same number of people would be served by the Grong Grong route as would be served by Coolamon route. The same result, in my opinion, can be obtained with a less initial expenditure if the line is made from Grong Grong. Besides that, I should like to point out that nearly all the land between here and Grong Grong is fit for wheat growing. The property at North Berembed is eminently adapted for wheat growing, and we are now throwing large areas open on the share system. Within the last three months I have leased about 1,600 acres for a rent of one bag per acre. We have now 1,500 acres under offer, and if it is taken up, which there is every prospect of its being immediately, we intend to throw open the greater part of the estate, which consists of some 22,000 acres of secured land, for wheat growing. I would also point out that on the North Berembed run there are about 7,000 acres of Crown land, nearly all of which is well adapted for wheat-growing.
861. Is 22,000 acres the full extent of your holding;—there are about 22,000 acres of secured land, and about 7,000 acres of Crown land, situated within 10 miles of Grong Grong station? Yes.
862. Would it be worth while to use the railway for that distance? Some of the farmers have taken land even closer. I asked if they would put their produce on the proposed line, and they said most certainly they would.
863. Is any wheat at present being grown on your property? Yes; I suppose altogether something like 2,000 acres wheat has been grown by selectors for some years, although I have done very little myself.
864. What does it cost them to put it on the railway? I do not know.
865. How many sheep do you run to the acre? One sheep to the acre.
866. Are you troubled with rabbits? They have given great trouble there. It is largely for that reason that we are leasing the land on the share system, because closer settlement is the thing to keep the pest down.
867. Do you know the country between your homestead and Warri? Yes.
868-9. *Chairman.*] But what do you think of the land about here? Most of it is very suitable for wheat growing. Land valuers and farmers have told me that our property is equal, if not superior, to the famous Berrigan country for wheat growing.
870. Is the country you speak of as good as what you see in this district here? I should say it was better, because there is a great deal of this Boree land on our property.
871. You regard it as a fair thing to say that the country between Coolamon and Ariah and Grong Grong and Ariah are the same in character? Yes, on the average.
872. Your only reason for preferring a railway from Grong Grong to Warri instead of from Coolamon is that it would be 8 miles shorter? Yes; and a line from Grong Grong would serve about the same number of people.
873. You know the distance between Grong Grong and Coolamon by rail? Yes; I have heard that it is 26 miles.
874. I suppose that your wheat and wool go in the direction of Sydney? Yes.
875. Then would there not be 26 miles extra haulage on the main line as against the 8 miles that would be saved between Grong Grong and Warri? I suppose that would have to be considered.
876. Can you tell the Committee of any other areas under cultivation between your station and Warri? Yes; there is a property adjoining us, some 3,000 acres of which is let out on the share system.
877. Does that system appear to be working successfully? So far, it seems to be going on successfully. There is a boom in it—in fact, it is only beginning. Our experience is, that it is taking on wonderfully well, even in the face of bad seasons.
878. Do you represent any number of landowners around Grong Grong, or have you come to give your individual opinion? I simply speak for the firm of Bear Bros., being the senior partner.
879. You decidedly favour the Grong Grong route? Yes.

William

William Keynes, sworn, and examined:—

880. *Chairman.*] What is your opinion of the mallee country lying north-west from here? I come from Victoria. I was at Kenive, Nhill, and Dimboola. I was there seven or eight years. I was cultivating land, and hearing of the land at South Yalgogrin, I came to New South Wales to look at it. I also looked over North Belero and part of Bygoon. I compared the lands of the two colonies together, and I reckon that the land here was equally good for wheat growing, and just as easy to prepare for cultivation as the mallee lands in Victoria. The only drawback was that there is no railway here. I found that the land was some 40 to 70 miles from a railway. From my experience of the Victorian mallee, I believe that the mallee here could be rolled down for about the same cost, and I think the soil is every bit as good. If there was a railway nearer to it the land would be quickly utilised; it would all be leased out.
881. What area would you require? Less than 1,000 acres would be sufficient for me.
882. What rent would you pay? I would pay 4s. an acre rent for the first five years, because you have to give more than that for other land, and I consider that the mallee land is less expensive to cultivate, and you get bigger returns from it. The Colony being subject to droughts, the mallee land pays better in dry seasons.
883. What rent would you give for such land as there is about here? I think 4s. an acre would be enough for it.
884. Do you think the State could get 1s. 6d. per acre for the mallee land in this district if there was a railway? I do.
885. You think the Victorians would come and take it up? Yes; they would rush it and be glad to get it.
886. At 1s. 6d. per acre? Yes; you could double it.
887. You heard Mr. Bear's evidence? Yes.
888. Do you agree with him? Yes; I believe Mr. Bear's evidence to be correct in every detail.

W. Keynes.
19 Oct., 1897.

Stephen Kehoe, farmer, sworn, and examined:—

889. *Chairman.*] Do you want to tell us your experience with regard to the cultivation of the mallee land? Yes. I cleared a paddock of 120 acres at Moombooldool, and about 8 acres of it was mallee land. I cultivated it for three years, and I got from 2 to 3 bushels per acre more off the mallee land than I got off the other. It was more expensive to clear, of course.
890. Do you believe that the mallee land could be satisfactorily occupied by farmers? Yes, if we had a railway.
891. *Mr. Black.*] How much more per acre did it cost you to clear the mallee than the ordinary forest land? About 10s. an acre.
892. And you say you got a better return from it? Yes; I stripped it by itself for three years.
893. Then it would pay you to clear the mallee land for wheat growing rather than the other forest land? Yes. If a railway were made into this district I would increase my holding, and I believe that other people would do the same.

S. Kehoe.
19 Oct., 1897.

John Clark, farmer, Cowabbie, sworn, and examined:—

894. *Chairman.*] Where do you live? At Cowabbie, about 8 miles from here.
895. You have heard the evidence with regard to the agricultural and pastoral possibilities of the district? Yes.
896. Do you desire to add anything to them? What I heard is all correct.
897. Have you anything to tell us about the development of the auriferous country? Yes. The district where I am has been proved to be auriferous. There is a line of country, 5 or 6 miles square, which is gold-bearing; but the want of water has prevented its development. I believe that if a railway were made it might tend to develop the mining industry. The great drawback is want of water. There seems to be a fairly large amount of payable ore, but they have not enough water to treat it; it is a low-grade ore. If they had facilities to take it away by train it might possibly pay to work it. It would not pay to cart it.
898. What work has been done on it? One mine is working on it; a battery was started recently. They are down about 80 feet.
899. What does the ore carry? About 5 dwt. to the ton. In regard to road carriage, I may say that we pay 9s. 6d. per ton for the carriage of wheat to Grong Grong, a distance of 20 miles. I think that 7s. a ton would be a fair charge for 15 miles. For 6 miles they pay as high as 6d. a bag, and at that rate it would be 11s. 3d. per ton for 15 miles. They make a proportionate reduction for a longer distance.

J. Clark.
19 Oct., 1897.

Robert Alexander Gemmell, farmer, Warri, sworn, and examined:—

900. *Chairman.*] How far away do you live from here? About 4 miles.
901. Have you heard the evidence given here to-day? Yes; I can only corroborate what Mr. Clark has said.
902. Do you want to add anything? The union rate for the cartage of wheat is 6d. a ton per mile over 6 miles. Under 6 miles it is a matter of private agreement.

R. A. Gemmell.
19 Oct., 1897.

WEDNESDAY, 20 OCTOBER, 1897.

[The Sectional Committee met at the "Junction Inn," Methul, at 3 p.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. | GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariah.

Basil Barnet Bennett, farmer and grazier, Wagga Wagga, sworn, and examined:—

903. *Chairman.*] You have a statement to make? Yes; I have written down my evidence, which I will read:—I reside at Wagga Wagga, and I am a landowner at Mimosa West. I am prepared to enter into a bond to pay 5 per cent. interest to the Crown on the increased value of my land for ten years, if a railway

B. B. Bennett.
20 Oct., 1897.

B. B. Bennett. railway siding or station is put down within 10 miles of my holding of 3,300 acres on Minioso West. A line of railway laid down from Coolamon to a point on Merool Creek, about 3 to 4 miles north-east of Ariaiah station, on the Merool Creek, by the following route:—Say Coolamon along travelling stock route 1914-8 miles to Devlin's Gate; thence 11 to 12 miles along T.S.R. 1951 to "Junction Inn"; thence by the nearest practicable and most direct route, to the aforesaid point on the Merool Creek, would be the best, for the following reasons: 1st. It would, with the exception of about 1 mile, pass through splendid agricultural land. 2nd. That at least 90 per cent. of the land for a distance of 20 miles on each side of the line is good wheat land. 3rd. That it would go through and alongside a large quantity of Crown lands that could be made available for settlement by the Crown in a short time, to wit Devlin's Dullah Paddock, T.S.R.'s 1914 and 1951. Mimosa West pastoral lease, Wallarooobia and Yarrenjerry pastoral leases, and the terminus would be on T.S.R. 1034, it having a frontage of some 20 miles to or in close proximity to Merool Creek. 4th. That the lands for 20 miles east, 10 to 15 miles north, and same distance west, of the proposed terminus are, as regards 90 per cent. of it, absolutely and undoubtedly of a quality superior to other parts of the proposed line. 5th. That it would go through and pass by within 10 to 15 miles of some of the largest farmers in the district. 6th. That any lands that have lately been thrown open on the proposed line, have been eagerly contested for, and that all available land on and near the proposed line would be taken up without delay. 7th. That there is splendid box-timber all along the T.S.R.'s. named, also pine in large quantities on the Yarrenjerry pastoral lease; also the terminus would be within a reasonable distance of good ironbark timber. 8th. That the proposed terminus on the Merool Creek would be not more than 25 to 30 miles from Wyalong, and almost in a direct line from Coolamon to Wyalong gold-fields—consequently would be the nearest railway station to Wyalong. 9th. That the proposed line and terminus takes, so to say, an equi-distant course between Temora and Grong Grong, as the terminus would be about 33 miles from Temora and 33 miles from Grong Grong, and 37 from Coolamon, thus avoiding the laying down a line approximately parallel with any other line. 10th. That although the country 20 to 30 miles north and west of north of the proposed terminus is largely intersected by mallee beds, and rough mountainous country, it is also intersected by large quantities of Crown lands known to be highly auriferous, and a fair percentage of good agricultural land. 11th. That the country through which the line will pass being practically level, that it should be laid down at a minimum cost, and no expensive stations would be required, as sidings attended by porters would be ample for the present requirements of the people. On the line, also, the position of the proposed terminus is such that it would eventually become the centre of a large agricultural community. 12th. That an increased value on the agricultural lands, say, 10 miles east and west of the line, from Devlin's Gate *via* Methul, would, approximately, if capitalised at 4 per cent., give a return of £1,920 per annum. This, I believe, would be willingly paid by private holders; and as there is a large quantity of Crown lands, on which the Crown could fix their own values, this amount would be far exceeded.

903. Although you are satisfied with Coolamon as a starting point, and also with Ariaiah as a terminus, you believe that the line should come east of the range, not west? Yes.

904. You object to the detour to the west? Yes; because the larger quantity of agricultural land is in the other direction.

905. *Mr. Black.*] Through what kind of country would the proposed line come? Leaving the other route, there are 64,000 acres of Crown lands which we believe are to be thrown open in a very short time; then the railway would come 11 miles along the travelling stock route.

906. Over how many miles of country will it travel where resumptions would be necessary? From the junction into the north-west. I think there need be hardly any resumptions.

907. How many miles is it from here to the proposed terminus at Ariaiah? Nineteen miles.

908. That line would run through land which must be either given or resumed? It would go through Crown land to a great extent. I do not think it would go through a great deal of purchased land.

909. *Mr. Roberts.*] How many extra miles of railway would have to be constructed if this alteration in the route should be adopted? One mile. One route is 37 miles and the other is 38. We are advocating a route *via* Methul to Merool Creek.

910. Your contention is that your route is shorter than the other? Yes.

911. You mentioned also a guarantee with regard to any deficiency in the revenue;—how many residents in the district do you speak for? I simply speak for myself. I am prepared to pay 5 per cent. for ten years on the increased value of my land if a station is erected within 10 miles of it.

William Fisher, farmer, Mimosa West, sworn, and examined:—

W. Fisher. 912. *Chairman.*] How far from where we are at present? Fourteen miles.

913. What do you pay for the carriage of wheat to the railway station? 1s. 3d. a bag, which means 11s. 3d. a ton.

914. Where do you send your wheat to? Coolamon.

915. What do you pay for the carriage of wool to the railway station? Much more than for wheat.

916. Your produce consists of wool and wheat? Yes.

917. Your district has been described as running from Ariaiah in a westerly direction, as suitable for wheat; also, in a northerly direction from Ariaiah towards Temora, as all cultivatable land, with the exception of 4 miles; and south down to the Hay line is also fit for wheat, except where there are hills? That is correct. I think we are all one as to the advisableness of the construction of the line from Coolamon to Ariaiah, the only difference being that some of us think that the line should not make a detour of 6 or 7 miles, unless that is necessitated by engineering difficulties; and we know that it is not. The people who live in this district see no reason why the line should go on the other side of the range, instead of coming this way. A more direct line would serve the same purpose, and would serve more people.

918. The railway should be located as closely as possible to where the wheat is grown? Yes.

919. Therefore, it is for us to ascertain where that position is? Yes.

920. *Mr. Black.*] You object to the detour;—unless that is made, would it not leave out a large agricultural district known as Cowabbie? No; certainly not. It would not leave out any portion of it. It might make the people on the west of the Cowabbie Range travel a little further, and it would be more accommodating to the people on the east side of the range. My contention is that it would benefit more people

people by coming to the east of that range than by going to the west. It is a positive fact. The settlement is proceeding from east to west, and by building the railway as proposed you will be getting away from settlement to where there is a lesser number of people requiring a railway. If a vote were taken of all the people of the district on the question, I have no hesitation in saying that three to one would vote in favour of the line coming this way. W. Fisher.
20 Oct., 1897.

921. Is there any danger of the line interfering with traffic which now goes to the Temora line? It is only fair to draw a line half-way between the two. The traffic from one side of that line would go to the Temora railway, and the traffic from the other side of the line would come to this railway. It would draw very little traffic away from the Temora railway.

922. Would the people of Ariah be as well served by a Temora connection? Better, I think.

923. *Mr. Roberts.*] What you would recommend to the consideration of the Committee is, that the line should be made east of the Cowabbie Range instead of on the west? Exactly so. I look upon a line from Aria to Temora as out of the question. A direct line from Coolamon to Ariah is the proper one—one which will receive the support of the people of the district; but I do not see why it should make that detour.

William MacCauley, farmer, Mimosa West, sworn, and examined:—

924. *Chairman.*] You have heard the evidence given by Mr. Fisher and Mr. Bennett;—do you agree with it? Yes, entirely. W.
MacCauley.
20 Oct., 1897.

925. Can you give us anything additional? No; I can only say that it would be advantageous to a lot more people if the line is made along the route suggested by them.

926. *Mr. Roberts.*] What is the area of your holding? Nearly 1,600 acres.

927. How much do you cultivate? 300 acres.

928. Where do you send your wheat? To Coolamon.

929. What do you pay for carriage? 11s. 3d. a ton.

Basil Barnet Bennett, farmer and grazier, Wagga Wagga, sworn, and further examined:—

930. *Mr. Roberts.*] How much wheat do you grow? Very little so far. We are badly situated for want of railway communication. B. B. Bennett.
20 Oct., 1897.

931. Do you send your wheat to Coolamon? To Coolamon and Temora. We are slightly nearer to Temora.

932. How far away? From 22 to 25 miles.

933. How far are you from Coolamon? From 28 to 30 miles.

934. Is there any difference in the rate of carriage between the two places? No; the men have their choice. Sometimes they go to one place and sometimes to the other.

935. How would a line from Ariah to Temora suit you? It would make no practical difference to me.

936. Are you in favour of a line from Temora to Warri? Personally it would not matter to me; but I have always advocated a line from Temora to Ariah. It is said that the line *via* Methul would be 8 miles closer to the Temora line than the Cowabbie line would be, but I should like to show how close the other one is to Grong Grong. The line we propose divided the country better than the other one. The Cowabbie line would be very close to Grong Grong. I do not know the exact distance, but it is not very far. A line from Temora to Ariah would open up the Ariah country, but it would place the people here at a very great disadvantage.

937. Do you know the country from Warri to Grong Grong? Yes.

938. Which line would serve the largest number of settlers—the Grong Grong to Warri line, the Coolamon to Warri line, or a Temora to Warri line? The present population is situated along the Methul Road.

939. Did you hear the statement put in by Mr. Bennett, senior? Yes.

940. Do you agree with that statement, except with regard to the Temora route? Yes.

941. Do you favour the guaranteeing of any sum of money to prevent the Government from suffering any loss in connection with the railway? I am prepared to make the same guarantee in connection with my property that my father proposes.

942. Have any meetings been held here with the view of approaching the Government on the subject of the guarantee? Not that I am aware of. Some time ago the statement went to Sydney from Broken Dam that the settlers would guarantee the line. I think it was not a money guarantee; but they guaranteed to grow a certain quantity of wheat.

943. Has there been any offer made to pay an extra rate of carriage until the line was remunerative? I do not think that any offer has been made. If the Government are willing to carry our wheat for 6d. or 9d. a bag, it would be a great saving to the people.

944. You feel sure that the people would willingly pay that rate? I feel confident they would.

945. *Chairman.*] What is a fair rate for the carriage of wheat and wool 15 miles by road? Wheat, from 10d. to 1s. a bag—that would be from 7s. 6d. to 10s. per ton; wool, 12s. 6d. to 15s. We do not grow much wheat at present, because we have not railway communication; but we are offering special inducements to cultivate our land for us, and by those inducements we are making it equal to being alongside a railway. The land still gives a return slightly better than we could get from sheep, and it improves the land. We are offering to put the wheat on the trucks at the railway station, so as to save the men who cultivate the land the expense of carriage. It does not pay, from a wheat point of view; but it gives a slightly better return than sheep would give.

946. What is a fair return to expect from an acre of land used for pastoral purposes in the district, towards Mimosa West? A great deal depends on whether the land is improved or unimproved.

947. Would the maximum obtainable from land used for pastoral purposes be 3s. an acre? Yes.

948. What, in your opinion, is a fair net return from land devoted to agriculture;—would a farmer expect to make £1 an acre? I should not.

949. Would he make 15s.? No, he would not.

950. What net return would a man make on his own property? About 12s. 6d. an acre.

John Cassidy, farmer, Tara, sworn, and examined:—

- J. Cassidy. 951. *Chairman.*] Where do you live? At Tara, 25 miles from Coolamon, on the east side of the travelling stock route.
 20 Oct., 1897. 952. How many miles are you north of Methul? About 5 miles.
 953. What do you pay for carriage to Coolamon? I cart to Temora, between 23 and 24 miles: I pay 1s. a bag, or 9s. a ton.
 954. What is the area of your holding? 400 acres.
 955. What is your ordinary yield? I have been here five years, and I have not had a good season yet. I do not think that my crops have averaged more than two bags to the acre. I am in favour of the route suggested by Mr. Bennett,—from Coolamon along the travelling route; then turning north to Methul; then north-west to Ariaiah. In my opinion that is the route that will suit the majority of the people. It will suit me personally because it is close to my place.

Thomas M'Caig, farmer, Methul, sworn, and examined:—

- T. M'Caig. 956. *Mr. Black.*] Where do you reside? At Methul, south of this place.
 20 Oct., 1897. 957. What is the size of your holding? 4,250 acres.
 958. How many acres have you under crop? I have had 1,200 acres under crop, but I have not so much under crop this year. I should like to get a railway and go in for more extensive cultivation.
 959. If you had a railway what would you do then? I should put in all that I possibly could. I should cultivate half the holding and use the other for grazing.
 960. Where do you send the produce to? To Coolamon.
 961. What do you pay? I have got it carried lately for 9d. a bag. I used to pay 1s.
 962. That is rather a low rate? It is pretty cheap. I would willingly pay the Government 6d. a bag from my place to Coolamon for all the wheat I could grow.
 963. Would you pay 6s. for the first five years and less afterwards? Certainly I would.
 964. What do you pay for wool? I cart the wool myself. If I had to hire it it would cost me about 12s. a ton—perhaps only 10s. I am not quite sure.
 965. How far are you from Coolamon? Seventeen miles.
 966. How far from the proposed line? The one which we are trying to get would go close past my place.
 967. So the cartage to it would not be an important item? No.
 968. How long have you been in the district? Fourteen years.
 969. Did you come from Victoria? Yes.
 970. Is this district equal to Victoria for wheat growing? I think this is as good a wheat growing country as the Goulburn Valley in Victoria, and I was there eighteen years.
 971. You think there is a large area of land suitable for wheat growing? I do.
 972. You have heard the evidence of Mr. Bennett and other gentlemen? Yes.
 973. Do you agree with that? I agree with everything that Mr. Bennett said in that paper that he read.
 974. *Chairman.*] Do you think that 7s. 6d. for wheat and 12s. 6d. for wool are fair rates for carriage 15 miles? It is a fair thing.

John Mills, farmer, Big Mimosa East, sworn, and examined:—

- J. Mills. 975. *Mr. Roberts.*] What area of wheat land do you cultivate? I have 100 acres in this year.
 20 Oct., 1897. 976. What is the largest area that you have had in? 140 acres.
 977. How many bushels do you get to the acre? Sometimes as low as 2, and sometimes as high as 18 bushels.
 978. Where do you send your wheat? Principally to Temora.
 979. Is Temora nearer than Coolamon? Yes. I am 21 or 22 miles from Temora, and 20 miles from Coolamon.
 980. What rate of carriage do you pay at Temora? One shilling a bag or 9s. a ton.
 981. Do you pay the same rate to Coolamon? No; about 3d. a bag more.
 982. Then I suppose you always send your produce to Temora? Yes.
 983. You have heard the different routes proposed for this railway. The route put forward by Mr. Bennett, the route from Coolamon to Ariaiah, and the route from Temora to Ariaiah. Which line do you think would be the best in the interests of the country? To serve the largest body of people, the route from Coolamon to Methul, as suggested by Mr. Bennett.
 984. Is that according to the present population, or taking into consideration the probability of a large area of land being available? I do not reckon that at all. I am only speaking as to the present population.
 985. You pay 9s. a ton for carriage by the road. What would you be prepared to pay for the carriage of wheat, if the railway were constructed? The same as my neighbours.
 986. Would you regard 6s. a ton as a fair rate till the line becomes remunerative? Yes; I would pay that.
 987. You have a good knowledge of the country where it is proposed to make the railway? Yes.
 988. Do you regard it as well adapted for the growth of wheat? Yes.
 989. Do you go in for grazing? Yes, a little.
 990. What do you pay for the carriage of wool? I have not grown wool lately.

William Hewett, farmer, Methul, sworn, and examined:—

- W. Hewett. 991. *Mr. Black.*] How many acres have you? One thousand six hundred acres of conditional purchase land.
 20 Oct., 1897. 992. Is any portion of it cultivated? Yes.
 993. How much have you under crop? A little over 400 acres.
 994. Is that the largest area that you have had under crop? Yes.
 995. Are you disposed to increase it? If we had a railway I should be.
 996. How do you send your produce to market? I send it by teams to Coolamon.
 997. How far are you from Coolamon? About 24 miles.
 998. What are you paying for carriage? One shilling a bag for wheat.
 999. How much for wool? I have always carried my own wool.
 1000. Which route for the railway do you favour? Coolamon *via* Methul to Ariaiah.
 1001. Did you hear the statement made by Mr. Bennett? Yes.
 1002. Do you agree with it? Yes.

Samuel Harrison, farmer, Broken Dam, sworn, and examined:—

1003. *Chairman.*] You come from Broken Dam? I do; I am a representative, as it happens. S. Harrison.
 1004. Will you explain your views with regard to the establishment of railway communication with Broken Dam? We have had a report made on a line from Temora. We started an agitation for a railway from Temora to Hillston *via* Broken Dam. 20 Oct., 1897.
 1005. Are you satisfied for the railway to stop somewhere about Ariaah? If it stops about Ariaah there is a lot of country—Kildary, Mandamah, and Buddiga. In the opinion of the people about Broken Dam, the right route for a railway to be constructed would be direct from Temora in a westerly direction towards Ariaah. We believe that that would be a shorter distance to Sydney. We believe that it will intersect the country better than any line coming from the south. The map before me shows the extent of reserved land, and also the extent of land held under pastoral lease which will eventually become settled. The number of people residing in the vicinity of Broken Dam I do not know; but the population there is considerable; about ninety within a radius of 18 miles.

THURSDAY, 21 OCTOBER, 1897.

[The Sectional Committee met at Mimosa Station, at 11 a.m.]

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. | GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Coolamon to Ariaah.

Thomas Priest, farmer, Mimosa West, sworn, and examined:—

1006. *Mr. Black.*] What are you? A farmer residing $4\frac{1}{2}$ miles west from here. T. Priest.
 1007. In what direction would that be from the junction? About 8 miles east from the junction. 21 Oct., 1897.
 1008. How long have you been there? Fifteen years.
 1009. How much land have you? 500 acres conditional purchase.
 1010. How much have you under cultivation? 200 acres.
 1011. Have you had a greater quantity than that under cultivation? I have; but this season the weather did not allow me to put more in. It was very dry in April and May, the ploughing-time.
 1012. Are there many other farmers in your locality? Yes, a good few.
 1013. Is the bulk of the country about where you are, conditionally purchased land? Yes; the selectors near me are all conditional purchasers.
 1014. Is the land similar to that which we passed through in coming here from the junction? Yes; it is all one class of land, more suitable for agriculture than anything else.
 1015. What are the average crops? From 12 to 15 bushels an acre.
 1016. How many years have you been cultivating? Fifteen years.
 1017. What has been the average price that you have received for wheat? I have got all prices, but I keep no account.
 1018. At what price does it pay you to produce wheat? You cannot make it pay at much less than 4s. a bushel situated as we are, having to cart it so far.
 1019. Does it cost 1s. 6d. a bushel to get it to market? We have to trust to wheat; we cannot grow chaff to send to market. It is not as if we could grow a lot of hay.
 1020. How far are you from a railway? Eighteen miles from Coolamon.
 1021. Do you usually go there with your wheat? Yes.
 1022. What cartage do you pay? Nine shillings a ton; but I generally do my own drawing.
 1023. Do you grow wool? No.
 1024. What do you do with the land that you do not cultivate? I run stock on it.
 1025. Do you run a few sheep? I have none at present.
 1026. You are 18 miles from the railway, and you say that you cannot grow wheat to pay at less than 4s. a bushel—are you sure of that? A man might do it if he were sure of 3s. 6d. from one year to another.
 1027. Are you in favour of the railway line marked red on the plan? Yes.
 1028. For any reason other than personal ones? No.
 1029. You are in favour of it because it would suit you best? Yes; I should be within 8 miles of that line.
 1030. Have you formed any opinion as to which route would serve the greatest number of producers, and be of the greatest benefit to the country? I could not say.
 1031. Suppose you had a railway at the junction, what would it cost you to cart your wheat there? About 6d. a bag.
 1032. What would you be able to afford for railway carriage if you paid 4s. 6d. a ton for road carriage? Another 4s. 6d., that would make 9s., what I am paying now.
 1033. Where would your gain come in then? I could get more loading away, and I could deal in chaff and other things.
 1034. You could vary your crops? Yes.
 1035. You see that black line marked on the map from Temora to Ariaah? Yes.
 1036. A line along that route would not be of much advantage to you? It would be of no advantage whatever; it would be the same distance as Coolamon from me.
 1037. *Chairman.*] You have heard it given in evidence that a fair freight for wheat on the road by a team for about 15 miles would be 7s. 6d. a ton;—do you agree with that? Yes.
 1038. And for wool 12s. 6d. a ton? Yes I think that is a fair rate.

John Charlesworth, farmer, sworn, and examined:—

- J. Charlesworth.
21 Oct., 1897.
1039. *Mr. Roberts.*] What are you? A farmer; I reside about 6 miles east from Methul.
1040. You are a holder of a conditional purchase? Yes, 336 acres.
1041. How much have you under cultivation? 208 acres.
1042. All wheat? Yes.
1043. Do you run any sheep on it? No.
1044. Is that 208 acres the largest area that you have had under cultivation? No; I have had 250 acres under cultivation.
1045. What is the reason for your not cultivating so much this year? The season was too dry; I could not get the wheat in.
1046. Do you regard the present as a good season? Very fair, so far.
1047. Will you increase your area under crop next year? I cannot increase it a great deal, because my holding is not large enough.
1048. You have about 100 acres to spare? Yes; but I have to run stock on that.
1049. Where do you take your wheat to? To Coolamon.
1050. What is the rate of carriage? 9s. a ton.
1051. How many miles is it from Methul to Coolamon? I always understood that it was 22 miles.
1052. How far is it from the nearest road that you travel when taking your produce to the railway? About 17½ miles.
1053. Do you favour the route east of the Cowabbie Range? Yes; the route past Methul.
1054. And if a railway were run along that route you would have to go 5 miles to get to the station? About 6 miles.
1055. What would be the cost of carriage over that 6 miles? About 3d. a bushel from my place.
1056. Have you formed any opinion as to what you would have to pay for carriage by the railway, and what saving there would be? There would be a good deal of saving, because I could go two trips to the junction in the time that it would take me to make one trip to Coolamon.
1057. What could you afford to pay for railway carriage to Coolamon? I could afford to pay about 9s. a ton.
1058. You would regard anything less than 9s. a ton as a great advantage? Yes.
1059. What is the greatest distance that you could afford to be from a railway? About 10 miles.
1060. Anything over 10 miles, you think, makes the railway of no value? You could not travel any distance over 10 miles in a day.
1061. Twelve miles would be a fair thing to go and return in one day? I could hardly do it in a day—it would be a big day.
1062. If a railway were constructed, would you be likely to increase the area under wheat? My land is adjoining a reserve, and if it is thrown open for selection I should stand a chance of getting more land.
1063. You think that if a railway were made through this district a larger area would be put under cultivation? I believe it would; because then, when the ground gets dirty, we could grow chaff and other things.
1064. Have you ever taken anything to the railway besides wheat? No.
1065. Would the cartage of chaff be higher than the cartage of wheat? It would be 11s. or 12s. a ton, as against 9s. for wheat.
1066. In your opinion, the carriage of chaff, on account of its bulkiness, would be 25 per cent. more than the rate for wheat? The chaff being more bulky it is more difficult to carry than wheat.
1067. You do not grow wool? No.
1068. Have you ever calculated what it costs to produce a bushel of wheat? No; I do it with my own labour.
1069. Do you not keep any accounts? No.
1070. Do you agree with the evidence of Mr. Priest? Yes.
1071. In your opinion, a railway line as advocated, by way of the junction and Methul, would serve a larger number of residents than a line from Coolamon to Warri, or a line from Temora to Ariah? I cannot say; I am not acquainted with those lines.
1072. Have you been to Broken Dam? Between Temora and Broken Dam it is all ironbark country; it would not do for cultivation at all. It is good land after you get across the ironbark country.
1073. Do you believe that this Methul route would serve a larger number of settlers than either of the other routes? From what I have heard it would.
1074. Your neighbours all favour the Methul route? Yes; we have been advocating a line there for a good few years.
1075. How many years has a railway by this Methul route been advocated for? It must be nine or ten years since it was started.
1076. Did that agitation take place after you heard of the request from the Warri people for railway communication? I think ours was the first.
1077. *Mr. Black.*] Did you come from Victoria? No, I came from Marulan.

John Penfold, farmer, sworn, and examined:—

- J. Penfold.
21 Oct., 1897.
1078. *Chairman.*] Where do you live? Five or 6 miles from here; between here and Methul.
1079. What is the total area of your land? In the parish of Trickett I have 1,760 acres, and I have 1,200 acres more to the north-west.
1080. What do you pay for carriage to Coolamon? I go to Temora, and I pay about 9d. a bag for wheat.
1081. Is 7s. a ton a fair rate? That would be it.
1082. Do you send any wool? A little bit, and I carry it with my own team.
1083. What would you have to pay to get to Coolamon? I have paid 1s. and 1s. 6d. a bag for wheat to Coolamon.
1084. We have been informed that 7s. 6d. a ton for wheat is a fair rate for 15 miles, and 12s. 6d. a ton for wool; do you agree with that? Yes; it is a fair thing.
1085. What would the land about here be worth to a farmer provided he got a lease from the owner? I think some of the better land might average about 3s. per acre. A man could not go much astray at that.
1086. Do you think people could be got to take this land at such a rent as that? I do not know; it is very hard to say.
1087.

1087. Is there a demand for land in the district? There has been a great demand; there have been a great deal too many applicants for the land to be got.
1088. So it appears that there are people who want land? Yes.
1089. Does closeness to a railway enable the farmer to engage in other occupations than growing wheat? Yes.
1090. Therefore, the saving of carriage, although important as regards wheat, is still more important as regards chaff? Yes; chaff is more awkward to carry about.
1091. Do you know the route from Coolamon to Warri? I saw it twenty years ago and several times since.
1092. Do you know the population and produce of the country from Coolamon by the route which will serve the greatest number of people? On the Methul route there are two to every one that you find on the other route.
1093. Have you any figures to prove it? No.
1094. Is there anything else that you would like to say? I should like to mention that I think the proposed line runs a little too much towards Grong Grong. By going to Warri, then turning back to Ariaiah, I think it is going out of the road. There is a great bend in the line. I should like to say also that in my opinion settlement is much greater along the Methul route, and you get a bigger development of country by the construction of a shorter line. This agitation for a railway *via* Methul is no new thing; we started the agitation twelve years ago.

J. Penfold.
21 Oct., 1897.

Thomas William M'Caig, farmer, Methul, sworn, and examined:—

1095. *Mr. Black.*] Where do you reside? At Methul—south-west of the junction.
1096. What is the nature of your holding? I have 2,400 acres of good agricultural land.
1097. How much do you cultivate? I have about 900 acres under crop.
1098. Is that the largest area that you have ever had under crop? Yes; half of that is let to tenant farmers.
1099. How far would you be from the line which is now under consideration—the Warri route? Five or 6 miles, I should think.
1100. What is your objection to that line? Simply that the other would suit me better, and would suit a greater number of people.
1101. You do not want a railway nearer than 5 miles? I should be thankful to get it within that distance.
1102. Where do you send your produce to now? To Coolamon; a distance of about 17 miles.
1103. What do you pay for carriage? Ten pence a bag, equal to about 7s. 6d. a ton for wheat.
1104. If you had a railway within 5 miles, I suppose you would do your own carting? Most likely.
1105. What railway rate could you afford to pay? I could afford to pay 6d. per bag—that is, 1½d per bushel.
1106. Do you know the country adjoining both routes? Yes.
1107. And you will see on the map a third line from Temora to Ariaiah? I am not well acquainted with that.
1108. Of the two other lines, that *via* Methul and the one *via* Warri, which goes through the best country? I think they are about equal, as regards the quality of the land.
1109. Then your reason for favouring the Methul route is, that it is the most thickly settled? Yes.
1110. It is not that the land is any better on the Methul route? No; as far as that is concerned, the two routes are about equal.
1111. Then there is nothing to prevent the other route from being as thickly populated as this is? Yes, in my opinion there is.
1112. What is the reason? There is more leasehold land on the route that we advocate, more Crown land. I might state that I am of opinion that the increased value which the railway would give to the Crown land would nearly pay the cost of the railway.
1113. You have heard the evidence already given—do you agree with it? Yes.
1114. *Chairman.*] If any Crown lands were thrown open within 12 miles of a railway, would it be readily taken up? It would.
1115. What would be a fair rent for a farmer to pay? For improved land I think he could afford to pay 1s. 3d. an acre, for unimproved land less.
1116. A considerable portion of this land has been improved? Yes.
1117. What would a farmer pay for that? The value of improved land within 15 miles of a railway is estimated at 4s. 6d. per acre per annum for cultivation. I have let some at 3s. an acre, but I will not renew the lease. I believe that if the State is prepared to throw open the large area of land it would be reasonable to expect an average of 2s. an acre rent.
1118. In your opinion, can men be got to take up the land? I have not the slightest doubt of it from the number who apply for land whenever it is available. There are thirty applications for five blocks which were thrown open in close proximity to the proposed line a few weeks ago.
1119. *Mr. Roberts.*] What is the value of freehold land round about Methul? I consider that it is worth £2 10s. per acre within 15 miles of a railway.
1120. That land originally cost £1 an acre? Yes.
1121. How much of the extra 30s. per acre has been spent on improvements? Probably 12s. or 14s. per acre has been sunk in improvements.
1122. And the balance would be the price that you put on it on account of the difficulty of obtaining land? Yes.
1123. Would the value of that land, in your opinion, be doubled if a railway were brought within 5 miles of it? It would be too much to say that it would be doubled.
1124. If it is worth £2 10s. an acre now what would it be worth if a railway came within 5 miles of it? £3 10s. an acre.

T. W. M'Caig.
21 Oct., 1897.

James Robertson, grazier, Mimosa, sworn, and examined:—

1125. *Chairman.*] Have you been long here? Twenty-five years.
1126. You have an intimate knowledge of the country? Yes.
1127. You see on the map a red line going *via* Methul, and a dotted line *via* Warri, terminating at Ariaiah;—in your opinion, on which is the better route for a railway to serve the country? I think the Methul route

- J. Robertson. route is the better one. My reasons are that the line marked black on the plan is too close to an already existing line; in addition to that I desire to point out that the line *via* Methul has an advantage that is not shown on your map in this way,—that there is in contemplation, and in my opinion a transaction is certain to be completed, which will render the land shown on the blue portion of your map, again Crown land. The area to which I refer embraces approximately 25,000 acres, of which the portions immediately indicated would be affected by the Methul line. Commencing at the south-eastern corner, portion 26, parish Methul; thence northerly to north-eastern corner of portion 17, parish Tara; thence westerly to north-western corner of portion 15 of that parish; thence southerly to south-western corner of portion 41, Methul. The land surrounding this area is now held by farmers. A further area commencing at portion 12, Trickett, and going north to portion 51, embracing all the land between those portions and Penfold's holding; thence south-east, including all the land between that and forest reserve, No. 1,439, on to which it abuts. This is within the Methul radius. To eastward is a further area, including portion 1 (one) Trickett, on to 26, Ingleba. The other areas are in parishes Mimosa and Robertson and Lachlan. Making in all about 33,000 acres. I state the acreage approximately. The transaction to which I refer is this: there are pastoralists adjacent to the Narrandera-Jerilderie line who desire to consolidate their holdings. The land in that vicinity does not offer the same facilities for agricultural settlement that the land here does. The Government, in making an exchange, require an area of land to be surrendered equal to that which they give to the pastoralist. Since the transactions in connection with the consolidation could not be carried out on the run from the Narrandera-Jerilderie line, the Government have expressed their willingness to take land in this vicinity, provided that it is suitable for agricultural settlement, and to allow the pastoralists to consolidate their grazing areas. Therefore, the Government will receive acre per acre of agricultural land in exchange for what are in my opinion inferior lands for agriculture. I believe that this transaction is certain to be completed.
1128. *Mr. Black.*] What was the original area of the Mimosa holding? About 200,000 acres. That includes the runs Ironbark, Currajung, Pine Tree, and Mimosa East.
1129. What is it now? We now own about 43,000 acres of purchased land, and 46,000 acres of leased land, half of which is going to be resumed.
1130. At what date does that fall in? This half is now due; we have received notice that it will be dealt with shortly.
1131. How much do you hold under occupation license? 26,000 acres; it is forest reserve; we have not had stock on it for five years.
1132. You are going to sell 33,000 acres? Yes, of our freehold land.
1133. *Chairman.*] In your opinion, if the State does throw open large areas of land within 15 or 20 miles of a railway, can people be found to take it up? I have not the slightest doubt of that. This place is better known in Victoria than in Sydney, and it is from Victoria that the population is coming to take up the land. Our shearers come from Victoria, and I can hear more about Mimosa in Melbourne than I can anywhere else. I think that the first Thursday the land is thrown open, they will take every acre of it, at good prices too.
1134. What, in your opinion, is a fair amount for a pastoralist to expect to obtain for pastoral occupation? Not more than 2s. 6d. to 3s. an acre when he depends solely on the wool.
1135. What ought a man to make from agriculture? My experience of it is that it pays; we farm ourselves, and I have never had less than 12s. 6d. an acre from it, and I have had much more. You ought to get 15s. an acre out of it every year. I cultivate a piece of land which is not better than the average, and 12s. 6d. an acre is the lowest that I have made out of it. I have made as much as £3 an acre out of it; but that, probably, will not happen again. With regard to the country generally north-west from here, there is good agricultural land, then you get into ironbark ranges; after passing away from that it is good country as far as Temora. From Temora, coming west after you pass over the ironbark ranges, it is good land through Mimosa west towards Warri; but there is some poor country, but good country predominates. South from that, pretty well to Coolamon, is, in my opinion, land suitable for the growth of cereals.
1136. What would be the rate for the carriage of wheat and wool by road a distance of 15 miles? We are 17 miles from Temora here, and I have paid 1s. a bag for wheat. I think 9d. a bag is a fair rate. For the carriage of wool I pay £1 to the carriers, but I reckon that by my own teams it will be 15s. a ton.
1137. You have heard it stated that 7s. 6d. a ton and 12s. 6d. for wool are a little under what is a fair thing? Yes, I think so.
1138. Perhaps you could tell us your experience of farming industries over a period of years? Wheat is the only thing that we have been growing. The land gets sick of wheat growing; but when you cease to grow wheat it will come back to a proper state, and you can get good grass off it. I am satisfied that after it has been ploughed and cultivated the land will carry more stock than it does in its natural condition.
1139. Suppose you stocked it heavily after having cultivated it, would it again become good wheat land? Undoubtedly. Our experience is that wild oats are the greatest trouble. By the time you have grown five or six crops the wild oats have spread all over it, and you have to eat it down with sheep.
1140. Sheep running on it for a period of years destroy the wild oats? Yes; they get eaten out.
1141. How long have you had land under cultivation? I can show you a paddock which has been seventeen years under cultivation. We have a paddock which was the first piece of ploughed land in this district. We only took seven or eight crops out of it. It is a mistake to think that this land is going to waste. I have seen land in the western districts of Victoria become perfectly useless to grow anything but weeds. I have never seen land here that we have taken off nine or ten crops but what was in good sound heart. To farm properly we must have sheep, and the land will carry more sheep when it is farmed before.
1142. *Mr. Black.*] How many sheep are you shearing this year? About 50,000.
1143. That is below your usual quantity? Yes; we have shorn 65,000.
1144. How many stands are there in the shed? Thirty-six.
1145. Have you been keeping a record of the rainfall? Yes; for about seventeen years the average is 22 inches. We have had as low as 9 inches and as high as 33 inches down.
1146. How many acres have you under crop? 1,000 acres.
1147. Have you been cultivating long? It is only within the last few years that we have gone in for cultivating to any large extent; we used to farm 50 or 60 acres before.
- 1148.

1148. How many bushels per acre do you get? We have had 16 bushels, that would be 4 bags. Last year we had clean wheat for milling purposes, 2½ bags, or 10 bushels. That is the lowest yield I have ever known. I reckon that our average yield would be 16 bushels, or 4 bags. We had as much as 25 bushels to the acre. J. Robertson.
21 Oct., 1897.
1149. You heard the statement that was made with regard to chaff? Yes; I quite agree with that. I would rather carry wheat 20 miles than chaff 10 miles.
1150. *Mr. Roberts.*] Do you send your wheat to Sydney? We sell it at Temora on the trucks.
1151. You advocate the line by way of Methul in preference to the other route? Yes.
1152. Is that because it would serve a larger number of people? I think it would serve a larger number of people, and according to the quantity of land which is going to be available for settlement, it would serve a very much greater number of people in the near future. The State, in my opinion, will have no difficulty in obtaining 2s. 6d. an acre for any land surrendered in the district.
1153. Do you think that a line from Temora in the direction of Warri would be as good as a line by way of Methul? I think not. I think that a line from Coolamon *via* Methul would divide that country better than a line from Temora in the direction you indicate. I think that the Methul line has command of a greater area of good land than a line from Temora would have. If you go down to Mirrool there is a great deal of rough country; the range is wider where you would have to cross than at any other place.
1154. You do not look favourably on that line? I do not. I should be perfectly disinterested when this land is gone. I am speaking of its general use to the district.
1155. As far as you are concerned, Temora would suit you best? It would suit me just as well.
1156. If the Methul route were adopted you would still send your wool and wheat to Temora? Yes.
1157. Do you personally supervise the cultivation of your wheat, or do you let the land on the halves system? We do all the work entirely on our own account; we have no halves system.
1158. Is there much land cultivated on the halves system in this district? When you get south on to the Merulebele property, they have 10,000 acres let on the halves system, that is near to Junee. Rockview station is all let on the halves system.
1159. Have you had any applications from persons desirous of working your property on the halves system? Several.

[One plan.]

Sketch Plan

To accompany report of the Sectional Committee

Scale 8 Miles to an Inch



The Blue Line is subject to such minor divergencies as may be necessary from an Engineering point of view

SIG. 1303

1897.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON
 PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLAN,

RELATING TO THE

PROPOSED RAILWAY FROM MOREE TO
 INVERELL.

Presented to Parliament in accordance with the provisions of the Public Works Act,
 51 Vic. No. 37.

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To evidence of H. Deane, Esq.—Estimated cost of various railway routes

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To evidence of Mr. W. H. O'M. Wood.—Crown Lands in Moree District

A

PLAN.

Moree to Inverell Railway.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

RAILWAY FROM MOREE TO INVERELL.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the first Session of the present Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, and the Public Works (Committees' Remuneration) Act of 1889, 53 Vic. No. 11, to whom was referred the duty of considering and reporting upon "the expediency of constructing a line of railway from Moree to Inverell," have, after due inquiry, resolved that it is expedient the proposed railway should be constructed; and, in accordance with the provision of subsection (iv), of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

OFFICIAL DESCRIPTION.

1. The proposed railway is 96 miles 35 chains in length, and is estimated to cost £279,500, or £2,898 6s. per mile, exclusive of land and compensation. Details of this estimate will be found in the evidence of the Engineer-in-Chief. The route, as given in the official description, is as follows: Beginning by a junction with the Narrabri to Moree railway at about half a mile south of Moree Station, it proceeds eastward on the south side of the Gwydir River at a distance from it varying from a $\frac{1}{2}$ to 4 miles. At Ezzy's Crossing, about 2 miles below the confluence of the Warialda Creek, the river is spanned, and the creek is crossed about 4 miles south of the Warialda township. There the line begins to rise towards the table-land by Kelly's Gully valley, and at about 10 miles from Warialda it adjoins the main road from Warialda to Inverell, but leaves the road again about 10 miles further on. It then intersects the parish of Little Plain nearly at its centre, and crossing the dividing range between the Gwydir and Macintyre rivers, approaches the road at the south end of the parish of Byron, terminating at the west bank of the Macintyre River close to the town of Inverell. Communication between the town and the railway will be by a road bridge across the river. The works are generally of a light character between Moree and Warialda, and somewhat heavier from Warialda to Inverell. Ballast can be obtained very readily from the rivers, and sleepers from ironbark forests at Warialda and east of the Narrabri to Moree railway. The ruling gradient against the heavier loading proceeding from Inverell to Moree is 1 in 100, and that in the opposite direction 1 in 80. The sharpest curve is 10 chains radius.

When the question of constructing a railway from Moree to Inverell was first considered a route was surveyed north of the Gwydir River, because it was believed at the time that sooner or later an extension in the direction of Boggabilla would be made, but further investigation showed the route recommended in the present proposal to be the best.

Warialda is left out of the direct line of route because by passing about 4 miles to the south of the township a saving is effected in distance, and to the extent of £10,000 in cost.

RAILWAY

RAILWAY COMMISSIONERS' REPORT.

2. The Railway Commissioners report that the annual cost of the railway will be £16,183, and the traffic £13,422, leaving a debit balance of £2,761. The cost comprises interest upon capital expenditure, at 3½ per cent., £9,083; maintenance of permanent way, £4,225; traffic charges, £1,100; and locomotive expenses, £1,775. The traffic estimate is made up of goods, £8,810; coaching, £3,400; and mails, £1,212. These figures represent that while the line will show an annual loss of £2,761 it will return more than working expenses; and, in addition, there will be a considerable amount of traffic brought to the main line which will increase the main line's earnings.

Comparing the railway with one from Glen Innes to Inverell, they point out that while the former will make the distance from Newcastle to Inverell 34½ miles longer than it would be *via* Glen Innes, it offers the following advantages:—A comparatively level line from Werris Creek to Inverell, a distance of 255 miles, as against an exceedingly heavy road throughout by the Glen Innes route; less cost in construction, the estimate for the 96 miles 35 chains comprising the Moree to Inverell line being smaller than that for 53 miles 60 chains, which is the length of the route from Glen Innes to Inverell; country of a much superior description along the greater part of the route traversed by the railway; the existence of a large area of Crown land within a reasonable distance of the line; the presence of more settlement than is to be found along the Glen Innes route; and the prospect that the construction of the railway will lead to a fair additional development of the district.

In a letter to the Minister for Public Works, in March, 1896, the Commissioners say that a very important point in the consideration of this matter is the fact that the greater portion of the wool and produce calculated upon as forming the probable traffic for the Glen Innes to Inverell line comes from the districts to the west and north-west of Inverell, and therefore a railway from Moree to Inverell will give the settlers in the district a much improved means of conveyance.

THE QUESTION ONE OF DIFFICULTY.

3. The question whether this railway should be constructed is rendered more difficult than ordinary railway proposals by the unavoidable comparison it suggests with a line which would connect Inverell with Glen Innes, and to some extent by the consideration whether some place other than Moree or Glen Innes would not be more advantageous to Inverell and its district and to the railway system of the Colony generally.

Evidence was given in the inquiry in favour of the Glen Innes connection, and of a connection with Guyra; and witnesses were examined who were of opinion that the district might be better served if both these places, as well as Moree, were discarded, and a connection with Manilla adopted.

But the evidence generally will be found to deal mainly with a comparison of the advantages offered by Moree and Glen Innes, which, whatever may be said in favour of other places, are the most important as connecting points.

SITUATION ALTERED SINCE LAST INQUIRY.

4. When the proposal to construct a railway to Inverell from Glen Innes was before a previous Committee, in 1893, an extension of the North-western line from Narrabri to Moree had not been decided, and Glen Innes was practically the most convenient place with which, at that time, Inverell could be connected by railway. Recognising this, and finding, after due inquiry, that the proposal to construct a line from Glen Innes to Inverell was one that justifiably might be carried out, the Committee recommended it, and their recommendation was adopted by the Legislative Assembly. The Legislative Council, however, rejected the Bill which provided for the construction of the line, and, in 1895, Parliament sanctioned the extension of the railway from Narrabri to Moree. These proceedings, and an uncertainty now apparent as to railway connection between Inverell and the Great Northern railway eastwards, materially alter the situation.

The

The railway authorities see, in the altered circumstances, greater advantage in running a railway from Moree than in constructing one to Glen Innes. The residents of Inverell are divided in opinion as to whether the railway should go to Inverell *via* Glen Innes or *via* Moree.

HOW THE RAILWAY WILL SERVE INVERELL.

5. Inverell, with a population in the electorate of 8,124, is the centre of a district producing wheat, maize, and potatoes for home consumption and export, and it includes within its electoral boundaries pastoral properties depasturing about 586,000 sheep. At the present time its trade operates east and west—chiefly east—the nearest railway communication being in the direction of Glen Innes. With a railway at its doors, and carriage rates such as to bring desirable markets within reach as cheaply as may be done by way of Glen Innes, the bulk of the trade of Inverell, it is believed, will be carried on over the line *via* Moree. The districts about Moree and Narrabri are regarded as suitable markets, and what they cannot take of the surplus products of Inverell may be sent on to Maitland, Newcastle, and possibly Sydney. There are also places north and north-west of Inverell and Moree which it is considered Inverell may look upon as outlets for its trade, such as Collarendabri, Mungindi, Yetman, and Walgett. The best markets for Inverell produce for some time past are said to have been in the west.

Additional settlement and population in the districts served by the railway, which it is believed the construction of the line will bring about, will add to the purchasing power of the markets Inverell will find available, while at the same time it will, in several places, materially add to production, as a much larger area than at present will be put under crop.

EXPECTED TRAFFIC.

6. The Railway Commissioners expect a traffic on the line of £13,422, of which amount £4,723 is looked for from traffic to come in at Warialda, which it is said would not have been obtained by a railway from Inverell to Glen Innes, and £1,212 from the carriage of mails. Nothing that may come to the line from east of Inverell, or from Bingara, which would be 26 miles from the railway, is included in this estimate. The goods traffic anticipated at Inverell is set down at 3,000 tons, inwards and outwards, a quantity said to be considerably less than the present traffic by railway and teams, and likely to be exceeded. The rate is 10s. a ton. Wheat, hay, straw, chaff, &c., is estimated at 5,000 tons at 8s.; wool, 1,000 tons at 17s. 6d.; live-stock, 250 trucks at 25s.; and passengers, 5,600 at 10s.

The Warialda estimate comprises goods, 1,000 tons at 10s.; wool, 2,000 tons at 3d. per ton per mile, equal to 13s. 4d.; live-stock, 2,290 trucks at 20s.; and passengers, 2,400 at 5s. The passenger traffic, in regard to both Inverell and Warialda, is based on the existing population—one journey a year to each person resident in the district.

This total traffic estimate, the Railway Goods Superintendent informed the Committee, is a low one, and, in his opinion, the results from the construction of the line will show a considerable increase.

Traffic from east of Inverell, some of the evidence indicates, will come to the railway. Twelve miles is locally regarded as the reasonable distance which a farmer will travel with his produce to a railway in preference to finding a market in another direction by road; but the opinion has been expressed that the line will be used by people within half the distance between Inverell and Glen Innes, and the railway authorities anticipate securing a large portion of the road traffic now carried on between Inverell and Glen Innes.

PRODUCTION IN THE DISTRICTS SERVED BY THE RAILWAY.

7. According to statistics produced in evidence, the annual production of the Inverell electorate is, in round figures—wheat, 153,000 bushels; maize, 107,000 bushels; potatoes, 851 tons; oats, 5,000 tons; in addition to which there are

are live stock and wool. Of maize, it is estimated 50,000 bushels would be sent westward. Wool is not a large item, as of the 586,000 sheep in the district of Inverell, there are only 240,000 around Inverell, representing 3,600 bales.

At Warialda, or in its vicinity, there is little land under cultivation, the district being chiefly pastoral, and containing 1,481,873 sheep and 56,710 cattle.

PROBABLE INCREASE OF CULTIVATION AND SETTLEMENT.

8. A considerable increase in the area under cultivation in the districts benefited by the railway will probably follow the construction of the line. According to a return put in evidence before the Sectional Committee the acreage in holdings, freehold and conditional purchase, affected by the railway, amounts to 161,496 acres, the acreage under crop to 9,757 acres, and the probable increase in the latter 9,240 acres. The Crown Lands Agent at Warialda informed the Sectional Committee that it is proposed to throw open during the present year, between Inverell and Moree, 348,000 acres in settlement and improvement leases, the land intended for agricultural settlement leases being of very good quality, and the remainder not necessarily poor land but infested with prickly-pear. The revenue from land in the district, he stated, is increasing every month, and numerous inquiries concerning land are received, mainly from Victoria. These inquiries are said to be largely due to the possibility of the railway being constructed. People who have embarked in agricultural pursuits have taken up additional conditional purchases and leases for the purpose of increasing their holdings, and, as may be seen from the evidence of witnesses examined, the farmers generally are impressed with the belief that the railway will lead to a considerable increase in their production and trade.

Around Inverell, and from Inverell westwards to within a few miles of Warialda, the land is exceptionally good, consisting chiefly of black and chocolate volcanic soil, and south of the railway route there is a lot of very good country between Warialda and Moree.

Most of the existing settlement in the vicinity of the line is north and south of the route between Inverell and Warialda; but, with the facilities which the railway will afford, an increase in the number of settlers will probably take place north and south within the limits of distance affected by the railway, in which area there is a large quantity of unalienated Crown land.

According to a statement prepared for the Committee by the Chief Electoral Officer, the existing population that would be served by the railway is 16,890. This number is to be found within an area of 35 miles each side of the line, and in portions of the three electorates of Moree, Inverell, and Bingera.

REPORT OF THE SECTIONAL COMMITTEE.

9. The Sectional Committee, who visited the district and examined witnesses at Moree, Warialda, Inverell, and Glen Innes, arrived at the conclusion, by a majority, that the proposed railway should not be constructed, but "that the connection of Inverell with the railway system should be made with the main line at or about Glen Innes."

OBJECTIONS TO THE PROPOSED RAILWAY.

10. In the evidence of some of the witnesses examined will be found some strongly expressed objections to the proposed railway, and an equally strong expression of opinion that if Inverell be connected with the railway system of the Colony the point of connection should be at Glen Innes. Shortly stated, the objections put forward are:—

- (1) A doubt whether an adequate market will be found in the west for Inverell produce.
- (2) The necessity to travel or send produce $34\frac{1}{2}$ miles further between Inverell and Newcastle or Sydney, *via* Moree, than by way of Glen Innes.

(3)

- (3) The probability, if not the certainty, that if the proposed railway be constructed a large dray traffic will still be carried on between Inverell and Glen Innes.
- (4) That the railway from Narrabri to Moree will do the work expected of the proposed line as far as Warialda.

THE OBJECTIONS EXPLAINED.

11. With regard to markets, most of the people of Inverell are satisfied that they will find those they require by the proposed railway. What produce cannot be disposed of in the west can be sent on to Newcastle, and perhaps to Sydney, provided the rates of carriage offer sufficient inducement; and it is understood they will. It matters not, the Committee were informed, what route is adopted to get to the desired markets as long as the cost of getting there is sufficiently low to enable the people to send their produce profitably. The additional distance by way of Moree is of little importance, particularly as direct connection by railway with Glen Innes is now regarded as a matter in the far future. The Railway Commissioners do not favour such a connection, and have no intention of proposing it. Moreover, they intend to adopt a system of special rates, in order to obtain for the proposed railway the traffic which now passes between Glen Innes and Inverell by road, considering as business men that they are justified in competing for trade in order to make the railway pay; and the Railway Goods Superintendent is of opinion that they will secure the whole of this road traffic. This, however, appears to the Committee to be doubtful. By the published rates in connection with the railway from Narrabri to Moree, the charge for goods from Sydney to Moree is £6 Gs. 8d. per ton, which, with the 10s. rate between Moree and Inverell, would make the cost from Sydney to Inverell, *via* Moree, £6 16s. 8d. per ton per truck load; yet certain goods can be landed, but less expeditiously, in Inverell, *via* Glen Innes, at the present time, at £4 per ton, by steamer and team. A re-arrangement of rates to meet the case of Inverell would, of course, effect the Commissioners' object, and such a re-arrangement would appear from the evidence of the Secretary for Railways to be likely, as he explained to the Committee that if goods were landed at Inverell by the railway at the same price at which they are now landed by railway at Glen Innes, teamsters would be unable to compete by taking loading from Glen Innes to Inverell.

The estimated return from the carriage of mails is noticeable, from the fact that the Railway Commissioners propose to charge £1,212, and between Inverell and Glen Innes the charge would be £645; whereas the mails are now carried by coach between Glen Innes and Inverell for £379 per annum, and can be delivered in Inverell by way of Glen Innes earlier than they probably will be *via* Moree by train. The estimate is based upon the rate per mile at which the Commissioners debit the Postal Department for the carriage of mails by railway.

COST OF A RAILWAY FROM GLEN INNES TO INVERELL.

12. The lowest estimate of the cost of a railway from Glen Innes to Inverell is £313,800, or £6,000 per mile, the length of the line being about 53 miles. The estimate of traffic is £11,040, calculated upon rates the same as those proposed to be charged on the Moree to Inverell line, and £6,266 if based on rates proportionate to the mileage. Interest on the capital cost would amount to £10,199, and—though the Railway Commissioners find they can work branch lines now much more cheaply than in the past—working expenses to £6,613, or a total of £16,812. Compared with the smaller estimate of traffic these figures show a deficiency of £10,546. The estimated cost of maintenance of this line exceeds what, in the opinion of the Engineer-in-Chief for Railway Construction, would be necessary. The ruling grade on the line would be 1 in 60.

DECISION OF THE COMMITTEE.

13. Though, as already remarked, the question which the Committee had to consider is one of difficulty, they are of opinion that the proposed railway should be constructed. Inverell and its district are of sufficient importance to justify the extension

extension of the railway system to the town, and while there is much to be said in favour of a railway connection by the shortest route, it is clear from the evidence that, should the railway from Moree not be constructed, railway extension to Inverell may be postponed indefinitely.

RESOLUTION PASSED.

14. The resolution arrived at by the Committee was passed on Thursday, 8th April, and is shown in the following extract from the Minutes of Proceedings:—

“Mr. Roberts moved,—

‘That, in the opinion of the Committee, it is expedient the proposed railway from Moree to Inverell, as referred to the Committee by the Legislative Assembly, be carried out.’

“Mr. O'Connor seconded the motion.

“Mr. Wright moved,—

‘That the motion be amended by the insertion of the word “not” before the word “expedient.”’

“Mr. Lee seconded the amendment.

“On the question, ‘That the word “not” be inserted before the word “expedient,”’ the Committee divided as follows:—

Ayes, 6.

Mr. Ewing,
Mr. Trickett,
Mr. Clarke,
Mr. Lee,
Mr. Black,
Mr. Wright.

Noes, 7.

Mr. Humphery,
Mr. Hoskins,
Mr. Roberts,
Mr. O'Connor,
Mr. Fegan,
Mr. Hassall,
Mr. Farnell.

“The amendment was therefore negatived.

“The motion was passed on the following division:—

Ayes, 7.

Mr. Humphery,
Mr. Hoskins,
Mr. Roberts,
Mr. O'Connor,
Mr. Fegan,
Mr. Hassall,
Mr. Farnell.

Noes, 6.

Mr. Ewing,
Mr. Trickett,
Mr. Clarke,
Mr. Lee,
Mr. Black,
Mr. Wright.”

THOS. EWING,
Chairman.

Office of the Parliamentary Standing Committee on Public Works,
Sydney, 21 April, 1897.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC
WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM MOREE TO INVERELL.

TUESDAY, 1 SEPTEMBER, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.	CHARLES ALFRED LEE, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	JOHN LIONEL FEGAN, Esq.
The Hon. WILLIAM JOSEPH TRICKETT.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee proceeded to consider the proposed Railway from Moree to Inverell.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and examined:—

1. *Chairman.*] Have you a statement to make with regard to the proposal before the Committee? I have a short statement which I will read. It is as follows:—The question of connecting Inverell with the railway system of the Colony has been before the Department for several years. Originally, the routes proposed were for a connection with the Great Northern Line at one or other of the following points, viz.:—(1) Glen Innes; (2) Guyra; (3) Uralla; (4) Kentucky. Before the Great Northern Railway was constructed a line was also proposed *via* Tamworth, Manilla, and Barraba. After very careful consideration it was decided that the Glen Innes line offered the most advantages, and the proposal was submitted to the Public Works Committee in 1891, but the Committee, after inquiry, then reported adversely. The proposal was again submitted to the Committee in the following year, and after investigation it was then recommended that the work should be carried out. A Bill to sanction the construction of the line was laid before Parliament in January, 1894, and after passing the Lower House was eventually negatived by the Legislative Council in June, 1894. Since that time the railway has been extended from Narrabri to Moree, and a new point of connection with Inverell has thereby been presented, the outcome of which is the proposal now submitted. In September, 1894, the Minister gave instructions for an exploration of the country between Moree and Inverell to be made. This was done by Mr. Surveyor Stuart, and his report was forwarded to the Minister by Mr. Firth, then Acting Engineer-in-Chief, on 3rd October, 1894. Upon this the Minister gave instructions for a trial survey to be made, and four surveyors were accordingly despatched for the purpose. Various deviations have been proposed and investigated in the course of the survey, but it is stated that the route now proposed is the one which appears to best meet the general requirements of the district.

H. Deane,
Esq.
1 Sept., 1896.

Official Description.

The following is the official description of the line:—Length, 96 miles 35 chains. Estimated cost, £279,500, or £2,898 6s. per mile, exclusive of land and compensation. This proposed light line begins by a junction with the Narrabri to Moree railway now under construction at about half a mile south of Moree Station, at 314 miles 31 chains 58 links from Newcastle, and proceeds eastward on the south side of the Gwydir River at a distance from it varying from a $\frac{1}{4}$ to 4 miles. It spans this river at Ezzy's Crossing about 2 miles below the confluence of the Warialda Creek, and the latter is crossed about 4 miles south of the Warialda township. Here the line begins to rise towards the tableland by Kelly's Gully valley and adjoins the main road from Warialda to Inverell at about 10 miles from the former place and leaves the road about 10 miles further on. It then intersects nearly at its centre the parish of Little Plain, and crossing the dividing range between the Gwydir and Macintyre Rivers, approaches the road again at the south end of the parish of Byron and ends at the west bank of the latter river close to the town of Inverell. The works are generally of a light character between Moree and Warialda and somewhat heavier from Warialda to Inverell. The ruling gradient against the heavier loading proceeding from Inverell to Moree is 1 in 100, that in the opposite direction being 1 in 80. The sharpest curve is 10 chains radius.

H. Deane,
Esq.*Railway Commissioners' Report.*

The Railway Commissioners' report is as follows:—

1 Sept., 1896.

Office of the Railway Commissioners of New South Wales, Sydney, 18 August, 1896.

Proposed Line of Railway from Moree to Inverell—96 miles 35 chains.

IN accordance with the provisions of the Public Works Act of 1888, section 13, we beg to report as under:—

Cost of Construction—

The Engineer-in-Chief for Construction estimates the cost of construction of a light railway line (exclusive of land and compensation) at £279,500

Annual Cost—

Annual expenditure at 3½ per cent. £9,083
Cost of maintaining permanent-way, and traffic, and locomotive expenses 7,100
Total annual cost £16,183

Traffic Estimate—

Goods £8,810
Coaching 3,400
Mails 1,188
Total estimated traffic £13,398

The distance from Newcastle to Inverell, *via* Moree would be 412 miles, about 34½ miles longer than the route by way of Glen Innes, but the following great advantages lie with the Moree route, namely—

- (1.) The comparatively level line from Werris Creek to Inverell, a distance of 255 miles, as against an exceedingly heavy road throughout by the Glen Innes route, the main Northern line passing over two mountain ranges, the highest point crossed on the Moonbi Range being 3,045 feet, and the New England Range, 4,514 feet, the total height the traffic has to be lifted in going from Werris Creek to Glen Innes being 6,609 feet.
- (2.) The cost of constructing the 96 miles 35 chains is less than the estimated cost of construction of the 53 miles 60 chains from Glen Innes to Inverell.
- (3.) The country lying between Moree and Inverell is of a very much superior character, for the greater part of the distance, to that lying between Inverell and Glen Innes.
- (4.) A much larger area of Crown lands also lies within reasonable distance of the line under consideration, whereas, on the other route, the major part of the land has been alienated from the Crown.
- (5.) The settlement is, also, more considerable along the Moree route than along the Glen Innes route.

There is no doubt that the construction of this line would lead to a fair additional development of the district.

The ruling grade on the new line will be, in the direction in which the lightest load will go, 1 in 80; against the heaviest load, 1 in 100.

The Common Seal of the Railway Commissioners
of New South Wales was hereunto affixed,
this 18th day of August, 1896, in the pre-
sence of—
H. McLACHLAN.

E. M. G. EDDY,
Chief Commissioner.
CHARLES OLIVER,
Commissioner.
W. M. FEHON,
Commissioner.

The line appears to be viewed with favour by the residents of the district. On the 11th October, 1895, an influential deputation, consisting of a number of Members of Parliament and others waited upon the Minister to urge that the proposal might be submitted to the Public Works Committee, and a Petition was then presented by Mr. Hassall, signed by about 1,100 inhabitants of the district interested, in support of this proposal. I hand in a Book of Reference, a compilation of Parish Maps, and a section of the line in four parts.

Estimated Cost of proposed Line.

The following is a detailed Estimate of Cost of the line, made out in five portions, to which is attached a summary of the whole:—

17 August, 1896.

MOREE TO INVERELL.

Part No. 1.

DEVIATION south-side of Gwyder River.

ESTIMATED cost of a single line of railway 23 miles 38·90 chains in length with 60-lb. rails.

Description.	Estimated cost.			Average per mile.
	£	s.	d.	
Earthworks	5,636	12	9	240
Timber bridges and small timber openings	3,053	3	6	130
Level crossings, cattle-stops and fencing	1,707	10	0	73
Permanent-way material	14,824	7	6	631
Freight, &c.	4,350	16	0	185
Platelaying at 1s.	£2,066	15	0	581
Ballasting (½) at 3s. 6d.	3,618	18	0	
Sleepers at 2s. 9d.	7,957	2	6	
Station works	1,000	0	0	43
Station buildings—waiting sheds, £250; station-master's house, £200; loading banks, £300; 20-ton weighbridge, £275; trucking-yards, £200	1,225	0	0	52
Water supply	1,500	0	0	64
Telegraph	352	5	9	15
Miscellaneous	352	5	9	15
Engineering and contingencies, 12½ per cent. (nearly)	47,642	16	9	.....
Total cost	5,957	3	3	254
Total cost	53,600	0	0	.....

Average cost per mile, £2,282 4s. 3d.

H. D.

MINUTES OF EVIDENCE—RAILWAY FROM MORRE TO INVERELL.

3

MORRE TO INVERELL.

17 August, 1896.

H. Deane,
Esq.

Part No. 2.

DEVIATION south of Gwydir River and 2 miles 74 chains of original trial line.
ESTIMATED cost of a single line of railway, 23 miles in length, with 60-lb. rails.

1 Sept., 1896.

Description.	Estimated cost.			Average per mile
	£	s.	d.	
Earthworks	7,640	8	4	332
Timber bridges and small timber openings and culverts	9,279	6	0	403
Bridge over Gwydir River	7,953	15	0	346
Level crossings, cattle stops, and fencing	2,127	0	0	92
Permanent-way materials	14,533	13	6	631
Freight, &c.	4,501	12	3	196
Plate-laying, at 1s.	£2,027	16	0	538
Ballasting, at 3s. 6d.	2,548	17	6	
Sleepers, at 2s. 9d.	7,806	19	6	
Station works	962	0	0	42
Station buildings, shelter shed, £125; loading banks, £300	425	0	0	18
Telegraph	345	12	11	15
Miscellaneous.....	345	12	11	15
Engineering and contingencies, 12½ per cent. (nearly).....	60,497	13	11	.....
Total cost	£ 68,060	0	0	329

Average cost per mile, £2,959 2s. 7d.

H.D.

MORRE TO INVERELL.

17 August, 1896.

Part No. 3.

KELLY'S GULLY LINE.

ESTIMATED cost of a single line of railway, 17 miles 52 chains in length, with 60-lb. rails.

Description.	Estimated cost.			Average per mile.
	£	s.	d.	
Earthworks	6,275	0	0	356
Culverts, timber bridges, and small timber openings	4,789	2	0	271
Special bridge over Warialda Creek.....	2,250	4	6	128
Level crossings, cattle stops, and fencing	1,663	5	0	60
Permanent-way materials	11,142	0	0	631
Freight, &c.	3,652	4	4	207
Plate-laying, at 1s.	£1,554	2	0	504
Ballasting (¾), at 3s. 6d.	1,358	7	0	
Sleepers, at 2s. 9d.	5,983	3	6	
Station works	1,400	0	0	79
Station buildings—Passenger building, £250; shelter shed, £125; station-master's house, £350; goods shed, £450; platform, £200; loading banks, £300; cattle and sheep yards, £350; 20-ton weigh-bridge, £275; 5-ton crane, £200	2,700	0	0	153
Water supply.....	1,500	0	0	85
Telegraph	264	18	0	15
Miscellaneous.....	264	18	0	15
Engineering and contingencies, 12½ per cent. (nearly).....	44,197	4	4	.....
Total cost	£ 49,722	0	0	313

Average cost per mile, £2,917 2s. 2d.

H.D.

MORRE TO INVERELL.

17 August, 1896.

Part No. 4.

FROM end of Kelly's Gully Line to the summit.

ESTIMATED cost of a single line of railway, 17 miles in length, with 60-lb. rails!

Description.	Estimated cost.			Average per mile.
	£	s.	d.	
Earthworks.....	5,196	13	4	306
Culverts, timber bridges, and small timber openings	2,613	10	6	154
Level crossings, cattle stops, and fencing	937	0	0	55
Permanent-way materials.....	10,727	1	6	631
Freight, &c.	3,624	1	6	213
Plate-laying, at 1s.	£1,496	0	0	504
Ballasting (¾), at 3s. 6d.	1,309	0	0	
Sleepers, at 2s. 9d.	5,759	12	0	
Station works	1,400	0	0	82
Station buildings—Shelter sheds, £250; station-master's house, £200; platform, £200; loading banks, £300; grain shed, £250; cattle and sheep yards, £750; 20-ton weigh-bridge, £275	2,225	0	0	131
Water supply.....	1,500	0	0	88
Telegraph	255	0	0	15
Miscellaneous.....	255	0	0	15
Engineering and contingencies, 12½ per cent. (nearly).....	37,298	3	10	.....
Total cost	£ 41,960	0	0	274

Average cost per mile, £2,468 4s. 9d.

H.D.

H. Deane,
Esq.

MOREE TO INVERELL.

17 August, 1896.

Part No. 5.

FROM summit to west side of Macintyre River.

ESTIMATED cost of a single line of railway, 15 miles 24 chains in length, with 60-lb. rails.

Description.	Estimated cost.			Average per mile.
	£	s.	d.	£
Earthworks	10,105	18	4	661
Culverts, timber bridges, and small timber openings	9,313	15	0	609
Road-bridge, and approaches over Macintyre River	4,380	0	0	286
Level crossings, cattle stops, and fencing	2,411	5	0	158
Permanent-way materials	9,658	6	4	631
Freight, &c.	3,392	18	0	222
Plate-laying, at 1s.	£1,347	1	0	504
Ballasting (½), at 3s. 6d.	1,178	12	6	
Sleepers, at 2s. 9d.	5,186	4	6	
Station works.....	1,300	0	0	85
Station buildings—Shelter shed, £125; loading banks, £300; grain shed, £250; sheep yards, £200; 20-ton weigh-bridge, £275.....	1,150	0	0	75
Inverell station buildings, sidings, and approaches	7,425	0	0	485
Water supply.....	1,500	0	0	98
Telegraph.....	229	12	3	15
Miscellaneous	229	12	3	15
Engineering and contingencies, 12½ per cent. (nearly)	58,808	5	2	.....
Total cost.....	7,349	14	10	480
	66,158	0	0	.....

Average cost per mile, £4,324.

H. D.

MOREE TO INVERELL.

AMENDED Summary of Estimates, 17th August, 1896.

Part.	Description.	Length.		Estimated Cost.			Average per mile.				
		m.	c.	£	s.	d.	£	s.	d.		
No. 1 ...	Deviation south of Gwydir River...	314	31 58	23	38 00	53,600	0	0	2,282	4	3
„ 2 ...	Deviation south of Gwydir River, and including 2 m. 74 c. of original trial survey	337	70 48	23	00 00	68,060	0	0	2,959	2	7
„ 3 ...	Kelly's Gully line	360	70 48	17	52 00	49,722	0	0	2,817	2	2
„ 4 ...	End of Kelly's Gully line to summit	378	42 48	17	00 00	41,960	0	0	2,408	4	9
„ 5 ...	Summit to western side of Macintyre River	395	42 48	15	24 00	66,158	0	0	4,324	1	0
				96	34 90	279,500	0	0	2,898	6	0

Length adopted by Engineer-in-Chief—96 miles 35 chains.

H. D.

2. Can you tell us what the Departmental reasons were for preferring this new route from Moree to the old route from Glen Innes to Inverell? I think that the new route has been proposed chiefly upon the representations of the Railway Commissioners.

3. They thought that it might be wiser to have a comparatively level, though longer, route than a shorter route with more engineering difficulties? Yes. The advantages of the proposed route are explained in the Commissioners' report, wherein they point out that in proceeding from Werris Creek to Inverell, *via* Moree, the grades will be easier and the total height to be surmounted will be less than in proceeding by way of Glen Innes.

4. *Mr. Trickett.*] This proposal is comparatively a new one? There was an old survey, but I have disregarded it, because it seems to have fallen altogether into abeyance.

5. Of late years the agitation has been for a railway to Inverell from Glen Innes, Guyra, Uralla, or Kentucky? Yes. The country through which the proposed line will pass is by no means flat, and, while we propose to construct a light line, the line will be by no means so light as the Narrabri to Moree line, the Condobolin line, or other lines that have recently been under the consideration of the Committee.

6. What would be the cost of a bridge over the Macintyre at Inverell? I have put it down at £7,953 15s.

7. *Mr. Wright.*] Will it be of wood or of iron? Of wood.

8. *Mr. Trickett.*] What would be the cost of the bridge crossing the Warialda Creek? £2,250.

9. What is the sharp curve shown in the fourth section of the line? That curve is necessary in order to get the grade. We have to follow round the ground.

10. The proposed line terminates at Inverell, on the western side of the river? Yes; but I have allowed for the construction of a road bridge to suit the convenience of traffic from Inverell to the railway. A bridge has recently been constructed on the south side of the town; but it will be of no use in affording access to the railway station. The station will be at the continuation of Byron-street.

11. Is that one of the main streets of Inverell? Yes.

12. The object of stopping short of the river is to avoid the expense of constructing a bridge over the river? The object of stopping at the river is to obtain a good station site. The best site is on the western side of the river. If you cross the river there is no suitable site immediately upon the other side, the ground there being low and partly subject to flood. The only place where you could get a suitable site would be between Grieve-street and Bennett-street, on the eastern side of the town.

13. I suppose that an extension of the railway to that point would mean great expense in resuming land? It would involve a mile and a half of extra construction at an additional cost of between £2,000 and £3,000, and there would also be the cost of resuming private property.

14.

14. Is the place where you propose to put the station sufficiently convenient to Inverell? Yes, the site is a very good one. It is as near the town as we can get, and when a road is made it will be found very suitable.

15. Is it as suitable as the other site you have mentioned would be? It is as near to the principal part of the town, though it is not in the town.

16. Is the site you propose to adopt Government property? It is private property, but improved.

17. It is not built upon? No.

18. It will not be very expensive to acquire? I think not.

19. Can you tell us why the last section of this line will be so expensive? Chiefly on account of the heavy earthworks and culverts.

20. I suppose the country is something like that which you meet after leaving Inverell to go to Guyra? Yes. Proceeding from Inverell towards Moree, there is a pretty stiff rise, and we have to wind about considerably in order to get the grade we want.

21. That will necessitate somewhat extensive embankments? Yes; they are shown on the section I have already handed in.

22. Is it the character of the excavation or the quantity that will make it costly? Only the quantity. The soil is soft on top; but harder down below.

23. Have you been over the line? Yes.

24. Therefore, you are in a position to state that these charges are approximately what the cost will be? Yes, the charges are fair ones. The character of the country at the Inverell end brings the cost of earthworks up to £661 per mile, and of culverts, bridges, and small openings to £609 per mile.

25. What was the average cost per mile of the line from Narrabri to Moree? £2,409.

26. *Mr. Wright.*] Including sleepers? Yes.

27. *Mr. Trickett.*] Then the cost of the first 20 miles of the proposed line will be about £200 per mile less than the cost of the Moree line? £127 per mile less. £2,282 per mile as against £2,409 per mile.

28. The difficulties gradually increase as you get to Inverell? As you will see from my estimate, the first section is the cheapest; then comes the fourth, then the third, then the second, and lastly the fifth.

29. Have you made as cheap an estimate as you think the work can be done for? I think so. I have gone into the matter very carefully.

30. In your report you say that the proposed route is apparently favoured by the residents of the district— which district do you mean? In Inverell there is, no doubt, some difference of opinion; but I know that a good many persons have stated that they would be satisfied if they got this line.

31. However, that is a matter into which you did not specially inquire? No.

32. Is not Warialda, a town of considerable importance? It is a small town.

33. Why does the line avoid that place? It saves a considerable amount to leave Warialda out.

34. Does it save in distance? There is a slight saving in distance, and a saving of about £10,000 in cost.

35. How far will Warialda be from the line? About 4 miles.

36. The country up towards Warialda becomes a little difficult? It is very difficult, leaving Warialda, and going eastward.

37. The proposed line would be constructed to carry the same class of traffic as will be taken by the line from Moree to Narrabri? Yes; and the grades are precisely the same.

38. Will it be possible to construct the railway quickly? Yes.

39. But not so quickly as the Moree line? No; because it is more costly, and longer.

40. Is there sufficient material along the line to make the embankments and so on? Yes.

41. Is there anything special in regard to the line which you would like to mention? There is nothing remarkable about it. We can get ballast very readily at the rivers, and there is an ironbark forest near Warialda. We can also get ironbark from the range to the east of the Narrabri to Moree line, and water will be easily procured at convenient places.

42. The line has everything in its favour? Yes.

43. I suppose you are acquainted with the route of the proposed line from Glen Innes to Inverell? Yes; I have been over it two or three times.

44. What was the lowest estimate for that line? £6,077 per mile—the total cost being £317,907.

45. How would that line compare, so far as engineering difficulties are concerned, with the line under consideration? It passes through much rougher country, and the earthworks would be more expensive, because a great deal of basalt would have to be excavated. Then, too, the ruling grade on the line from Glen Innes to Inverell would be 1 in 60.

46. Would the country through which it passes be as good? It is all very good country, though the country at the Moree end may be better than that on the Inverell to Glen Innes line, because it is lower and flatter, and there is more black soil there, while, too, the climate may be better.

47. Does the Government hold more land along the line of route than is held by private individuals? I have not got that information; but I can prepare you a statement in regard to the matter.

48. Is not the information given from the Book of Reference? Yes. The first part of the line passes very largely through Crown lands and reserves.

49. But in other parts it goes chiefly through private property? Further on it goes almost entirely through private property.

50. What about the Glen Innes to Inverell line? That goes very largely through private property.

51. If the proposed line were constructed it would cut Inverell off from any chance of connection with the Northern line and thence to Queensland, or with the North Coast by way of Glen Innes? Yes.

52. You are not prepared to express any opinion as to which is the better line from the point of view of traffic? No.

53. *Mr. Lee.*] It is stated in the Railway Commissioners' Report that it will cost less to construct a line from Moree to Inverell, which makes the distance from Inverell to Sydney $34\frac{1}{2}$ miles longer, than a line from Glen Innes to Inverell? The difference between the lengths to be constructed in either case is more. A line from Moree to Inverell would be about 96 miles in length, and a line from Glen Innes to Inverell about 52 miles, a difference of about 44 miles.

54. Yet the proposed line can be made more cheaply than a line from Glen Innes to Inverell? Yes.

55. When was the estimate of the latter line made? At the end of last year.

56.

H. Deane,
Esq.

1 Sept., 1896.

- H. Deane, Esq.
1 Sept., 1896.
56. That would be about the time when the estimate for the proposed line was made out? The estimate for the proposed line has only just been completed.
57. Were both lines estimated on the same class of construction—that is to say, with the same provision for ballast, sleepers, &c.? Yes.
58. Exactly the same? Yes; both estimates have been made under the same conditions, and provide for the same class of accommodation.
59. It is the same description of line in each case? Yes.
60. The lines are in every respect identical? Yes; they have been estimated upon exactly the same basis, except that the engineering contingencies in regard to the line from Glen Innes to Inverell have been put down at 15 per cent., and in connection with the proposed line at 12½ per cent.
61. Is there any other difference? No; that is all. Of course the earthworks on the Glen Innes to Inverell are heavier than those on the proposed line. You cannot make the cost of both lines the same, because the country between Glen Innes and Inverell is much heavier than the country between Inverell and Moree.
62. How much less will the proposed line cost than a line from Glen Innes to Inverell? The cost of the Glen Innes-Inverell line would be about £6,077 per mile as against £2,893 per mile for the proposed line.
63. The estimated cost of the Glen Innes to Inverell line in November, 1892, was £8,000 per mile? Yes that was a rough estimate.
64. In that estimate you allowed 6s. each for sleepers, while in the estimate now before the Committee you only allowed 2s. 9d. each for sleepers? In the revised estimate for the Glen Innes to Inverell line, I have allowed 3s. each for sleepers.
65. What about ballast? I have allowed for ballast at 3s. 6d. The chief reason for the reduction in the cost of the Glen Innes to Inverell line is the adoption of sharper curves. When the proposal was submitted in 1892, we had curves of 12 or 14 chains radius; but now we have substituted curves of 10 chains radius, with a view to cutting the estimate down to its lowest limit.
66. Does your estimate for the Moree to Inverell line provide for ballasting right through? No; I have taken it according to the country. On the flatter country near Moree I have allowed for half ballasting, and for other parts of the line I have allowed chiefly for one quarter ballasting.
67. What have you allowed on the Glen Innes line? I have allowed for the whole of that line at one quarter.
68. But is there not a large tract of country between Glen Innes and Inverell which is sufficiently sound to carry an ordinary line without ballast? That remains to be seen.
69. Is not the country, as a rule, much sounder than the country between Narrabri and Moree? Yes.
70. If ballast is not provided for on the Narrabri to Moree line, why should it be provided for on the Glen Innes to Inverell line? I have provided for two-thirds ballasting right through on the Narrabri to Moree line. I allowed about 1,200 cubic yards to the mile.
71. But on the Glen Innes to Inverell line is there not a large tract of solid hard country? Yes.
72. Particularly over the Waterloo Range and the country beyond? Yes.
73. Would it be necessary to ballast that part of the line? No; I should probably leave a great part of that line unballasted; but ballast would be necessary in crossing the flats, and in going up the valleys.
74. In all the soft places? Yes.
75. The Commissioners say in their report—
(1.) The comparatively level line from Werris Creek to Inverell, a distance of 255 miles, as against an exceedingly heavy road throughout by the Glen Innes route, the main northern line passing over two mountain ranges, the highest point crossed on the Moonbi Range being 3,045 feet, and the New England Range 4,514 feet, the total height the traffic has to be lifted in going from Werris Creek to Glen Innes being 6,609 feet.
- Is not 4,500 feet the highest point upon the northern line? Yes; the way in which that total has been obtained is by adding all the rises. I did not check that part of the Commissioners' statement, though I think it is approximately correct.
76. Is it a right way to make the calculation? I think so. These rises are all against the load.
77. Have you made a similar calculation in regard to the proposed line? No; I have not touched upon the question.

THURSDAY, 3 SEPTEMBER, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY HASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and examined:—

- H. McLachlan, Esq.
3 Sept., 1896.
78. *Chairman.*] You are instructed by the Commissioners to represent them in this matter? Yes.
79. Are you prepared to make any statement to the Committee? No; I believe the Committee have already had the Commissioners' report of the 18th August.
80. Can you give us a statement as to the hauling power of an engine upon different grades? It is calculated that one of our ordinary goods engines—"205 class," not one of the extra heavy engines—can haul, at a speed of 10 miles an hour, 210 tons upon a grade of 1 in 40, 265 tons upon a grade of 1 in 50, 315 tons upon a grade of 1 in 60, 410 tons upon a grade of 1 in 80, and 500 tons upon a grade of 1 in 100.
81. Can you give us a similar statement showing the effect of grades upon speed? No; but I will ask an engineer to work out the information.
82. What is the ruling grade upon the suggested line from Glen Innes to Inverell? 1 in 60.
83. And upon the Great Northern line? 1 in 40.
84. *Mr. Clarke.*] Are you pretty well acquainted with the route of the proposed line? I have not been over it. I only know of it from the reports.
- 85.

MINUTES OF EVIDENCE—RAILWAY FROM MOREE TO INVERELL.

H.
McLachlan,
Esq.

3 Sept., 1896.

85. You are not aware if there is any settlement there? The reports indicate that there is a considerable settlement. The district is well settled, for a country district, and the land is good. Mr. Harper explored the whole country on behalf of the Commissioners, and he will be able to give you information in regard to every mile of it.

86. Is not the estimated cost of the line rather high? No, it is rather low, if compared with existing lines.

87. Would it pass through rough country? The country is pretty rough towards Inverell. Nowhere is it like the country between Narrabri and Moree, or about Berrigan, and consequently more expensive construction is required.

88. Is it intended to ultimately carry the line on from Inverell to Glen Innes? So far as the Commissioners are aware there is no such intention.

89. What is the distance from Moree to Sydney? *Via* Narrabri, 413 miles.

90. And from Moree to Newcastle? 313 miles.

91. Are you of opinion that the proposed line will serve the district better than a line from Glen Innes to Inverell? That is the opinion of the Commissioners.

92. What portion of the Queensland trade would the line get? It would influence that traffic. We are likely to get more of the Queensland trade if the line is constructed than we get under present conditions.

93. Will you not get part of the Queensland trade on the Narrabri to Moree line? We expect to do so.

94. The Queensland trade will go to Moree in preference to Inverell? Yes. We look upon the Narrabri to Moree line as an accomplished fact. The contractors are running over it now.

95. Then what good can result from the proposed extension, if the Narrabri to Moree line gets the Queensland traffic? The Commissioners, in their report upon the proposed line, do not refer to the Queensland traffic. They think that the local advantages are sufficient to warrant the construction of the line. Any traffic coming down to Warialda or Inverell would be carried on the proposed line.

96. What is the distance from Warialda to Moree? About 40 miles.

97. In the event of the Tamworth to Manila line being constructed, would any of the Queensland trade come to Manilla? I do not think so.

98. Do you think it likely that that line, if constructed, would be carried on to Barraba or Bingara? There is no such intention at present. It would be a heavy line to make, and the grades would be severe. Mr. Harper was sent over all these routes to collect information in regard to them for the Commissioners, and Mr. Deane also sent an engineer to make a rough survey of the country.

99. What is the distance from Glen Innes to Sydney? 422 miles.

100. The Commissioners estimate that there will be a loss of about £2,000 a year on the proposed line;—is not that a heavy loss? It is not a heavy loss, considering the circumstances. The line would return a very good profit over working expenses, and it would develop country and throw additional traffic on to the main line.

101. I suppose Mr. Harper will be able to give us all information in regard to traffic? Yes.

102. *Mr. Lee.*] Will you explain the diagram which you have placed before the Committee? It is a diagram, having for its object a comparison of the grades between Werris Creek and Inverell, *via* Glen Innes, and Werris Creek and Inverell, *via* Moree.

103. What is the grade on the line to Inverell, *via* Glen Innes? The ruling grade on the Great Northern line between Werris Creek and Glen Innes is 1 in 40. Between Werris Creek and Moree there is a grade of 1 in 50, or 1 in 55. That grade could be cut out if the traffic warranted it, and the heaviest grade would then be about 1 in 70.

104. The heaviest grade upon the Great Northern line is at Ben Lomond? There are several places where there is a grade of 1 in 40.

105. If it were necessary, these grades could be cut out? The grade on the Werris Creek to Moree line to which I have referred could be cut out at a comparatively small cost; but to cut out the grades upon the Great Northern line would mean so enormous an expenditure that the Commissioners would not look at the proposal.

106. What has been done at Locksley? Those are small cases. The Commissioners have never carried out so expensive a work as the cutting out of the grades on the Great Northern line would be.

107. But if the traffic demanded it these grades could be taken out? No doubt it would be possible; but it would be commercially impracticable.

108. Is not everything practicable after what the Commissioners have done at Locksley? Of course everything is possible for money. For instance, you might make a straight line to Bathurst by tunnelling through the mountains.

109. What is the length and cost of the deviation at Locksley? About 4 miles. It cost £36,000.

110. Do you not think that it would be possible to make similar improvements upon the Great Northern line? Not for anything like the money.

111. On what data do you base these statements? Upon knowledge of the country. The matter has never been inquired into.

112. If the country had been examined as closely as the Western line in the neighbourhood of Locksley has been examined probably the grades there could be reduced at the same if not at a lower cost? Locksley is only one place. There are a great number of grades upon the Northern line, and the traffic would not warrant the expenditure necessary to reduce them.

113. When the Western line was made the traffic would not have warranted the cutting out of any grades;—is it not reasonable to suppose that when the traffic on the Great Northern line increases the grades there will have to be cut out? It would be unreasonable at present to try and cut them out.

114. But supposing the traffic warranted it? The traffic does not warrant it; you have to look at facts as they exist to-day.

115. If the traffic warranted the cutting out of the grades upon the main Northern line, could they not be cut out just as the grades upon the Great Western line have been cut out? The work could be done, of course, if you had the money to spend; but so many thousands of pounds would be required as to make it impracticable.

116. In view of the Great Northern line being one of our main trunk lines, I ask you whether it would not be possible to reduce the grades there, just as the grades on the Great Western line have been reduced? I do not think it would be impossible to reduce the grades there; but it would mean an enormous expenditure. You must look at facts as they exist to-day.

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117. You are not in possession of any data which would warrant you in making a statement of an emphatic character, for the simple reason that the country has not been explored by railway engineers since the line was made? I am in possession of sufficient information to be able to say that it would require an enormous sum to reduce the grades upon the line to Glen Innes.
118. How many miles of 1 in 40 grade are there? I have not the details with me.
119. If these 1 in 40 grades are not continuous they could be flattened at a moderate cost? I think it would cost an enormous amount to reduce them. Besides these 1 in 40 grades there are grades of 1 in 50 and 1 in 48. Where you have bad grades over a long length of line it takes an enormous amount to improve them.
120. But precisely the same remarks would apply to the Western and Southern Lines, where you have spent an enormous amount of money in improving the grades? The Commissioners have spent a good deal in improving those grades.
121. There was a grade of 1 in 33 upon the main northern line, and that has been cut out? Yes.
122. Is it not reasonable to suppose that, with further exploration, means could be found for reducing these grades? They could be reduced if we had the money.
123. How have the Commissioners calculated the lift from Werris Creek to Glen Innes? They have shown the total lift. If you started from sea-level and rose to a point 1,000 feet high with continuous lifts, and then descended 500 feet, and rose again another 1,000 feet, your total height above sea-level would be 1,500 feet; but the total lift would be 2,000 feet.
124. Every up grade from Werris Creek to Glen Innes has been counted as part of the lift? Yes; the Commissioners have shown the aggregated lift.
125. Does it not appear strange that to get over a point 4,514 feet high—your highest point—you should have a lift of 6,609 feet? No; because the lift is not continuous. I suppose no line has a continuous lift.
126. Was the lift ever estimated upon this basis before? The Commissioners do not base any calculations upon their statement in regard to the lift. They simply place the information before the Committee.
127. What is the aggregated lift upon the Moree line? I have not got that information.
128. Will you tell the Committee why it has not been put before us? It would be very small alongside the other. I can, however, get the information. This is not a new discovery on the part of the Commissioners. It is a method of calculation which has been used before. I have seen it referred to in Sydney by people other than the Commissioners.
129. Then, if you had as many ups and downs as would amount to a lift 20,000 feet before you got over a height of 4,500 feet, you would consider the total lift 20,000 feet? Yes.
130. The Commissioners' report says that the grade for the light load on the proposed line will be 1 in 80? Yes. That is going to Inverell.
131. And that the grade for the heavy load will be 1 in 100—that is the return grade? Yes.
132. Therefore the heavy traffic will have the better grade? Yes.
133. If the height of Glen Innes station is 3,518 feet and the height of Ben Lomond station is 4,471 feet, there is a difference in elevation between the two places of over 900 feet, the distance being 22 miles? Yes.
134. From Ben Lomond to Werris Creek, is there not a continuous down grade? No; there is a number of up grades. Near Walcha Road and the Macdonald River there are two very sharp pinches.
135. Those grades must be very short? I think they are both fairly long. There is a number of other heavy grades coming this way.
136. From Ben Lomond to Werris Creek is about 146 miles? Yes.
137. Except at the two places you have mentioned, there is a continuous down grade? No; there is a number of other up grades. I will show the Committee a section of the Northern line showing the grades.
138. What is the height of Inverell? A little under 2,000 feet.
139. Do you consider a grade of 1 in 60 fairly good? If there were heavy traffic we should not consider it a fair grade. In England it would be considered a steep grade.
140. Can you inform the Committee what has dominated the recommendation of the Commissioners that the Inverell traffic should be brought to the metropolis by a route 34½ miles longer than is necessary? The Commissioners were asked to express their opinion upon the proposed line, and they reported that it would be cheaper to make the proposed line than a line from Glen Innes to Inverell. The actual cost of construction would be less, while more country, and better country, would be opened up. I believe that the Inverell people are in favour of having a western market, which the proposed line would give them.
141. But if this line be carried out they will be shut off from any connection with the main northern line above Werris Creek, and be prevented from trading with Queensland or with the north coast? Yes.
142. The Commissioners have decided that the proper way for the Inverell traffic to go is out west, and then round by way of Moree, instead of direct to the northern line, and so, if necessary, to the coast? Having taken all the circumstances into consideration, they have recommended what they think the better route.
143. What is the estimated annual loss upon the line from Tamworth to Wallangarra? Something like £60,000 from Armidale and £90,000 from Tamworth.
144. Will you explain to the Committee what prospect that line has of pulling up its arrears if its natural traffic is taken from it in the way proposed? I do not think it will pull up its arrears; but a connection from Glen Innes to Inverell would cost more than the proposed line, and would get less traffic. You could also work the proposed line more conveniently.
145. Does not the Commissioners' recommendation appear to determine for all time that the main northern line shall have no opportunity of earning interest upon its cost and working expenses? I do not know that it makes much difference to the northern line. The railway system as a whole gets the traffic in any case, and the proposed line would serve more people and a larger district at a lesser cost than a line from Glen Innes to Inverell. I do not know why we should consider the northern line particularly in this matter.
146. Do the Commissioners recommend the construction of the proposed line? Yes; and they have made their recommendation after a full consideration of all the circumstances.
147. I notice a very important omission in the Commissioners' report;—it has been usual for them to recommend that a line should be constructed only if the land required were given free of cost;—can you explain why that recommendation has not been made in this case? No.

148. Are you aware that the surveyed route passes through at least 210 different holdings? No.
149. If it does pass through so many holdings the resumption must necessarily be very large? The land may not be very valuable, unless there are town lots. The proposal is to pass outside the town of Warialda altogether.
150. But a large area of land would have to be resumed? Yes. I know, however, that there is a great deal of Crown land in that district. In the five counties through which the railway would serve there is a very large acreage of Crown land available for settlement.
151. Do you know whether the land-owners there have signified their intention of giving the land for the construction of the line? They have not done so, to my knowledge.
152. Then the question of land resumption and severance will be an important one in connection with this extension? The Commissioners' opinion is that where a new line is made it should be upon condition that the people owning the land through which it will pass, and benefiting by it, should give that land free. That is the general principle upon which they have gone, although they do not refer to it in all their reports. They made a special statement in regard to it when they first reported upon branch lines.
153. Where a proposed line shows a loss of nearly £2,000 a year, do you not think that the necessary land should be required to be given? It is the opinion of the Commissioners that on all these new lines the land should be given free.
154. Teamsters compete very seriously with the railway in the north? Yes.
155. Are not very large quantities of goods conveyed by team from Grafton through Glen Innes to Inverell? There is a fair team traffic that way.
156. That has been going on for years? Yes.
157. Have the Commissioners recommended the proposed line in order to fight that traffic? No; that is not one of the great objects which they had in view.
158. If the proposed line was constructed, would not the traffic that I speak of still continue? I do not think so. We shall have the advantage of the cost of cartage between Glen Innes and Inverell. We shall be in a better position to compete for the trade than we are now.
159. I cannot see how the extension of a line 40 miles west from Glen Innes is going to stop the traffic I speak of? If we can land goods at Inverell at the same price as we now land them at Glen Innes, teamsters will be unable to compete by taking loading from Glen Innes to Inverell.
160. The Commissioners have already endeavoured to prevent the leakage on the northern line by establishing differential rates? Yes. At the present time, traffic to Inverell from Glen Innes, starts upon equal terms, whether it comes from Grafton or is brought to Glen Innes by railway; but, if the proposed railway is made, we shall be able to take goods to Inverell as cheaply as we now take them to Glen Innes, and we shall thus have the advantage of the cost of carriage between Glen Innes and Inverell.
161. Can you say definitely whether the Commissioners make the recommendation that the lines should be carried out only upon the condition that the necessary land is given? No; they make no recommendation at all. Neither did they make such a recommendation when reporting upon the Glen Innes to Inverell line, though they laid down the general principle in 1889.
162. Are the Commissioners prepared to make that recommendation in the case of this line? I am not aware.
163. Are we to understand that the Commissioners are prepared to recommend the construction of the proposed line, even if the land required is not given? I am not aware, but I will make inquiries.
164. Have you any views with which to favour the Committee as to an ultimate connection with the North Coast? No.
165. Or upon the possibility of the adoption of a uniform gauge by Queensland? The question of a uniform gauge is a good deal in the future. The Commissioners hold the idea that there should be a uniform gauge between the Colonies, and especially on the lines connecting the capitals. I do not know, however, that the traffic between Inverell and Queensland makes the question of much importance.
166. There has never been any opportunity for cultivating the trade between Inverell and Queensland? No; but it cannot be said that there is likely to be any great traffic there.
167. At all events, the Commissioners are of opinion that the Glen Innes-Inverell traffic should be brought to Sydney by way of Moree? Having considered all the circumstances, the Commissioners are in favour of the proposed line.
168. *Mr. Wright.*] I understand from you that the Commissioners are under the impression that if the proposed line was constructed they would secure a large part of the Queensland trade? I was referring to the line from Narrabri to Moree when I spoke about the Queensland trade.
169. May I ask you whether the Commissioners have entered into a policy having for its object the deprivation of the adjacent Colonies of their legitimate trade? The Commissioners have not considered the proposed line in connection with the interception of the Queensland trade.
170. But is it part of their policy to construct railways to deprive the neighbouring Colonies of legitimate business? It is not part of their policy to construct railway lines at all.
171. I mean, to recommend the construction of lines? The Queensland trade has not been specially considered in connection with the recommendation of the proposed line.
172. Do you think that the Commissioners have adopted the policy of recommending lines to deprive the adjacent Colonies of trade to which they are legitimately entitled? The Commissioners have recommended lines which would obtain traffic from the other Colonies, and which traffic we have had previously. When they have been asked to report upon a line, they have considered all its probable sources of traffic.
173. You think that the Commissioners reasons for recommending the proposed line are—first, that it would be easier and cheaper to make and to work than a line from Glen Innes to Inverell; and, secondly, that it would be likely to secure a large amount of traffic? It would open up more country, and secure more business.
174. What grounds have you for asserting that it would secure more trade? Mr. Harper's reports.
175. Is not the country between Glen Innes and Moree already served by the existing lines? Unless the proposed line is made, a very valuable district will be deprived of the advantages of railway communication; and where railway communication can be given with practically no loss to the country, is it not well that it should be given.

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176. But do you not think that the existing lines give that district all the facilities it has a right to demand, and secure the whole of the traffic? I think not. At the present time, the traffic from about Warialda drifts down to Tamworth and other stations.

177. The Commissioners' estimate of the traffic upon the proposed line is about £2,000 less than their estimate of the probable traffic on the Glen Innes to Inverell line four years ago? Mr. Harper's estimate of the traffic upon the Glen Innes to Inverell line was £8,000. He was furnished with certain figures by the local people, but he did not accept those figures. The Commissioners' estimate was £7,790.

178. Mr. Harper said in his evidence that the local traffic estimate was £15,000? Yes; but his estimate was about £8,000.

179. Will you explain how it is that, while the working expenses for the proposed line are estimated at £7,100 the working expenses upon the Glen Innes to Inverell line—which would be 3½ miles shorter—are estimated at a larger amount? I daresay that if the Commissioners were to go into the Glen Innes to Inverell estimate again they would reduce it, because experience has shown that these branch lines can be worked more cheaply than was thought six or seven years ago.

180. Would there not be a large difference in favour of the shorter line? Under similar conditions, the shorter line would be worked more cheaply. At the same time, the cost of maintenance on the Glen Innes to Inverell line would be higher than the cost of maintenance on the Moree to Inverell line.

181. The proposed line is described as a light line? Yes.

182. Would it be capable of carrying the heavier Beyer-Peacock and Baldwin engines? The Commissioners speak about using the lighter class of rolling-stock, not the new Beyer-Peacock engines or the Australian consolidated engines.

183. The traffic from the Inverell district would be of such a nature that it would require to be taken in big loads to make it pay. Do you think you could run a train load of 400 tons net over a light line? I am inclined to think that, if required, with the "205-class" goods engines you could take a train load of 500 tons gross upon the line in the direction in which the grade was 1 in 100, and 410 tons in the direction in which the grade is 1 in 80.

184. What would be the tare with a train of 410 tons? About 140 tons. You may take it at 2 to 1.

185. Do you think that the proposed line would be sufficiently stable to carry traffic of this description? I should think so, if required; but I would prefer to allow the question to be answered by an engineer. The Commissioners have no intention of running their heaviest engines upon these light lines.

186. Though they are aware that the traffic will be of the heaviest description? There will be, of course, a considerable amount of grain traffic, but a few trains of 410 tons can move a lot of stuff in a day. It would not take many trains to move the present production.

187. The prospects of the line cannot depend upon the present state of the country? Well, under existing circumstances, the line will pretty well pay for itself. Any development will return a profit.

188. That is if the Commissioners' estimate is correct? We know that it is pretty correct from our experience of other lines. Take the Cobar line, for example.

189. What are the working expenses of that line? The traffic amounts to nearly £13,000, and the working expenses to £5,400 for the past year. It is higher for 1896, but the traffic increased.

190. How do you expect to increase the traffic upon the proposed line? By the development of the district. The line will open up the market for Inverell towards Moree and Narrabri. Only a few weeks ago we had a letter from Tamworth, asking us to quote a cheap rate from Tamworth to Moree, as they found that the Inverell people were beginning to cut them out of the western trade.

191. You think that the proposed line will encourage agriculture about Inverell for the supply of the western district? Yes, and supply part of Queensland.

192. Notwithstanding the fact that Moree is open to the operations of other parts of the Colony, and of the adjacent colonies? Yes.

193. What are the rates for a truck from Sydney to Glen Innes? £30 for general goods.

194. Are you aware that goods have been delivered at Glen Innes from Grafton at a lower rate? There is a considerable traffic that way.

195. I suppose that the rate to Inverell *via* Moree will not be less than the Glen Innes rate? That has not yet been fixed; but the rate would probably be the same in each case. It would be a through rate.

196. If goods could be delivered at Inverell from Sydney at a lower rate than they could be taken there by the railway, the line is not likely to have a very large traffic? I am not aware that goods could be delivered at Inverell for less than the railway charges in the off seasons of the year.

197. I am informed that goods could be and are delivered there for less than £5 a ton? We should be in a better position to get the trade if we could deliver it in Inverell for the same price as we now deliver in Glen Innes, to the extent of the cost of road carriage between the two places. It is well known that where the traffic is competed for competitive rates apply. We charge nothing for the extra distance north from Glen Innes, and the same rule may apply in the case of Inverell.

198. Upon what was the Commissioners' estimate of traffic based? I would sooner you got that information from Mr. Harper.

199. If the estimate was based upon the existing rates for truck loads, and you carry the traffic for lower rates, the returns will be affected? The estimate is based upon a through rate, but I would sooner you got the information in regard to it first-hand from Mr. Harper.

TUESDAY, 8 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHREY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

Hugh McLachlan, Esq., Secretary to the Railway Commissioners, sworn, and further examined:—

200. *Mr. Wright*] Can you tell me whether, in reporting on a line like this, the Railway Commissioners consider their general railway policy? They deal with the line under all circumstances. Of course they would naturally consider the matter as it would affect other railways, as well as from a local point of view.

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 McLachlan,
 Esq.

201. They would naturally consider the future of a line like this in connection with their railway policy? They would consider all the circumstances.

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202. Do you know whether any possible connection with the coast was taken into consideration in the recommendation of this line? Not in any particular way. Of course they had that question before them. What I mean is, that they would make their recommendation, considering all the surrounding circumstances at the time.

203. I think it will be admitted that one of the surrounding circumstances is an ultimate connection between the coast and the table land? Yes.

204. Do you know whether that was considered in dealing with this line? I think they had that in their minds when they recommended this line.

205. Then, in recommending this line, they recommend a line altogether dissociated from the Great Northern line? Yes.

206. Do you know whether they have any intention to continue the line to the main northern line? They have no present intention of the extension.

207. Then in dealing with the proposed line, they must have ignored any possible connection between the coast and the table-lands of New England? Yes.

208. Are you aware that there has been an agitation for a connection between the coast and the table-lands? Yes.

209. A line has been suggested from Guyra and Glen Innes? Yes.

210. And the Commissioners have ignored the possibility of coastal extension in dealing with this matter? As I have explained, they have had the whole of the surrounding circumstances before them. They have looked at future possible developments, and in view of everything, they have recommended the line.

211. Then, according to that view, everything that is to be carried to the north, or north-western portion of the Colony, must of necessity have been considered? At the present time the line would not have a connection with the coast. There is no idea of connecting with the coast.

212. Then everything in connection with the great north-western country must come to Newcastle? Yes.

213. The rights of the people in the western country and the coast land, in connection with direct communication, are absolutely ignored? At the present time, they would have no connection.

214. You say you do not think there is any future idea of connecting the Great Northern line with the coast line? I do not see anything in the immediate future. Of course, it is a long time to say "all time;" but for present and immediate future requirements, there is no intention of connecting Inverell with the coast.

215. As far as you know, there is no intention to sanction any coastal extension at all? Not as far as the Commissioners are aware.

216. Do you, as an official of the Department of considerable experience, consider it is a wise policy to bring everything to Sydney or Newcastle from the far north-western portion of the Colony? As a matter of fact, it is purely a matter of route. The traffic with Grafton, which is spoken of as the connecting point with the table land, really comes to Sydney, and they already have a connection. The immediate object to be gained is to give Inverell some connection with the coast—with the big markets of Newcastle and Sydney. They either get it this way, or by way of Glen Innes and Grafton; but the goods ultimately comes to Sydney or to Newcastle; and looking at the whole of the circumstances, the Commissioners think that what they have recommended is the best. At the same time they did not directly have before them any proposal to extend the line to the coast.

217. You are aware that the Inverell district is wheat producing? Yes.

218. And its population is a sparse one? Comparatively so.

219. You are also aware that on the northern coast land there is a large population which requires cereals in the shape of wheat, and which cannot grow them? Yes—about Glen Innes.

220. Notwithstanding that fact, you think the proper market of Inverell is in Sydney? It is not a question, I think, of a proper market. It is a question of what is best to be done, and, taking all the circumstances into consideration, the Commissioners recommend this extension. As a matter of fact, so far as wheat is concerned, it does not make a great deal of difference if the northern people get it from Tamworth. There is plenty of wheat about Tamworth.

221. You say that as far as Inverell is concerned, the railway would increase population, and give facilities in regard to the produce of the district? Yes.

222. And if the produce of that district points to another direction than that of Sydney, do you think it is the duty of the Department to give them a route which they do not want? But we understand that the people of Inverell do want this route—that they who know their own business are in favour of it.

223. I believe a section of them do, of course? Yes. The Commissioners are advised, and they themselves think, that the route they recommend is the best. Of course, it makes a market for the west as well as for Sydney and Newcastle.

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224. But it gives no market in the direction where there is a market available—where there can be little competition? But after all the market at Glen Innes is a very limited one for a big district.
225. I am not speaking of Glen Innes. There is a market further north and east? But you would have to make the railway further east, which would cost a large sum of money.
226. Not necessarily? All previous experience has shown that to be the case.
227. We have it in evidence that the wheat-producing portion of the table-land will supply the coastal districts with wheat, even without railway communication? Yes.
228. At all events you recollect that the question of a coastal line did not at all enter into the calculations of the Railway Commissioners? As I say they recommended it in view of all circumstances, and they think the route recommended is the best one.
229. Am I right in this assumption:—that recognising the claims of Inverell to railway communication, the Commissioners thought it their duty to recommend the construction of a line by the cheapest and easiest worked route? And which they think gives the maximum of accommodation and benefit. It gives a market east as against west. Of course you must recollect that people on the coast already have excellent communication by sea—people to the west have absolutely no communication.
230. But if a farmer at Inverell wants to supply wheat to a farmer of the Clarence or Richmond River, would this route be of any use to him? No; he could not do it unless he sent it by Sydney.
231. If he wanted to supply the bulk of the wheat for the Queensland market, is this a practicable route? No, I do not think it is. The question is whether Queensland will not grow its own wheat. As a matter of fact, no wheat is now sent by the northern line into Queensland.
232. No, there is none grown? There is some grown about Tamworth. I think there is more wheat grown at the present time about Tamworth than there is about Inverell, and the difference of landing a ton of wheat in Brisbane from Tamworth and Inverell, if the railway were made, would not, I think, be more than 2s.; and 2s. would not create any wonderful development.
233. You refer to the difference in haulage? Yes.
234. If you had a railway from Glen Innes to Inverell, as against one from Moree to Inverell, what would be the difference in haulage? What I mean is this: If you had a railway from Inverell *via* Glen Innes to Brisbane, as against a railway from Tamworth, I do not think the difference would amount to more than 2s., and that is what you have to look at. You spoke about giving the people of Inverell a market. I say there is a market there, and no one takes advantage of it. We do not send a ton of wheat to Queensland by the northern line.
235. But you send a large quantity of produce into the northern districts—to the Clarence—where there is a large population? Yes.
236. And you think this would be a considerable handicap to the Inverell people, if they desired to supply the northern farmers? If there were a market to the northern farmers it would, so far as Inverell is concerned.
237. You say that the Railway Commissioners took every circumstance into consideration, and that the possible northern coastal extension was not taken into consideration? They took every circumstance into consideration when they recommended the line.
238. Having everything before them—including the possible coastal connection with the table-lands—they still recommend the Inverell farmer to send his produce to Newcastle or Sydney? They recommend the line as proposed.
239. Will you explain to the Committee what the plan represents? It is a diagram section showing the line by way of the old connection—Glen Innes—and the proposed line from Glen Innes to Inverell, and the one *via* Narrabri to Moree, with an extension from Moree to Inverell.
240. Which is the Moree line? The black one.
241. May I ask why one is in such a small compass as compared with the other? To show the alternative heights. They are drawn to scale.
242. What distance does the pink colouring represent? One is 35 miles more than the other. The black is 35 miles longer than the pink.
243. What does the pink represent? 377 miles; they both start at Werris Creek.
244. Is it 377 miles from Werris Creek to Inverell? No, that is the Sydney distance, but both start at a common point at Werris Creek.
245. Is it not a very extraordinary way to represent a chart—to aggregate all the grades in one lump? That shows the actual grades and the actual height. It does not show the lift.
246. Why was it necessary to present a diagram in this extraordinary form? That is the usual form in which diagrams are presented by railway engineers.
247. Is it customary to heap five or six grades on the top of each other? You must do that in preparing a diagram on a small scale to cover a large area of country.
248. Can you give an instance in which a similar thing has been presented to the Committee or to the public? It is not often a similar circumstance happens.
249. Within your knowledge has any plan like this been presented to this Committee or to any public body? We have not had any similar circumstance to my knowledge, but it is certainly usual to present diagram sections. It shows the two lines placed on the one set and in juxtaposition.
250. It shows the aggregate grades of the two lines? It really shows the two lines. It shows the altitudes they reach, and the grades on each.
251. But it does not show the grade on that diagram? Yes, it shows the grade in each case.
252. You misunderstand me. In the pink diagram you show the aggregate grades on an elevation of 4,000 feet? Yes.
253. Look at the left-hand section and see the hump there at an angle of 45 degrees; surely that is not a railway grade? No; because the run-up shows 20 miles of railway in a couple of inches. You rise perhaps 500 feet there in 10 miles, therefore you must naturally exaggerate your grade.
254. Then that is an exaggerated elevation of the grade? You must exaggerate your grades. You could not possibly do anything else, unless you show a plan 370 miles long. It is purely a matter of size. If you extend the plan the grades perhaps would not look so severe.
255. I think you, on a former occasion, told Mr. Lec what elevation you had? I think it was 4,514 feet.
256. That is at Ben Lomond? Yes.
257. And what is your ruling grade on that line? 1 in 40.

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258. What length is there with a grade of 1 in 40? There are a number of grades of 1 in 40 on the section, and that controls the load. If there were only one grade, you might, with a push-up engine, get over the bad spot, but there is a number of continuous grades both ways over that section which causes the ruling grade to be 1 in 40.
259. What is the steepest grade on the Moree line? 1 in 80, and 1 in 100.
260. The cost of the line between Inverell and Moree, although the distance is greater, is less than the cost of the line between Glen Innes and Inverell? Yes.
261. Has Mr. Harper been called upon to make any further calculations as to the traffic over the Inverell to Glen Innes line? I think not—not recently.
262. Has there been any revision made of the estimate of working expenses? No.
263. You have pointed out that the working expenses on the 96 miles will be less than on the 53 miles? Yes. Of course they are a little higher in the bulk.
264. I take it that the Commissioners have been largely guided, as far as the traffic is concerned, by Mr. Harper's estimate? Yes.
265. Who made out the estimate for locomotive and other expenses? That is the Commissioners' estimate.
266. Does it not strike you as being singular that the working expenses upon ninety-six miles of railway should be absolutely less than upon fifty-three miles? They are not absolutely less. The estimate given for the old Glen Innes-Inverell line was £6,296, I think.
267. I think it was over £7,000? They made two estimates. I am not quite sure about the second one.
268. The coaching and other expenses were estimated at £6,296 per mile? Yes; that is the last report they made.
269. That is for a distance of fifty-three miles? Yes.
270. The estimate for ninety-six miles is £7,100? Yes.
271. Does it not strike you as remarkable that there should be such a wide margin of difference between the two estimates—the one line being little more than half the other in length? It might strike you as being strange, but, of course, proportionately the expenses would not be increased; because, in the first instance your locomotive expenses would probably be somewhere about the same. You would have to maintain a set of men and engines for both lines; and your traffic expenses would probably be the same, because you would have the same terminal station in each case.
272. You would have more road accommodation on a line of ninety-six miles than on a line of fifty-three miles? Perhaps not much more.
273. There would be five or six extra stations? There would not be many stations. We do not make stations on new lines like this. There would be platforms and sidings.
274. Would you not have a station to accommodate Warialda? You would have one there, but the expenses would not be increased proportionately.
275. Is there any reduced cost in the shape of material and wages? I think the Commissioners might reduce the permanent way expenses if they revised that estimate. The Glen Innes line would be a heavier line to maintain than the Inverell line, because of the nature of the country; but since that estimate was made the Commissioners have found that they have been able to reduce the working cost; and they probably would be able to slightly reduce the estimate made in 1890, if they were making it to-day.
276. Then in effect, they have found that the estimate for the Glen Innes line was an over-estimate, so far as the expenses are concerned? I would not say that altogether; but if they were making the estimate to-day they might slightly reduce it, because by different methods they find that those lines can be worked more cheaply than they originally estimated.
277. In view of the estimate for the Moree line, would they not be able to largely reduce it? I would not say that, because the traffic and locomotive expenses might not be much reduced.
278. Are you aware of the fact that Mr. Harper has stated that the construction of a line from Moree to Inverell would not take more than 6,000 bales of wool per annum away from the Tamworth to Manilla line? It is not within my knowledge.
279. I suppose I am right in presuming that the estimate is based on existing rates? It would be a truck rate to Inverell—a through rate.
280. A mileage rate for wool and cereals? To some extent it is; but the details of the estimate were not made up by me. I think it was based on what you call a through rate rather than a local rate. There is a through rate from Narrabri to Moree at the present time.
281. That is as far as Sydney and Newcastle are concerned? Yes. Naturally local traffic would bear local rates.
282. Is there any desire to make a special rate on this route? I think not.
283. You consider the line will pay without? Yes. For instance, if there were a western market it would be a local rate which would be charged, because you would start the first mile from Inverell. The distance would be short, and naturally a local rate would be charged.
284. That is for goods going out beyond Moree? Yes.
285. Would you charge a local rate there? That would naturally be a local rate, because you would start with 1 mile.
286. You would not ask for a special rate for the western traffic from Inverell? I think not.
287. You would conform to the general rates? Yes.
288. And traffic inwards to Inverell—that is, outwards from Sydney—would be at the through rate? Yes.
289. And what about a special rate? It would be to some extent based on existing rates. Of course a great deal depends on circumstances which might arise, and which would necessitate certain action being taken.
290. Is it a non-competitive line, comparatively;—would there be any necessity, for instance, to have a specially low rate? I daresay you would want a truck rate to Inverell for general goods.
291. What will be the truck rate to Inverell based on existing rates? £30 a truck.
292. Are you aware that they are landing goods now at Inverell for a little over £1 a ton, *via* Grafton? No; I am not aware of the local incidents.
293. In the event of that rate obtaining, how could you hope to compete against it? As I have said before, if a large quantity of the goods now go from Glen Innes, and have a handicap of road cartage between

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between Glen Innes and Inverell, we must be in a far better position to compete for the Inverell and western trade than we are to-day. Most of the goods going to Inverell are for west of Inverell. If you cut into that western country you naturally must secure the trade.

294. If you can save 30s. a ton by getting your goods by sea to Grafton, and thence by road, would not the same danger exist with regard to the local supply to Inverell? Naturally, if a business man got his goods 20s. a ton cheaper he would get them by road, but I do not think that condition would exist if the railway were made.

295. You think the extra distance between Inverell and Glen Innes would prevent active competition with the road traffic? Yes; the extra cost of road cartage between Inverell and Glen Innes must be a great advantage in our favour when we could land by rail on the spot. Of course we must secure the trade west of Inverell, which, no doubt, many of those goods would apply to.

296. What will be the rate per ton for wool from Inverell to Sydney or Newcastle if the railway is constructed? I do not think that has been absolutely fixed.

297. You are aware of the rate from Glen Innes at the present time? Yes. Glen Innes to Newcastle £2 17s. 6d., to Sydney £3 15s.

298. That is for greasy wool? Yes.

299. Are you aware that at the present time wool is being delivered 20 miles west of Inverell into Sydney, *via* Grafton, for £2 10s. a ton? I am not aware.

300. Could you compete with a rate like that? That is a matter which the Commissioners would have to decide when the line was opened. It is rather premature to talk of actual rates at the present time. The Commissioners have had to meet competition before, and they will be able to meet it again.

301. I am only instancing that as the low price at which produce can be delivered from this district into Sydney by what is considered by the people as the natural outlet to the eastern seaboard? Of course that shows one of the advantages in making a connection. At present all that wool is of no benefit at all to the Commissioners. We do not get the carriage of that wool over the main line. If we make the line to Inverell we are in a position to compete for the traffic, and get it over the main line, so that, in addition to the £13,600 earnings which we should obtain locally, we should gain a lot of new business over the main line.

302. Is that amount the estimate of the local traffic? Yes; that is the value of the traffic over the local line. It does not include the through rate to Sydney.

303. Of course that obtains in connection with every extension? Yes.

304. Whatever traffic you get over the local line you get to a large extent over the main line? Yes. The Commissioners, recommending or reporting on a new line, draw attention to the fact not only that the new line is valuable in itself, but that it also helps to develop traffic on the existing lines.

305. Is it the opinion of the Commissioners that this extension will gain any traffic which they do not gain at the present time? You have shown that we are likely to gain a lot of traffic which now goes by road to Grafton.

306. I do not think you will gain that? We shall get some of it.

307. I suppose one of the objects of the Commissioners in recommending the extension from Moree to Inverell is that the line will traverse a large area of country? It will open up a large area of country. It will give the Inverell people a western market, and it is a fair line to make. For the same amount of money we can give so much better advantages to the country generally.

308. I do not think we have had a recent estimate of the Glen Innes line? I think it must come to more than £279,000. Mr. Deane's original estimate for the Inverell line was, I think, a little under £400,000, and of course it is an expensive line to work.

309. The distance is 31½ miles further to Werris Creek *via* Moree than *via* Glen Innes? Yes.

310. And do the Commissioners think this distance will be more than compensated for by the comparatively easy grades and the consequently less expensive maintenance? There are other advantages. There is the easier country, for instance. You open up a greater area of country, and the money to be spent in the first instance is considerably less. You also give other advantages—you give the Inverell people a western market, and you open up a very large area of Crown lands. There are large areas in the country, lying immediately west of Inverell, open for settlement.

311. How is the east of Inverell situated, so far as Crown lands are concerned? In the county of Arawaita there are 803,846 acres; in the county of Murchison, 318,810 acres; in the county of Courallie, 107,516 acres, which this line will cut into. In the county of Staphylton there are 316,250 acres, and in the county of Burnett there are 318,172 acres.

312. What is available east of Inverell? I know there is not so much, because it is taken up.

313. Do you know why it is intended to leave out the town of Warialda, which was included in Mr. Deane's survey? I understand the reason was that the line to the south would go into a better class of country. Immediately around Warialda the land, I believe, is not particularly good. To the south of Warialda it is good land.

314. That is only one reason why Warialda is being left out? That is one reason; and it also gives a more direct route.

315. What would be the increased distance if the line went to Warialda? I am not sure.

316. *Mr. Roberts.*] Has there not been a desire on the part of the Government for many years past to give Inverell the advantage of railway communication? Yes.

317. What are the various routes which have received consideration at the hands of the Commissioners? Only two at the hands of the Commissioners—Inverell to Glen Innes, and Inverell to Moree; but I know of my own knowledge that the Guyra route has been talked of.

318. Did the Commissioners ever report on any line except the Glen Innes to Inverell line? I think not.

319. Can you tell the Committee whether the Commissioners view with favour the line from Guyra to Inverell? I do not think they do. As I say, they never reported upon it; they think this line is the best to serve the purposes of Inverell.

320. Have the Commissioners been over the proposed line from Moree to Inverell? Yes.

321. What is the distance from Glen Innes to Inverell? It depends upon the survey you take. By the road, I think it is only 44 miles; but the survey makes it between 50 and 60 miles. Mr. Deane's last survey, I think, made it 53½ miles.

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322. What is the lowest estimate per mile for the construction of a railway from Glen Innes to Inverell? Mr. Deane's estimate, I understand, was £8,000 per mile.
323. And the estimate of the line from Moree to Inverell is £2,898? Yes. That is £2,898, as against £8,000. Mr. Deane, if I recollect aright, reduced that estimate by extending the line.
324. *Mr. Wright.*] The other day Mr. Deane said it would be £6,000 per mile? I know he extended the length to get a cheaper line.
325. *Mr. Roberts.*] What would be the difference in the expenditure between making a line from Moree to Inverell and a line from Inverell to Glen Innes, on the basis of £6,000 per mile from Glen Innes? The difference in favour of Inverell would be, roughly speaking, £40,000 for the longer line. Although the Inverell line is longer by 43 miles, it will be cheaper by £40,000 to make.
326. Under the most favourable circumstances the line from Moree to Inverell would cost £40,000 less than the line from Inverell to Glen Innes? Yes.
327. Would the annual working expenses on a line from Moree to Inverell be less than they would be on a line from Inverell to Glen Innes? No. The working expenses on the longer line would be greater. At the same time you would deal with a much larger traffic, because you would deal with a much larger local business. The whole result would be very much in favour of the Inverell-Moree line. Naturally, to some extent the working expenses would depend upon the amount of business to be done.
328. Then the annual expenditure would be more on the Inverell to Moree line? I think it would be a little more.
329. But would you get a larger quantity of freight? Yes, much larger.
330. Am I to understand that the actual return would show a much larger profit by the proposed route than by way of Glen Innes? Yes.
331. What is the estimated loss per annum if the line is constructed? About £2,800.
332. Can you tell me how long a period will have to elapse before the line will become a paying one? I could not say that. Indirectly it may pay almost from the first, because it will bring additional traffic to the main line, and will help to make it better paying; so that indirectly it may pay expenses from the start.
333. I suppose the estimated loss of £2,800 is a low one? It is a fair statement of traffic; and the Commissioners have taken no credit for the value of the traffic on the main line. It refers purely to local business. If we gain £3,000 or £4,000 of traffic on the main line we take no credit for it in connection with the proposed line.
334. Did not the Commissioners, a few years ago, favour the construction of the line from Glen Innes to Inverell? I do not think so.
335. Did they ever report in favour of it? No; they made no recommendation. They simply pointed out that there would be a considerable loss if the line were made.
336. Should this line be constructed, would the Commissioners favour connecting Inverell and Glen Innes? I do not think so. There is certainly no intention at present of making the connection.
337. Do you know whether they have given the matter any consideration? They would naturally consider it. They recommended this route as against the other, and showed their reasons for doing so.
338. I suppose the fact of Narrabri and Moree being connected by railway has opened up that part of the country, and suggested the present proposal? Yes. If the railway had stopped at Narrabri, I do not think the Commissioners would have recommended this extension.
339. Have the Commissioners considered the desirableness of taking the line 4 miles out of Warialda—past Warialda? I think they have.
340. Do not they consider Warialda of sufficient importance to connect it with the railway system of the Colony? Not in view of the disadvantages which that would entail. You are dealing with a line having for its object a through traffic, and also opening up country; and both these objects are better served by a direct line which goes a little distance out of Warialda.
341. But is not Warialda a settled and prosperous town likely to give a large amount of traffic to the railway? The township, in itself, would not give a great amount of traffic; the district would. It does not matter much to the settlers and squatters about there whether they have to go 2 or 3 miles extra.
342. But would not the Commissioners consider that, in view of the possibility of Warialda increasing in importance, it would be well, if the line were constructed, to have a station at Warialda? They would oppose the township; but not to run into the town. It would cost a large sum of money, and would also lengthen the journey.
343. What would be the extra cost if it went to Warialda? I do not think that has been worked out. It would, of course, depend a good deal upon the country you had to go through. According to the average cost, it would cost about £12,000.
344. Is it not a fact that in the past, where towns have been passed by, as it is proposed to pass by Warialda, ultimately either a branch line or a tramway has had to be constructed in order to connect the town with the railway system. Take, for instance, Yass. Many years ago, although Yass was a very old and prosperous town, the railway was taken past its doors, and ultimately a large expenditure of money was incurred by the construction of a tramway to connect the town with the railway station? Yass is the only place I can think of where that has been done. Yass, of course, is a much bigger place than Warialda.
345. Having that in view, would it not be well for the Commissioners to consider the advisableness of giving Warialda railway communication? So far as the actual route of the line is concerned, that is a matter for the Department of Public Works; but I think the opinion of the Railway Commissioners is that it is better to take the direct route as shown.
346. What is the population of Inverell? 2,534 according to the last census.
347. Is that for the town of Inverell alone? For the town and immediate surroundings.
348. And the soil all round the district is remarkable for its fertility? Yes; it is a fertile district.
349. Is the line from Werris Creek to Inverell level all the way? You will see by the plan that in one place there is what you would call a severe grade of 1 in 50 and 1 in 55; but that, at a small expense, could be cut out, and you would practically have a level line throughout.
350. Do the grades increase as you approach Inverell? No; they are very favourable. I may mention that Mr. Lee asked me on a former occasion what was the lift on the old line from Werris Creek-Moree-Inverell.

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Inverell. The lift spoken of—6,600 feet—was at the termination, where you start for Inverell. Taking a similar point to Moree it would be 1,297 feet. To Inverell you rise about 2,400 feet.

351. What is the total lift between Werris Creek and Inverell? 3,700 feet. The 6,600 feet lift is only to Glen Innes. From Glen Innes to Inverell would be 563 feet. The ruling grade from Inverell to Glen Innes is 1 in 60—coming this way.

352. Between Glen Innes and Inverell the greater part of the country is alienated? So I believe.

353. Do you know what is the feeling of the people of Inverell with regard to the proposal under consideration? I understand the majority of the people of Inverell prefer a connection by way of Moree.

354. You say the Commissioners recommended this route in preference to any other? Yes.

355. *Mr. Black.*] With regard to the Glen Innes-Inverell line, are you aware that in 1884, the estimate of the construction of that line was £12,844 per mile? I know it was very heavy. That was when Mr. Wright was Minister for Public Works.

356. Now the amount is reduced to a little over £6,000 per mile? Yes; it must be borne in mind that although the estimate per mile is reduced, the line has been lengthened about 10 miles.

357. In estimating the amount of traffic which would be gathered in by the railway, was it reckoned that any would come from the Barraba-Bingara direction? There might be a little from Bingara; but Mr. Harper went through the district obtaining evidence, and he will give evidence.

358. The Commissioners do not apparently think that the construction of a railway from Manilla would tap any part of the country which otherwise would be served by the Inverell-Moree line? Not to interfere with the construction of that line. Of course, at the present time some of the Warialda traffic does come to Manilla and Tamworth; but the estimate they give is a fair one, considering all the circumstances.

359. They have no idea whether one line will materially interfere with the other? Not in view of the distance they are apart.

360. It appears to me that one of the main reasons for the construction of the line is, according to the Commissioners, the encouragement of settlement? Yes, and at the same time the line is a profitable one to make.

361. If it fails to encourage settlement, will it then be profitable? Practically yes—on the present traffic, population, and resources.

362. Is it not rather a long stretch of country between the two towns without any intermediate service? Yes, but at the same time it is good country between the two towns, and it is likely to be productive.

363. That being so, one of the primary objects must be the encouragement of settlement? The Commissioners say there is no doubt the construction of the line will lead to a fair additional settlement of the district, but even on our present experience the line will practically pay for itself and interest as well. There is settlement there, and nearly the whole trade of the district will be served by the railway.

364. Is it proposed to fence the line? I think not. That is a matter with which the engineer will deal.

365. In the Railway Commissioners' report the annual expenditure is estimated at 3½ per cent.? Yes.

366. Is not that rather high? If anything it is high, according to the present value of money, but perhaps it is a wise thing to have it rather over than under. I believe that at the present time any of the Colonies can borrow at 3 per cent.

367. Were you asked any question as to why the Commissioners have made no qualification with regard to the compensation for land? Yes, Mr. Lee asked the question. The Commissioners have laid it down as a general rule, in dealing with new lines, that the land required should be given or acquired free, where it is reasonable to do so; and in two cases—the Berrigan-Finley line and the Tamworth-Manilla line—they thought it should be a condition that the people should combine, so that the land should cost the Government nothing. With regard to this line, as with a number of others, they would not make it an absolute condition that the land should be given free. At the same time they think that the Government should, as far as possible, obtain the land required for the construction of the line free; but they would not make that an absolute condition so far as their recommendation was concerned.

368. Do you know any reason why they make a distinction in these cases? There is a number of circumstances to be taken into consideration. The line is a favourable one in itself, and they do not think it should be altogether shut out if a small sum has to be spent in land compensation.

369. But do you not think, where a railway line is carried through small holdings, the bulk of which are agricultural holdings and through good town lots, that the damage done to the small holdings is of a greater character than it would be where the line—as in the Moree-Inverell district—runs over large pastoral areas, and where the return to the squatter is infinitely in advance of the damage done to his territory? That is so.

370. Do you not think, under these circumstances, it is a most peculiar and unparalleled circumstance that there should be no recommendation in this case;—it appears to me that in this case, more than in most others, there should be a recommendation? In regard to the Manilla line the Commissioners say that it could not be expected that the small holders would give their land free. They specially exempted them.

371. They did not do that with regard to the Berrigan railway? In that connection they said that they did not expect a man who had a small holding to give his land absolutely free. They thought that where the line was to be of benefit to the district, and it was not so profitable to the State as this line will be, the people should combine. It was thought that where a man had £20 worth of damage done to him for a small benefit, the people who derived large benefits should assist to pay him.

372. In this instance the station-holders will be largely benefited; first, from the fact that they will be able to truck their stock in times of drought; and, in addition to that, you anticipate that there will be such an influx of settlement, due to the construction of the line, that they will be able to rent out their land for agricultural purposes at 5s., 6s., 7s., or even 10s. per acre;—why should not these men, who will benefit so largely, compensate those landholders out of the funds they themselves create for any damage or severance which may be incurred by the construction of the railway. It appears to me a most peculiar circumstance? But the Commissioners have all through laid it down that they think the land should be given free, but they are not prepared to make an absolute condition in their recommendation that if all the land is not given free the line should be abandoned.

373. The Commissioners should be absolutely fair in these matters. In cases where the balance is so much in favour of the people through whose property the railway will run, the statement should be even stronger

stronger than in connection with any of the cases you have mentioned? The statement is the same in this case as in any of the others which have been mentioned. They have always thought that in connection with new lines the land should be given free. In every report they have made, with one or two exceptions, they have not referred to the land question. If you read nine out of ten of their reports you will see that they do not refer to the land. They have laid it down as a general principle, that the Government should arrange as far as possible for the land to be given free. They have no power themselves to deal with land. They can simply recommend to the Government that in their opinion land for new railways should be given free.

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374. Are we to understand that they do not make a recommendation of that character in this instance, because they think it is understood by the Committee that that is their opinion? Yes, I think so; but they would not go so far in this instance as to say that it should be an absolute condition that the line should be abandoned unless all the land is given free.

375. In the event of the line being constructed, do you think it will be used by the storekeepers of Inverell, and the station-holders, for the conveyance of goods to the Sydney and Newcastle markets? Yes.

376. You think they would pay for the $3\frac{1}{2}$ miles of increased railway rate, and incur the further delay of bringing their goods round by Narrabri to Moree? I think they are likely to get the traffic.

377. *Mr. O'Connor.*] What is the distance between Inverell and Moree? Ninety-six miles.

378. And between Glen Innes and Inverell? About 53 miles. Of course Moree to Werris Creek is slightly shorter than Werris Creek to Glen Innes.

379. *Mr. Black.*] You think, then, so far as the general traffic towards Inverell is concerned, the Commissioners can compete with carriage *via* Grafton, and thence by team to Inverell? Yes; the Commissioners will be in a much better position to compete than they are to-day.

380. Can you give us any idea as to what will be the cost per truck? I do not think that has been absolutely determined.

381. Do you think goods could be carried for £4 a ton? I would not like to say without further consideration.

382. What is the highest grade from Inverell to Moree? One in 100 coming to Sydney, and 1 in 80 the other way. The heavy traffic—grain, live stock, and wheat, would be working this way. The easiest grade is with the traffic.

383. And the heaviest grade between Glen Innes and Inverell is 1 in 60? Yes. I have already furnished the Committee with the haulage power of an engine on the different grades.

384. *Vice-Chairman.*] Is it intended to make Inverell the terminus of the line? For the present.

385. Is there any intention of making it branch north from any point on the line between Moree and Inverell? Not that I know of.

386. Has any consideration been given to the probability of a line in the future, from any point between Moree and Inverell? There has been from Moree; but I do not think from points between.

387. In the estimate of the cost of the construction of this line you have not estimated for rolling stock, and in the estimate for the line between Condobolin and Broken Hill you have provided £100,000 for rolling stock—is that so? Yes.

388. As this proposal will necessitate haulage over nearly 100 miles of railway, will additional rolling stock be required? There may be a small amount of additional rolling stock required, but in connection with branch lines, the Commissioners look upon the main line rolling stock as being able to work it. If we had to spend £10,000 in additional rolling stock, it would only mean £300 a year. It would not be a large item.

389. Why the distinction between the two lines? It is such an exceptional line—360 miles as against all the branch lines being under 100 miles—that the Commissioners have not provided for additional rolling stock, and they have intended to work them so as not to embarrass the branch lines with the main line rolling stock.

390. Therefore you have made your estimate for the Inverell line under rather favourable conditions? Yes. At the outside it would not add more than a few hundreds a year to it.

391. You would not place it in the category of unprofitable lines? It would not pay working expenses and interest, according to the estimate, to start with. Unprofitable lines are those which do not return interest and working expenses.

392. Do you regard a line unprofitable which returns a substantial portion of the interest? They have been shown in the list of unprofitable lines, but this line, in particular, would give you a large additional traffic on the main line.

393. Are the possibilities of the proposed line encouraging? Yes, the Commissioners think so. The large traffic now going by team would most likely be taken over the main railways.

394. So that in the course of a very few years the line would be taken out of the list of unprofitable lines? I should think so.

395. Some of the branch lines have already been removed from that list—the Junee to Hay line for instance? Yes; the last return in regard to that line just about cleared itself.

396. With regard to the cost of haulage—I observe you are carrying grain at something less than one-third of 1d. per ton for a distance of 500 miles? Yes.

397. Is there any margin of profit? No; not for that distance.

398. Would you place hay and grain under the same tariff? Yes—that is, of course, flour produced in the district coming towards the sea port.

399. Do you carry both at a loss? There is certainly no profit in it. There is no profit in the carriage of the article itself, but it has always been looked upon as giving a profit in return traffic.

400. Then from what particular class of produce do you expect to derive a profit? General goods, and machinery.

401. That would be the down traffic? Yes. Of course wool pays a good rate too.

402. You have made an estimate of about £13,000 earnings by the line? Yes.

403. Are we to understand there will be no profit on the up traffic? Of course, a good deal of traffic would be wool, which pays a good rate.

404. There would be very little profit on any other traffic with the exception of wool? You might say traffic other than farm produce.

405. What other produce do you refer to? Hides, tallow, skins, and live stock.

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406. Are you not carrying at a low rate for those articles? At a much higher rate than for grain.
407. As a matter of fact I believe that, charging the average rate of interest on the total cost of the railways, it would come out at $3\frac{3}{4}$ per cent? I think that that would be somewhere about the last return—I have not the exact figures with me.
408. And the total earnings have been nearly $3\frac{1}{2}$ per cent? Yes; £3 8s. 10d.
409. Would that be after making provision for nearly £400,000 of annual loss on what you call unprofitable lines? Yes; that is speaking of the railways as a whole.
410. Then, had it not been for the loss of traffic directly attributable to the drought, instead of there being a loss there would have been a profit, inasmuch as the earnings would have exceeded $3\frac{1}{2}$ per cent? Yes.
411. The report is up to June last? Yes.
412. Since then you have had two months' experience? Yes.
413. Are you able to say whether, up to this time, there is the prospect of a more favourable year than the one through which we have passed? Yes; the prospect is more favourable.
414. So that it is quite probable that $3\frac{3}{4}$ per cent. may be earned? I can say that the prospects are much more favourable now than they were this time last year.
415. Then you think the Commissioners are disposed to take a little risk in recommending the line? They look upon brighter times being ahead.
416. If you can carry grain at a cost of one-third of a penny per mile over a distance of 500 miles, how is it you are unable to convey ore from Broken Hill to Sydney, a distance of 700 miles, for less than $\frac{1}{2}$ d.? The Commissioners, of course, do not carry grain at a profit over that distance, but they look upon getting a return traffic which makes the rate a profitable one. Of course, there are many things in connection with railway traffic which make the rates seem anomalous. For instance, one of the English companies charged a different rate for walking-sticks to that for umbrella handles, although they are practically the same, on account of the return traffic.
417. You make a distinction between bags of sugar and bags of flour on the Mlawarra line? Yes, the charge for sugar is higher than for flour.
418. But the weight is the same? Yes; of course, rates are fixed to some extent on an *ad valorem* basis. There are several considerations. You charge what you think the traffic can bear.
419. In connection with the Condobolin to Broken Hill proposal, it was stated that it would not be possible to carry ore from Broken Hill for less than $\frac{1}{2}$ d. per ton? Yes.
420. Without explanation it would appear to be contradictory to say that you can carry grain at one-third of a penny? Yes; if you had nothing else to carry the other way, there would be no profit.
421. Then all your profit would come practically from the back loading? Yes.
422. A comparison has been made between the proposals to construct a line between Glen Innes and Inverell, and Moree and Inverell? Yes.
423. The Moree-Inverell line will have an advantage over the other proposal, inasmuch as you would serve nearly 100 miles of country, as against less than 50 miles between Inverell and Glen Innes? Yes.
424. Would that mean largely increased traffic? I think it would; and the Commissioners, of course, estimate that also.
425. What have you estimated for the traffic between Glen Innes and Inverell? Between £7,000 and £8,000, as against £13,000 for the line between Moree and Inverell.
426. So that besides the question of lower cost, you have taken into consideration the additional earnings which will result from the longer extension? Yes.
427. Will the cost of working the line between Werris Creek and Inverell be less, by comparison, owing to the better grade? Naturally that must occur.
428. What have you estimated as the probable cost of working between Inverell and Werris Creek, *via* Moree, and *via* Glen Innes to Werris Creek? No detailed estimate has been made, except, of course, that you know you can haul bigger loads one way as against the other.
429. Do you think that would equalise the difference in length—34 miles? I would not say that altogether, because there are so many circumstances you have to take into consideration. That is only one factor of a number giving an advantage in favour of the longer line.
430. Are you not every year conducting the traffic at a reduced cost per mile? That is so.
431. What was the saving last year, compared with the previous year? The proportion was about the same. There was not much difference between 1895 and 1896. The percentage of working expenses to revenue was about the same—55, as against 54 $\frac{1}{2}$. There was a slight increase in 1896. That was due to the reduced traffic.
432. What was the difference between the net profit per train mile in the years 1895 and 1896? The advantage was in favour of 1895; but if you compare 1895 with some of the previous years, you will find there is a difference of one shilling in favour of the present time.
433. What was the net profit in 1895? 3s. 5 $\frac{1}{2}$ d.
434. And in 1896? 3s. 3 $\frac{1}{2}$ d.
435. So that the year 1895 was better than the year 1896 by 2d.? Yes. That of course had been due to the reduced traffic. We had to keep up the same establishment to a large extent.
436. Was not the reduced traffic in a large measure attributable to the drought? Yes.
437. Have you any estimate showing the rate per mile of the whole of the tonnage for the year 1896? Yes, 1.44 or 1 $\frac{1}{2}$ d. practically.
438. Looking at the figures in the Railway Commissioners' general report, are you prepared to say that the estimate of the cost and earnings of the proposed railway to Inverell has been fairly based upon the experience of 1895 and 1896? Yes.
439. And having regard to the rates which prevailed during those years? Yes. Of course the Commissioners have the experience of other branch lines to guide them. They know what expense they are going to be put to. They can estimate them very clearly.
440. Is it proposed to charge ordinary or special local rates between Moree and Inverell? Between Moree and Inverell it is, of course, in itself a local rate, but for through traffic we shall, I think, charge a through rate.

441. In connection with several proposals recently considered by the Committee, it was understood that a local rate would be charged? Yes; on some of the branch lines a local rate is charged, and also a through rate. It all depends on circumstances.
442. I wish to know whether you have taken into consideration in your estimate the probability of local rates being charged? Local experience is the result of the working of other branch lines. The Commissioners know, by working a somewhat similar line, so far as length and other things are concerned—the Cobar line—what the working expenses will come to. With regard to rates, they can estimate pretty well what tonnage of traffic they will get. As a matter of fact, we are now charging through rates from Moree to Sydney. We do not charge a local rate there, and most likely we shall have a through rate on to Inverell. In fact I think it will be absolutely necessary.
443. Is your evidence this—that the annual cost has not been under-estimated, and that the anticipated earnings have not been over-stated? Yes; the Commissioners think it is a fair statement of the case.
444. So that in dealing with the proposal the Committee may regard the probable loss for a time only as being under £3,000 a year? Yes.
445. That is exclusive of the interest on additional rolling stock? Yes, which would be a small sum.
446. *Mr. Lee.*] The height of Ben Lomond station is 4,471 feet. From there to Llangothlin we have a down grade? Yes.
447. From Llangothlin to Guyra, a distance of 7 miles, there is a rise of 119 feet? Yes.
448. From Guyra to Armidale there is a fall? Yes.
449. From Armidale to Kelly's Plains—5 miles—there is a rise of 156 feet? Yes.
450. From Kelly's Plains to Uralla there is a down grade. From Uralla to Wallan—15 miles—a rise of 118 feet, and from Wallan to Tamworth there is a continuous down grade? Yes.
451. Having all these points, it is difficult to find where there is any stiff grade between any of the two points indicated? The best answer I can give is, that I will show for the inspection of the Committee the actual grades existing between Ben Lomond and Werris Creek. Although a line may show 200 feet between two stations, there may be some awkward grades to work in between these two stations.
452. The station at the Hawkesbury River is 9 feet above sea level, and the next station—Borowra—a distance of 8 miles—is 667 feet high. Is not that the ruling grade of the Great Northern line from the border to Sydney? It is a 1 in 40 grade from there.
453. Is there nothing stiffer than that? No, we have nothing stiffer than 1 in 40. I daresay that Mr. Ewing asked me questions the other day with regard to the power of an engine on different grades. I spoke of an engine on a 1 in 40 grade at 10 miles an hour hauling 210 tons. On a 1 in 80 grade the same load could be hauled at 20 miles an hour, and on a 1 in 100 grade at 23 miles an hour. That is to say, the speed can be doubled with the same load on a 1 in 80 grade as against a 1 in 40 grade.

H. McLachlan, Esq.
8 Sept., 1896.

WEDNESDAY, 9 SEPTEMBER, 1896.

Present:—

- THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).
 THE HON. CHARLES JAMES ROBERTS, C.M.G. | CHARLES ALFRED LEE, Esq.
 THE HON. DANIEL O'CONNOR. | GEORGE BLACK, Esq.
 HENRY CLARKE, Esq. | FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and examined:—

454. *Mr. Roberts.*] Have you made a report to the Railway Commissioners as to the probable traffic on the proposed line? Yes, it is as follows:—

J. Harper, Esq.
7 August, 1896.
9 Sept., 1896.

Proposed Railway to Inverell.

When the Commissioners reported on 1st December, 1890, on this proposed line the estimated cost of construction from Glen Innes was given as £492,400, and the mileage as 44 miles 37 chains. The annual cost was shown as follows:—

Capital cost at 3½ per cent.	£17,234
Whilst the working expenses were estimated as under:—	
Traffic Branch	£1,756
Locomotive Branch	1,500
Permanent-way Branch	3,040
	6,296
Total annual cost	£23,530
The estimated revenue was as follows:—	
Coaching	£3,000
Mails	500
Goods	4,290
	£7,790

In April, 1891, a further revision had been made by the Construction Branch, reducing the cost of construction to £427,400, the length being 54 miles 34 chains. On this estimate the Commissioners revised the cost of working expenses, making them £7,128.

The revenue was shown as:—

Coaching	£3,200
Mails	500
Goods	4,500
	£8,200

From a return furnished by the Construction Branch after 22nd January, 1896, a further revision was made, giving the total length of line between Glen Innes and Inverell as 52½ miles, and the estimated cost, £317,908.

The

J. Harper,
Esq.
9 Sept., 1896.

The Commissioners' first estimate of the traffic on the proposed line between Glen Innes and Inverell, is based upon the following figures, through rates being adopted for the purpose:—

870 tons, A & B traffic, at 3s. 6d.	£152	5	0
1,161 tons, 1st and 2nd class, at 10s.	580	10	0
1,452 tons, 3rd class, at 15s. 9d.	1,143	9	0
	<hr/>		
	£1,876	4	0
Outwards Traffic—			
Wool, 2,200 tons, at 3s. 9d.	£412	10	0
Sheep, 400 trucks, at 12s. 4d.	263	6	8
Cattle, 400 trucks, at 15s.	300	0	0
Wheat, maize and potatoes, 3,500 tons, at 1s. 6d.	262	10	0
Hay, 1,000 tons, at 1s. 10d.	95	13	4
B class, 250 tons, at 4s. 6d.	56	5	0
Tin ore, 1,000 tons, at 4s. 6d.	225	0	0
Coaching—			
Passengers, 3,000 at 10s.	1,500	0	0
Do 3,250 at 8s.	1,300	0	0
Parcels	200	0	0
	<hr/>		
	£4,615	5	0
	<hr/>		
	£6,491	9	0
Mails.....	500	0	0
	<hr/>		
Total.....	£6,991	9	0

New estimate, 101 miles.			
Goods, 3,000 tons, at 10s.	£1,500	0	0
Wheat, hay, straw, chaff, &c., 5,000 tons at 8s. (special).....	2,000	0	0
Wool, 1,000 tons, at 17s. 6d.	875	0	0
Live stock, 270 trucks, at 25s.	312	0	0
Passengers, 5,600 at 10s.	2,800	0	0
	<hr/>		
	£7,487	0	0
The Warialda estimate, at which point a large volume of traffic will come in which would not have reached Inverell even assuming the line had been extended from Glen Innes to that point, is as follows—			
Goods, 1,000 tons, at 10s.	500	0	0
Wool, 2,000 tons, at 3d. per ton per mile equal to 13s. 4d.	1,333	0	0
Live stock 2,200 trucks, at 20s.	2,200	0	0
Passengers, 2,400 at 5s.	600	0	0
	<hr/>		
	£4,723	0	0
Mails, 101 miles, at £12 per mile.....	1,212	0	0
	<hr/>		
	£13,422	0	0

The estimate of the mails in view of the reduced length of the line by taking the southern route would be £24.

At the present time the wool in the Warialda district finds its way to either Tamworth, Gunnedah or Narrabri.

It will be seen in the Warialda sheep district alone there is equal to 1,481,873 sheep and 56,710 cattle, but in addition to this there are certain pastoral areas in the Moree stock district which would also use the projected line. In view of the fact that we carry about 8,000 bales of wool annually from Glen Innes the estimate of 1,000 tons from that point, equal to about 5,500 bales cannot be regarded as excessive.

I have endeavoured to obtain information from the Lands Office as to the total area of Crown lands available in the counties which would be served by this line, but it is represented that this would be the work of some days, and the only information I have been able to obtain has been as to the lands which are immediately available for settlement.

455. Your total estimated traffic amounts to £13,422? Yes. I think that differs from the Commissioners' report, because since they had the altered distance they have dealt with the mails.

456. That estimate would show an annual loss of about £3,000? Yes.

457. Notwithstanding that the figures show a loss of about £3,000 per annum, do you think the construction of the line would be justified? I think if a line to Inverell is to be built it is desirable to carry it that way.

458. I presume you have been over the country between Moree and Inverell? Yes.

459. Is there much settlement along there now? There is a good deal on the south bank of the river, away back from Warialda, and between Warialda and Inverell there is considerable settlement.

460. In making your calculations, have you speculated at all as to any increased traffic. Upon what basis have you compiled the figures? I have worked them out upon the number of sheep within a trafficable area of Warialda. As far as Inverell is concerned, that is necessarily more or less speculative.

461. Have you every reason to believe that the estimate of traffic will be well within the mark? Yes, I have no reason to expect it will be less than that.

462. You have had a good many years experience in preparing estimates? Yes.

463. As a rule have your figures been found to be correct? As a rule, they have.

464. Do you think the construction of the line will lead to greater settlement in that part of the country between Moree and Inverell? I think so.

465. Is the land about Inverell very fertile? It is exceptionally good. From a point 4 miles beyond Warialda to Inverell it is splendid land.

466. A fine wheat-growing country? Yes, it will grow anything.

467. Looking at the map, you will see that the proposed line from Moree to Inverell leaves Warialda about 4 miles distant from it? Yes.

468. Do you not think it desirable that Warialda should be tapped by the railway? Warialda is only a comparatively small town with a population of 600; and I think it would materially add to the cost of the line to take it there. Another idea in connection with the line being taken further south is, that, no doubt it will be used to a certain extent by the people of Bingara.

469. How far is Bingara away? Twenty-six miles, I think.

470. Would much traffic come from Bingara? Very little. I think the low grade traffic on which low rates are charged for long distances would probably come that way. I do not attach much importance to the Bingara traffic in connection with this line.

471. In submitting your figures to the Railway Commissioners did you include the Bingara traffic? No.
472. How far towards Glen Innes would your estimate include? Nothing towards Glen Innes at all—not beyond Inverell.
473. Nothing east of Inverell? No.
474. In your opinion, would there be a larger amount of traffic on the proposed line, than there would be on the line constructed from Glen Innes to Inverell? I think so; in fact, I am sure of it, because it will pick up traffic at Warialda which would never have gone to Inverell.
475. Is the country equally as good between Glen Innes and Inverell, as between Inverell and Moree? I think most of the country between Warialda and Inverell is better than that between Glen Innes and Inverell. There is a lot of very good country between Moree and Warialda, on the south of the proposed line.
476. I suppose it is all similar in character? No; it is chiefly black and chocolate volcanic soil between Warialda and Inverell; and between Warialda and Moree it is ordinary red soil.
477. Is the soil similar in character down to Werris Creek? Excepting that the country is more plain country.
478. East of Warialda the soil increases in richness? Yes.
479. And on that ground you think a large amount of settlement will probably take place if the line is constructed? Yes. As a matter of fact most of the existing settlement about Inverell lies to the north and south of the proposed line between Warialda and Inverell.
480. I understand that the country all the way from Werris Creek to Inverell, can be described as comparatively level? It is, as compared with the main northern line.
481. Referring to the country between Inverell and Glen Innes—is that nearly all alienated from the Crown? Yes; I understand it is.
482. Is there plenty of land available for settlement between Moree and Inverell? Yes; there is a good deal to the south of the proposed line, and north also.
483. If the line were constructed, would we get any traffic which does not now go over the New South Wales railways? Yes. No doubt it would have the effect of drawing traffic which at present goes from Inverell to the coast, by road.
484. How far is it from Inverell to Glen Innes by road? Forty-four miles.
485. How far is it from Glen Innes to Grafton? 111 miles.
486. You say that a large amount of traffic goes from Inverell to Grafton? Yes.
487. In forming your estimate, have you included the probability of our getting a fair amount of that traffic? I have estimated for Inverell considerably less than the railway and the teams carry there. I have only given 3,000 tons of goods altogether, as being the whole of the consumption both in and out of Inverell. I think probably that would be exceeded.
488. I suppose you could scarcely tell me how much is carried by teams from Inverell to Grafton at the present time? I can only give an approximate amount. I think something like 1,400 or 1,500 tons, and *vice versa*.
489. What is the rate of carriage between Inverell and Grafton? It varies very much. The rates for wool, from Inverell to Glen Innes, are about 30s. a ton, and from Glen Innes to Grafton, about 60s. a ton. That is about £4 10s. altogether.
490. Does the 1,400 or 1,500 tons represent wool and wheat? No, it does not include wheat. The *Glen Innes Examiner* has published a statement which indicates that there were 701 hides, twenty-one bales of skins; but no wheat or produce of that kind carried.
491. Any wool? Yes; from Inverell there were 1,429 bales of wool.
492. Then wool would be the principal item to make up the 1,400 or 1,500 tons? Yes; but in addition to that there were 1,433 tons of merchandise which came to Inverell. Then, of course, there are goods which come to Glen Innes, and which are subsequently sent on from Inverell to Glen Innes, but which are not shown in this return.
493. Do the people of Inverell get their general merchandise from Sydney by way of Grafton and Glen Innes? No; as a matter of fact, there was more carried by rail than by the coast—necessarily; but still there is a good deal carried by the coast.
494. Out of the 1,500 tons sent from Inverell, how much do you estimate would come to the railway, if constructed, by way of Moree? I think if the line were built from Inverell to Moree it would all come.
495. There would not be any going by Grafton? No.
496. *Mr. Black.*] Did you say that 1,500 tons of produce were sent from Inverell? That represents everything in and out—to and from Inverell.
497. *Mr. Lee.*] I thought you said 1,500 tons each way? No; I did not mean that—I meant produce in all directions.
498. What is the actual traffic? The actual traffic is 1,400 tons, or 1,500 tons, in and out.
499. That is both ways? Yes.
500. *Mr. Roberts.*] Can you divide it, and tell us how much there is inwards, and how much there is outwards? I am afraid I could not.
501. You think that if the line is constructed the whole of the traffic will be carried by it? Yes; I think there is a reasonable prospect of it.
502. Would it be carried at a cheaper rate? No doubt a differential rate would have to be made—the same as exists to-day at Glen Innes.
503. What would be the rate as compared with £4 10s.? That I could not say. It would have to be adjusted if the line were built.
504. What is your estimate of the passenger traffic? From Inverell 5,600 passengers at 10s., or £2,800; from Warialda 2,400 passengers at 5s., or £600.
505. In making that estimate have you assumed that there would be a large influx of population to the district? No; that is based on the existing population. That practically gives one journey a year to each person resident in the district.
506. Do you generally find that that works out correctly? Yes. I am inclined to think that it will be exceeded, because I think, if a connection were made with the western country, probably during the summer months, a good many people would travel there for the purpose of a change, and of taking advantage of the Inverell climate.

J. Harper,
Esq.
9 Sept., 1896.

- J. Harper,
Esq.
9 Sept., 1896.
507. Is the climate of Inverell exceptionally healthy? Yes.
508. What is the population of Inverell and district—I mean within the population area? 5,600.
509. Is it a settled population? Yes.
510. Has it been increasing during the last few years, or does it show a decrease? I do not think it has been increasing.
511. But you think, if the line were constructed, there would be a large amount of settlement, and, therefore, increased population between Warialda and Inverell? Yes.
512. Do you know the feeling of the people of Inverell with regard to the line? It is strongly in favour of it.
513. Would it not strike one that they would prefer the Glen Innes route, as being nearer to the metropolis, and not occupying so much time in getting down to Sydney and Newcastle? It is a question whether it would. The difference is only 34 or 38 miles, according to the varying distances given by the Construction Branch, and there would be easier grades on the proposed line.
514. The difference would be 34 miles each way? Yes.
515. So that a man living at Inverell would travel 68 miles locally by way of Moree, than by way of Glen Innes? Yes; but he would probably travel under faster conditions owing to the more favourable grade. What I found the people urging most strongly was the fact that it would open up a market in the west for their produce.
516. What is the population of Warialda? In the town 600, and in the district 2,400.
517. You do not think Warialda is of sufficient importance to warrant the line going through it, or nearer to it? I do not think it would be justified. The country around Warialda is very rough.
518. I suppose that is the reason the line has been surveyed as we see it on the map? Yes; when the survey was made on the north bank of the Gwydir, it also missed Warialda through the same cause.
519. Would not the people of Warialda be likely to want a tramway if the line were built 4 miles out of the town, in the same way as the Yass people have done? No doubt they would want one; but I do not know whether they would get one. It would not cost very much to shift the whole of Warialda.
520. Does the tramway from the town of Yass to the railway station pay? No.
521. Is it run at a loss? Yes.
522. *Mr. Wright.*] Would it ever pay? I think I can unhesitatingly say "no."
523. *Mr. Roberts.*] At what radius from the centre of the town of Warialda would the population of 2,400 be found? Forty or fifty miles, I think, north. The Bingara population area extends nearly to Warialda.
524. Then you do not think the importance of Warialda justifies the line being taken right to the town? No.
525. In the event of the line from Tamworth to Manilla being constructed, do you think it would be a preferable way of connecting Inverell with the railway system of the Colony by having a line from Manilla to Barraba and on to Bingara, and thence to Inverell? I do not think so. The cost would be very heavy indeed. It is very heavy country.
526. It would be very much nearer would it not? Yes; the distance to be travelled would be much less, but it would be more expensive, and I do not know that it would not open up the same extent of country.
527. Of the two you prefer the present proposal? Yes.
528. Do you know the line from Guyra to Inverell? I have been over it.
529. What sort of country is it? It is not as good as that between Inverell and Glen Innes.
530. Would you prefer the line from Inverell to Glen Innes to the line from Inverell to Guyra? Yes.
531. But you prefer the line from Moree to Inverell to either of them? Yes.
532. *Mr. O'Connor.*] I suppose your were specially selected and specially trusted by the Railway Commissioners to make an inquiry and to give a report? Yes.
533. And your report is based upon your own personal observation? Yes.
534. I suppose that in any report you give you are only influenced by what you see, and by what your sense of justice dictates? Yes.
535. You would not be influenced in any way to say anything in your report which was not warranted by your personal observation, and by your industrious inquiries? I would not.
536. However, much you may desire to be in harmony with the head of your Department, your reports are based on your own inquiry as you go through the country? Yes.
537. *Mr. Black.*] In reply to a question asked by Mr. Roberts with regard to the Inverell people not caring to travel some 68 miles of extra distance, entailed by going *via* Moree, you said that that would be made up because they would travel under faster conditions? I said it was possible they would on a better grade.
538. Do you want the Committee to understand that the pace travelled on the 53 miles between Glen Innes and Inverell, would be so much slower than on the 96 miles between Inverell and Moree? No; but the whole distance was taken, assuming that it would be through to Sydney.
539. But in what way could they travel faster through to Sydney, seeing that you do not pick up the line to Werris Creek going by Moree, and seeing that going *via* Glen Innes you pick up the fastest railway travelling we have in the Colony at Glen Innes. Do you not think you have made a mistake? I do not think it is the fastest railway travelling we have in the Colony.
540. It is the fastest on that line? Yes.
541. If you travel 422 miles at the fastest possible rate on that line from Glen Innes, and you only travel somewhere about 200 miles at the fastest possible rate through Werris Creek, and then branch off to a line where the travelling is not so fast, how can it be possible that a man going from Inverell, *via* Moree, would travel under faster conditions than if he went to Sydney, *via* Glen Innes? It is quite possible in view of the altered circumstances of traffic on the Narrabri line.
542. Are they likely to prevail? Increased traffic would warrant the running of faster trains on that line. As far as that matter is concerned, I am quite willing to admit that that at present could not be realised.
543. You seem to think that the climate of Inverell will prove attractive to summer residents? That is to people in the Moree district and out on the north-west. I am not going to say that people would go from Sydney, but I think they would be inclined to go from Narrabri.
544. Have you been at Inverell a whole season? No, but I have been there during the summer time.

545. Would you be surprised to know that the temperature at Inverell during the summer months is very little less than that of Tamworth? I do not know what the relative heights are;—probably Tamworth is as high as that.

546. Do you think the Railway Commissioners by this circuitous route could land goods in Sydney or Newcastle, from Inverell, or carry them as cheaply from Sydney to Inverell, as they can now be taken by team to Grafton and thence by steamer to Sydney? Yes, I think they could. As I say a differential rate would have to be made, but the object of course would be to save the traffic which is going that way.

547. Are you aware that during the twelve months ending 30th June, 1896, there were 973 tons 3 qrs., and 26 lb. of merchandise landed at South Grafton from Glen Innes for export to Sydney? Yes, that is quite probable.

548. Do you know that during the same period there were only 433 tons 16 cwt. 3 qrs. and 22 lb. carried from Inverell to South Grafton for export to Sydney? That may be right.

549. If the people at Glen Innes who are now in fairly direct communication with the metropolis, find it expedient to send a very large proportion of their produce to Sydney by Grafton, how can the people of Inverell who, by the proposed line will be furnished with a very much more circuitous route to the metropolis than have the people of Glen Innes be expected to send the bulk of their produce by railway, if the people of Glen Innes do not find it advisable to do so? I can quite conceive it would be possible to carry over the indicated line from Moree to Inverell more cheaply than you can carry from Glen Innes to Sydney at the present time.

550. You can carry over the proposed line more cheaply than from Glen Innes to Sydney? At the present time.

551. Is that because of the nature of the country? Yes.

552. The cost of haulage will be less? Yes.

553. I believe the distance from Inverell to Sydney, *via* Moree, is about 510 miles? Yes.

554. And from Inverell to Newcastle *via* Moree it is about 411 miles? Yes.

555. You think then that on the Inverell-Moree-Sydney line, which is 510 miles, you could carry goods more cheaply in proportion to distance than from Glen Innes to Sydney, which is only 422 miles? Yes.

556. That is to say the 69 miles of extra haulage both ways will be compensated for by the reduced lifts? Yes; I would point out that as far as the Inverell business is concerned both the produce and population outside Inverell lie in a southerly direction.

557. What about Elsmore and Tingha? The people of Tingha would be met equally as well by a line from Moree to Inverell as by a line from Glen Innes to Inverell. Tingha lies away to the south-east.

558. *Mr. O'Connor.*] That is your opinion? Yes.

559. And you have spent some time in investigating the matter in the interests of the State? Yes.

560. *Mr. Black.*] At what rate do you propose to carry cereals from Inverell to Sydney? A special rate of 8s. per ton is proposed over the whole section of the line—that is between Inverell and Moree.

561. *Mr. Wright.*] Is that a local rate? Yes.

562. You propose a local rate for that section? Yes; that would make it 21s. through to Sydney.

563. What will be the rate of carriage of wool? From Inverell to Moree 17s. 6d. a ton.

564. What will be the through rate? I cannot tell, because the 17s. 6d. would be absorbed in the other rate.

565. What will be the carriage of ore per ton from Inverell? I have really included that in the 3,000 tons of goods. I did not make an allowance for ore at all. I took 3,000 tons as being the gross amount of traffic at 10s. a ton.

566. What will be the rate for the carriage of flour? Eight shillings per ton for wheat, straw, chaff, hay and flour.

567. And for general goods? Ten shillings between Inverell and Moree.

568. And iron? That will be included in the 10s.

569. And sugar? The same.

570. And live stock? 250 trucks, at 25s. a truck, or £312.

571. Now, with regard to the carriage of goods the other way? They are all included. The 3,000 tons represent all the goods with the exception of cereals, wool, live stock, and flour.

572. The carriage of general goods from Moree to Inverell would be 10s. per ton? Yes.

573. That will be the proportion? Yes.

574. Have you any idea what will be the rate from Sydney to Moree? I have not, because the probabilities are that when we get to Moree, we shall have to adopt a differential rate for the purpose of competing with Queensland.

575. Then, if goods can be landed in Sydney *via* Grafton by team and steamer at £3 per ton, do you think the Railway Commissioners could successfully compete with that rate? I should not think they could if it could be done continuously.

576. If storekeepers have contracts for the landing of goods, and can land goods at £3 a ton all the year round, what then? I have not heard of any contracts as low as that. They may be at Glen Innes, but not at Inverell. I could not find a single merchant at Inverell who could tell me that.

577. What are the McLean Brothers' rates? When I was there the rate I got them was £4 a ton.

578. *Mr. O'Connor.*] Do you mean £4 a ton to Sydney? Yes. I can understand, of course, that contracts may have been made just now with a certain motive.

579. *Mr. Black.*] You anticipate a considerable amount of intermediate traffic between Inverell, Warialda, and Moree? Yes.

580. What products do you think will be carried from Inverell towards Moree? Wheat, hay, straw, chaff, and flour are being carried at the present time under abnormal conditions.

581. And fruit? Yes.

582. Do you not think that within a very short space of time, the Moree district, as far as wheat is concerned, will be self-supplying? I doubt it. I do not think the character of the soil about Moree is suitable.

583. Do you think it is too heavy? Yes; I do not think that wheat can be cultivated there with success, in view of the present rainfall.

584. I understand it is lighter soil nearer the border? No, it is heavier, if anything. The soil which will grow wheat is on the south bank of the river. No doubt wheat will be grown there if they have the means of transit.

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585. In the event of the railway being constructed to Inverell, have you taken into consideration the advisableness of carrying fruit at special rates? I have not included fruit in my estimates at all.
586. Are you aware that fruit is one of the finest products of the Inverell district? Undoubtedly.
587. Do you know that the apples, figs, pears, apricots, peaches, cherries, and strawberries are equal to anything grown in Tasmania? Yes. As a matter of fact Moree is supplied at the present time by hawkers along the road.
588. Do you not think it would be advisable to encourage the industry for the benefit of the people of Sydney by making special rates? There is no doubt the rates would be made through to Sydney if the fruit produce of the district warranted it. I met ten hawkers on the road from Inverell to Moree.
589. *Mr. Wright.*] How long is it since you were in the district between Inverell and Moree? About four months.
590. Were you in Warialda? Yes, I stopped there twice.
591. Did you travel along the direct road? By both the north and south banks of the river.
592. Is the country fairly well taken up between Moree and Inverell? Yes.
593. If that is the case, how is it that the Secretary for Railways is able to tell us that there are immense areas of unalienated Crown lands on the route? So there are relatively. There are large areas to the north of Warialda and to the south which have not been thrown open.
594. But I am speaking of the route of the railway? I would not say that they are on the immediate route of the railway?
595. But within 10 miles? Within that distance there is a considerable area.
596. You say it is largely taken up, and another witness says it is nearly all open for selection? It is not nearly all open for selection, but large areas are.
597. You are under the impression that there is a large amount of Crown land available for occupation? Yes.
598. And you think it will be taken up? I do.
599. Some years ago you reported on the railway from Glen Innes to Inverell? Yes.
600. Was your report on that line a favourable or unfavourable one? My idea then was that Inverell should have a railway. That was the effect of my evidence.
601. In answer to Mr. Roberts you stated that the land between Moree and Inverell was very good? Between Warialda and Inverell chiefly; and that it was also good land between Warialda and Moree?
602. The whole way? Not all the way—not in the neighbourhood of Warialda.
603. How much bad land will there be? I should think there is about 15 miles of poor and worthless soil east and west of Warialda.
604. You say the land between Glen Innes and Inverell is inferior? No. I said it was no better than the land between Inverell and Warialda.
605. You have stated that the people of Inverell are in favour of the route to Moree? Yes.
606. Do you mean the people of Little Plains and Big Plains and that part of the country? I mean the representative men of the town.
607. Some years ago they were in favour of another route, were they not? I do not know whether this route was under consideration at that time.
608. Is it not a fact that the people of Inverell have been so long disappointed in getting a railway that they are prepared to accept any scheme of railway communication? I think there is a good deal in that. At the same time, they appear to think the western scheme will suit them better, and that they will find a market for their produce.
609. Do you know Mr. Sinclair, of Inverell? Yes.
610. Is he in favour of this route? No; he is in favour of the Glen Innes extension.
611. Is Mr. Granger, the manager of the Bank of New South Wales, in favour of this route? No.
612. But Mr. Eddie of Little Plain is in favour of it? Yes.
613. And the local flour-mill people at Inverell? Yes.
614. What is your idea about the benefits to be conferred on Inverell from the western extension? I think there is no doubt that a good deal of the produce grown about Inverell will find its way to the west as they anticipate. Then, as far as Inverell is concerned, I think the interests of Warialda deserve almost as much consideration in one direction as the interests of Inverell. I think, as a matter of fact, there will be more heavy loading put on at Warialda than at Inverell, except in the shape of produce.
615. Beyond Warialda it is very fine country? Yes.
616. Capable of producing anything which can be produced in that climate? North of Warialda it is more fitted for sheep and cattle than anything else.
617. Speaking about the markets for the Inverell people;—is not the population west very limited? I suppose there must be considerable population—10,000 or 12,000. Then, of course, there is the consumption of fodder.
618. But it is sparsely populated on the whole? Yes.
619. And it is a district likely to be confined for many years to pastoral occupation? Yes.
620. You say you do not think Moree is likely to be an active competitor with Inverell in the production of cereals? No.
621. You think that district will remain pastoral for a considerable time? Yes.
622. And, therefore, will have a sparse population? Yes.
623. That being the case, where is the market to be obtained for the enormous wheat production of which the Inverell district is capable? It will have to find its way, I suppose, to the seaboard.
624. Then the effect of this railway will block the Inverell people for all time from supplying wheat to the northern rivers or to any portion of Queensland which may require it? That opens up another question. My own impression is that if they had a railway to Glen Innes it is an open question whether they would supply the northern rivers. I do not think they would, because I think they can carry it cheaper by steamer from Newcastle and Sydney than from Inverell.
625. But you must recollect that they have, first, 400 miles to carry it by rail to Sydney? Yes. Of course, one thing fixes a selling rate. As far as that is concerned, directly we begin to export London values would rule.
626. If I wanted to supply Mr. Humphery with wheat, would I go the whole way round this table to do it? The probability is Mr. Humphery would not want to buy from you, that is, he could buy cheaper from some one else.

627. The man at Moree can buy his wheat from the Adelaide grower, and land it almost as cheaply as the man in Inverell could? He would not land it quite so cheaply, and that would make the difference to the Inverell man.

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628. I notice that you estimate the goods at £8,810 per annum;—I am referring to the Moree extension? That is from Inverell.

629. Coaching, £4,300 per annum; mails, £1,188 per annum? Yes.

630. The Railway Commissioners charge £12 per mile for carrying mails on the main lines? No; more than that. They get as much as £20.

631. Is this a fair estimate for carrying mails on a branch line? Yes.

632. Do you know that the mails between Inverell and Glen Innes are now carried for £48 per annum by coach? That is quite probable.

633. And yet you propose to charge £1,100 for the same services. By that means are not you building up an estimate unfairly. You are charging ten times more than for carrying the mails than is charged by coach? That is a matter of policy which does not affect me. It is not my estimate at all.

634. But does it not seem to you to be an unfair way of obtaining an estimate? Will you pardon me for not answering that question.

635. Answer it with any explanation you like? The only explanation I can offer is that it is what the Railway Commissioners are credited with. There are services rendered—I do not mean to say they would be worth the extra money—which are not rendered by the coach.

636. At all events, you based that estimate on a recognised Departmental plan? Yes.

637. And if it is an over-estimate, it has nothing to do with you? No.

638. It strikes me that the estimate of traffic, amounting to £13,398, over this long distance is very small considering that some years ago you estimated the traffic between Inverell and Glen Innes at £15,000? No; I did not.

639. Listen to Question 529 in connection with your evidence on the proposal to construct a railway from Glen Innes to Inverell in 1892:

My recollection of the evidence taken before the former Committee is that the people stated that they would be prepared to pay 10s. a ton for carriage between Inverell and Glen Innes? Yes; but we give them more than that. Our estimate is £15,326.

? But you ought to read the context. A set of figures was handed to us by the Inverell people for criticism, and if you read the rest of my evidence you will see that all through.

640. You say that the figures handed to you showed £23,000 per annum? Yes; but this was my application of an estimate for their figures, and I distinctly said they were not my figures. You will see that I did not accept their figures.

641. Where will I see that? Question 513, as follows:—

Mr. Barling, on being examined before the Committee the other day, stated that a fresh lot of statistics had been submitted to the Department showing the total receipts from traffic as £21,805. Have you gone over those statistics? I have analysed them as a matter of figures, not as a matter of fact.

That is to say, I applied our local rates to their estimates.

642. But you knocked them down to £6,000 afterwards? Yes, by applying their tonnage to our rates. I may state the following questions were asked me:—

When were your statistics obtained? In 1889.

These, I suppose, were supplied in 1892? In 1892.

Have you any reason to doubt their correctness? I am sorry to say that I have every reason to doubt their correctness. With regard to the quantity of sheep estimated to be carried, we have not carried so many on the northern line between Tamworth and Jennings during the period mentioned.

All through I discredited the figures.

643. But these estimates were estimates four years after you had taken yours, and you say here you have no new estimates;—Is it not possible that the traffic during that time had considerably increased? No.

644. Owing to increase of population? We should have had an indication of it at our railway stations to-day. As a matter of fact, they have diminished. I think you will find that, further on, I said:—

Can you tell us whether the trade to and from Glen Innes station has increased since 1889? It has increased.

Much? Not to a very large extent. I may explain that during a portion of 1889 the differential rates were not in operation and our business had fallen off. They were brought into operation during the latter part of 1889, and our receipts have since increased by reason of our increased business.

645. There is the fact to which you cannot shut your eyes, that in 1889 you made a certain estimate, and that estimate you now make out to be £8,200 per annum? Yes.

646. Four years after that the local people submitted another traffic scale to you, and you say you altered that according to the figures obtained four years before? No, I did not alter their tonnage at all.

647. But you discredited it? I discredited their tonnage; but applied our local rates to it.

648. If their tonnage is correct, and you have no evidence to show it is not, the revenue will be £15,000 per annum? Yes.

649. You stated in answer to Mr. Black that you thought the traffic between Grafton and Glen Innes in and out would be 1,400 tons per annum? Yes.

650. I have a statement showing that to the end of June, the traffic outwards from Grafton was 1,783 tons, and the traffic inwards in the corresponding period of twelve months 627 tons? I am not dealing with Glen Innes, but with Inverell.

651. Of that traffic I find 460 tons came from Inverell into Grafton, and 463 tons were sent from Grafton to Inverell? Yes.

652. That is a traffic of 923 tons between the two places? Yes.

653. The total traffic in and out of Grafton and Glen Innes is 2,400 tons in the year? I have the same statement somewhere; I expect it does amount to that.

654. The actual return from the agents at South Grafton is 783 tons outwards; 463 tons were sent to Inverell, and 627 tons inwards, of which 226 tons came to Inverell? Yes.

655. In the event of this line being constructed, truck rates, I presume, will be applied? Yes.

656. What will be the truck rates to Inverell per ton? I should think it would be low enough to secure traffic. I could not say what it would be. I have only dealt with that section of the line in my estimate.

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657. It will not be less than it is to Glen Innes at the present time? Not less than that.
658. Considering that at the present time goods can be carried from Sydney to Inverell at £4 10s. a ton, are you likely to get the traffic when you bear in mind the fact that the local business man always has a prejudice in favour of the teamster? If that rate were not low enough, probably the Commissioners would make a lower one.
659. The Commissioners state in their returns that the loss on the line between Tamworth and the border is about £100,000 per annum. Have they considered the effect of their action in proposing the construction of a line which will rob the northern line of nearly half its traffic? I do not know about robbing the northern line of half its traffic, because if it secured the portion going to the coast now there would probably be as much profit in it.
660. You must be aware that the construction of this line will take 11,000 bales per annum out of the 13,000 bales of wool coming to Inverell and Guyra? I do not estimate that of the Inverell traffic more than 6,000 bales will go by this line. I think there is a certain portion lying between Inverell and Glen Innes, and to the north and south of those points, which will still continue to go in as now.
661. Notwithstanding the complaints of the Railway Commissioners that the northern line is a drag upon them by reason of its annual loss, they are now proposing a competing line which will deprive it of a considerable amount of traffic? It will deprive it of a certain amount of traffic, but it will gain other traffic which it has not got now.
662. It will make the loss on the northern line still heavier, whilst the line they propose to construct will not be a supporting one? It is rather an open question whether, if there were a line from Inverell to Glen Innes to-morrow, the Commissioners would get the traffic on the main line.
663. You have a line running from Armidale to the Queensland border, which is not paying? That is so.
664. And you propose the construction of another line, with necessarily increased expenditure, because it means a duplication of staff to a certain extent, with absolutely no substantial gain to the traffic? Of course that is a question which, I suppose, the Commissioners have considered.
665. Without the possibility of getting additional traffic—because you cannot get the Queensland traffic by reason of their border fees—you propose to construct another line which will increase the loss on the main northern line, and which will not be self-supporting? Yes.
666. Supposing the Commissioners were prepared to recommend the construction of a line to Inverell, and leave it to the inhabitants to select which line they would have—a line from Inverell to Glen Innes, or a line from Moree to Inverell;—taking the whole of the people immediately surrounding Inverell into consideration, which line do you think they would prefer? I should think, in view of my recent experience, they would prefer the Moree line.
667. The line proposed to be constructed to Inverell *via* Moree leads to a very hot country? Yes.
668. Do you think it would be a favourite route for passengers to travel in the summer-time? It is not, as a rule, a favourite route through hot country.
669. Do you think it is possible that with a good line of coaches, and a passenger rate of 5s. per head, the passengers would still go from Inverell to Glen Innes? There is a possibility that people of weak health would go there.
670. There is the danger that passengers would not patronise the Moree line, but would cross by coach to the main line? There is that possibility.
671. And that, to some extent, will weaken the possibility of a revenue being obtained from the coaching traffic? Yes; I purposely gave a very low estimate.
672. You gave a low estimate, recognising the fact I have spoken of? Yes. I know that the road is good.
673. And the climate is better? Yes.
674. Has the question of a coast extension ever engaged your personal attention? No.
675. Have you an idea that, at some future time, there may be a connection between the coast-lands of the Richmond and the Clarence River and some portion of the tablelands of New England? I could not say that. It may be a matter of policy.
676. Is it, in your opinion, a possibility that sooner or later that connection will take place? Even that I could not say, but I know that it is constantly before the public.
677. You do not care to commit yourself to any expression of policy? No.
678. The construction of the proposed line from Inverell to Moree means, at all events, the impossibility of connecting the northern portion of the Colony with the coast? I do not see the impossibility of that.
679. Unless by the extension to Glen Innes? Yes.
680. Is there, in your opinion, any possibility of that? That is again a matter of possibility, but I do not say it is impossible.
681. At all events, it is plain that the Commissioners have no intention of connecting the coast with the tableland? I do not know their intentions. I only know these lines when I go over them.
682. Can you tell me if it is likely there will be any further extension of this line towards the northern borders of the Colony? I have not heard of any.
683. From your knowledge of the country and the traffic requirements of the country, do you think it is likely that any suggestion of that kind will be made in the future? I could not say. I prefer not to answer that, but I have my own opinion about it.
684. Do you think that by the construction of the proposed line we shall obtain any traffic which we have not at present over our railways? I think as far as the Queensland traffic is concerned the Moree extension will tap the best portion of it—all that can be got.
685. And you think the construction of the line will not facilitate the capture of any of our neighbours' goods? I do not think so.
686. You say that Warialda is a small town? Yes; I think there are 100 houses and 600 inhabitants.
687. You have described the country near Warialda as rough? Yes.
688. Is it not plain undulating country? It is very indifferent country and sandy. There are some very stiff hills.
689. There are no mountains? They are not mountains, but it is rough country.
690. There is nothing that a man could not ride a bicycle over? On the good roads about Warialda they could do that.
691. I suppose the reason the railway will not be taken to Warialda is because it will be a little too expensive? Yes.

692. But there would be no engineering difficulties in carrying it to Warialda? No; but it would mean an expensive addition of 7 or 8 miles.

693. Are you inclined to express an opinion as to whether the line should go to Warialda? Personally, I do not think it should go to Warialda.

694. Why? Warialda is one of those accidental roadside towns. There is absolutely nothing about it.

695. But it is the town and depôt for a valuable district? Yes.

696. If my memory serves me correctly, the district north and north-west of Warialda is quite as good as that about Inverell? It is not as good soil for agricultural purposes, but it is a splendid pastoral country.

697. At any rate you think that, owing to the expense, it is not wise to go into Warialda? I think so.

698. You think that if the line is 4 miles away it will serve the people of Warialda? Yes, in view of the small population of the township. I do not think the distance of 4 miles will be an insuperable difficulty.

699. All the traffic which would come to the station at the point would come through the town of Warialda? Yes, nearly all.

700. Do you not think that in a few years we shall have a repetition of the Nevertire-Warren business? I do not think so. The circumstances are different. Of course, it was known to everyone that between Nevertire and Warren there was an almost absolutely impracticable road.

701. It has been travelled for fifty years with fairly good success? Yes.

702. Do you not think that in a short time the Warialda people will point out that the whole of the traffic converges into their town, and that they have a right to communication, and that they will get it? I do not know what representations may be yielded to; but I am quite sure that the Warialda people are not situated as the Warren people are.

703. But there is a possibility, and almost a certainty that an agitation of this kind would at once spring up? I am quite sure there would be an agitation.

704. In paragraph 3 of their report the Commissioners say:—

The country lying between Moree and Inverell is of a very much superior character, for the greater part of the distance, to that lying between Inverell and Glen Innes.

In answer to my question a short time ago, you said you thought the country between Glen Innes and Inverell was quite equal to that between Moree and Inverell? Yes; of course, there are patches on both sides which are bad.

705. You have been over the road between Inverell and Glen Innes? Yes.

706. And with the exception of three little spurs of ridges, is it not a positive fact that every inch of that land is of the richest description? Yes.

707. Paragraph 4 of the Commissioners' report says:—

A much larger area of Crown lands also lies within reasonable distance of the line under consideration, whereas on the other route, the major part of the land has been alienated from the Crown.

Of course, it is quite easy to understand that there is a much larger area of valuable land on 96 miles than on 45 miles. I suppose you are aware that between Inverell and Glen Innes there is a considerable amount of reserves not yet open for selection, which might be opened in the event of a railway being constructed? Yes; but I went carefully through a map at the Lands Office, and without being able to point out the exact areas, I could see there was a proportion of 20 to 1 of land on this route as compared with the other.

708. And yet we are told it is largely occupied by selectors? The alienated portions are occupied by selectors to a large extent, particularly in the neighbourhood of Warialda.

709. The population extends out pretty thickly from Inverell to Little and Big Plains? Yes.

710. Beyond that, what have you? On Myall Creek and Reedy Creek there is population.

711. But there is not much population? They are farmers principally.

712. What population is there about Kelly's Gully? I could not tell you.

713. That is the deviation you come up to avoid going into Warialda? There may be one or two farmers about there.

714. Is there much small settlement immediately contiguous to Moree? No, not along the route. There are a lot of reserves on Binagui and Mukabundi and adjoining stations.

715. I suppose you consider that from 10 to 15 miles of the present route is already served by the Moree extension? The first station, Mukabundi, would be served by it. As a matter of fact, I have not included that in my estimate. Then there is very good land at Binagui. The survey passed through that close to the woolshed. Then there is some good land at Gravesend.

716. Will you explain what is to be gained by the State by the construction of this railway? Giving greater facilities to the people north of Warialda.

717. But what is the State to gain by the construction of the line? From the figures obtained by the Railway Commissioners, there will be at first a loss.

718. The State will suffer a loss by the construction of the line, and a still heavier loss by the deprivation of the existing northern line of a certain amount of traffic? That might be compensated for by the increased value of the public lands available in the neighbourhood.

719. But you yourself feel confident that the line is one which ought to be constructed? Yes; of the two, this is the one I should prefer.

720. Notwithstanding the fact that you see no chance of getting the passenger traffic? I do not say that we are not going to get any passenger traffic. I am quite sure that during the winter months the opposite will occur to what will occur during the summer months.

721. Notwithstanding the fact that we have to suffer a certain loss of passenger traffic, and notwithstanding the fact that to enable you to get the traffic you are likely to have to carry goods at an unremunerative price of less than £5 per ton, you think the country is justified in spending £300,000 to construct the line to get nothing? Yes, as against the one from Glen Innes.

722. Putting that on one side, is the country justified in spending £300,000 for the benefit of a few settlers between Inverell and Moree, and to suffer an annual loss also? That is a question of policy. I have tried to lay all the facts with which I am acquainted before you.

723. Have you considered how long it will take the line, by the increase of settlement and traffic, to be a self-paying one? I cannot answer that. Of course I have answered a similar question in the case of densely-populated country like the Berrigan country. There you can look ahead; but it would be impossible to do it where there is unalienated Crown land.

J. Harper,
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- J. Harper, Esq.
9 Sept., 1896.
724. Is there a possibility that, by a set of circumstances, unknown at present, your estimate may be an unknown estimate? I am not prepared to concede that, because I think I have kept well below it. So far as Inverell is concerned, I think the estimate is a small one for the whole traffic in and out of that district, including the possibility of ore and everything else.
725. I notice that the locomotive and working expenses of the proposed line from Moree to Inverell—96 miles—are estimated at £100 per annum less than the same service between Inverell and Glen Innes? I think since the Commissioners have prepared the other estimate circumstances have altered, and the cost and working expenses have been much decreased.
726. If another estimate were submitted in regard to Glen Innes and Inverell, the decrease in the working expenses would be considerable? I think if the Commissioners were to estimate to-morrow for that line it would be reduced.

THURSDAY, 10 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHRY (Vice-Chairman).

The Hon. CHARLES JAMES ROBERTS, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn; and further examined:—

- H. Deane, Esq.
10 Sept., 1896.
727. *Mr. Lee.*] When you were here on a former occasion, I asked you if you had any calculations as to the lifts from Werris Creek to Inverell, and your reply was that you had not up to then touched upon the question. Have you since that time prepared any plan of the rises in the aggregate? Yes. In the first place, as requested by the Committee, I have checked the total height which, it is stated in the Railway Commissioners' report, traffic would have to be lifted going from Werris Creek to Glen Innes. I find that, taking all the little rises into consideration, it is 6,869 feet—that is, 260 feet more than the Railway Commissioners' estimate; but if I were making a return for the same purpose as the Railway Commissioners wanted those figures, I should bring it to about the same. I make it a little over 6,600 feet in the same way as the Railway Commissioners, so that I think those figures may be taken as quite correct. Taking the other line, we have a total rise of 3,546 feet; but cutting out the smaller and shorter rises, which can be surmounted without any special effort, I bring the total of the rises to 3,400 feet—that is to say, to a little more than one-half. In actual elevation, it is just about one-half, and if you add all the rises together the totals are larger than in the other case; but it also comes to about one-half.
728. At all events that is a correct estimate? Yes.
729. Could you more fully explain the nature of these rises, as to where and how they occur? I think the diagram section will be the easiest to understand.
730. Your detail survey, as shown on the parish maps, shows an extraordinarily crooked line—the diagram provides almost for a straight line? Yes; it is on too small a scale to show all the turns.
731. From your detailed survey, it would appear that there is an enormous number of small rises? Not necessarily. For instance, take a particular point from the crossing of the Warialda Creek up Kelly's Gully, and it will be seen that towards the top end of Kelly's Gully there is a big bend, but that is all in one rise. These sharp bends do not mean rises and falls. They are put in for the sake of avoiding rises and falls.
732. Are you able, from the map, to show where and how the rises occur? Starting from Werris Creek, on the northern line, the first rise is up to Terrible Vale and Duri.
733. I want you, in a sketchy sort of way, to show where the important rises are—where they are a block to traffic? The first rise shown on the plan is a rise of about 309 feet—the main rise between 156 miles 7 chains and 159 miles 78 chains. That is the most important rise at that end of the line. After that the most important rise, of course, is that long rise after you leave Moonbi, coming up the Moonbi Ranges. The ruling grade is 1 in 40, and there is a good deal of it.
734. That rise extends as far as Walcha Road? A little beyond Walcha Road, that is 220 miles 4 chains from Newcastle. After that there is another little rise. Then the next big rise is beyond Armidale, from Dumaresq up to a point between Black Mountain and Guyra.
735. What is the grade between the two points? 1 in 50 is the ruling grade. Between Llangothlin and Ben Lomond there is a rise. There is a piece of 1 in 50, but there is not much of it.
736. Those are the rises going north to Glen Innes? Yes.
737. How many miles are there of 1 in 40 between Werris Creek and Glen Innes;—are there many miles of it continuously, or is it only a series of small rises? They are in conjunction with other rather steep grades. The rise from Werris Creek to Terrible Vale is not such a continuous one. There is one piece of 1 in 40, which is about a quarter of a mile in length. I am taking only the rises towards the tableland. There is a length of 1 in 40 near the Macdonald River, about 2½ miles in length, and there is another length just beyond the Macdonald River of about 1½ mile. The first one I mentioned—that below the Macdonald River—is the worst, because it is part of that long ascent from Moonbi, and is in conjunction with grades of 1 in 52, 1 in 48, and 1 in 50.
738. But would not that be between the Macdonald River and Walcha Road? No, between the Moonbi and Macdonald River.
739. What about the length of that? It is about 2½ miles.
740. With the exception of that piece what is the grade from Moonbi to Macdonald River? There is a good length of 1 in 48—about 3¼ miles of it, and there is a stretch of about 1½ mile of 1 in 50.
741. The next grade of 1 in 40 appears to be in the neighbourhood of Ben Lomond—between Black Mountain and Ben Lomond? There is only a grade of 1 in 40 descending there.
742. Then there is no 1 in 40 after you pass Walcha Road, between that and Glen Innes, going north? No.
- 743.

743. Now come back again and start at Glen Innes. Where do you pick up the first 1 in 40? Going up to Ben Lomond. H. Deane,
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744. Is that extensive? Yes, about 3 miles.
745. And the next point? There is a little one at Armidale which is 1 in 41, close into Armidale. That is less than one-quarter of a mile in length going towards Sydney. 10 Sept., 1896.
746. On the Sydney side? No; on the Glen Innes side of Armidale. It is a very short run.
747. Then it would appear that when you surmount the 1 in 40 at Ben Lomond, coming south, the grade from there down is a moderately easy one? Yes.
748. Still coming south, are there any formidable grades about Walcha Road, or Macdonald River, or Wallan, which would impede the carrying of large loads? There is a grade of 1 in 44 before you get to Walcha Road for about $1\frac{1}{4}$ mile, and there is one of 1 in 50 just after you pass Macdonald River.
749. Coming south, are there any engineering obstacles on the Great Northern line which would prohibit the use of full trains? There are the grades I have mentioned.
750. But are they serious impediments to full traffic? If you have one of a mile and a quarter it is a serious impediment.
751. Are not full loads brought over them at the present time? I cannot give you the details of the traffic.
752. As a matter of fact, whatever there is to be brought down by the usual train loads is brought down by that line? Yes.
753. Consequently the down grades cannot be so formidable, otherwise they would make the running of those trains doubly expensive? Yes.
754. What is the ruling grade from the top of Ben Lomond—that is, the highest point—to Werris Creek? The ruling grade is 1 in 40 near to Werris Creek—between Duri and Currabubula.
755. What is the length of that? About half a mile. It is at Currabubula.
756. Can you tell us what is the steepest grade on the rise coming out of the Hawkesbury to the top of the hill? 1 in 40.
757. Then, as a matter of fact, the ruling grade on the main northern line is 1 in 40, and that ruling grade will be found within a few miles of Sydney as well as in the distant part of the New England tablelands? Yes; but of course that is worked in a different section.
758. That is the grade coming south, is it not? Yes.
759. Consequently your grade from Glen Innes over the Ben Lomond Mountains would never be stiffer than 1 in 40? No.
760. And you meet with that grade close to Sydney? Yes; within 35 miles of Sydney.
761. If the grade on the tableland were 1 in 100, the ruling grade would still be 1 in 40 near the Hawkesbury? Yes.
762. Is not the grade a dominating principle with you in laying out your railway lines? Yes.
763. You are justified at times even in extending the length of a line in order to get a better grade? Yes.
764. Has that principle been observed in the survey of the line from Moree to Inverell? Yes.
765. And does that account for the apparently extremely crooked nature of the line? It accounts for a good deal of it. It is partly due to the desire to save earthworks.
766. Many of the semi-circles in that line have been made with a view of escaping the heavy grade? Yes.
767. And by doing that you have been able to get a ruling grade of what? Of 1 in 100 towards Sydney, and 1 in 80 outwards.
768. It has been the means of considerably lengthening the line, has it not? It has probably lengthened it for a few miles.
769. How many miles? I could not tell you exactly. I should think, possibly, 4 or 5 miles.
770. Looking at the sketch map, does it not appear that if a more direct line could be obtained its length could be considerably shortened? You cannot get it.
771. The country is such that you cannot get a straight line? No.
772. So desirous were the Department of obtaining a low grade that they worked round ridges and in and out of various places? In laying out a line you are bound by the features of the country in any case whatever grades you have. If you adopted very much steeper grades than that you would have to adopt very nearly that general direction.
773. But if you had wanted to get a 1 in 50 or 1 in 60 grade, could you not have omitted a large number of the curves? Some of them.
774. The main object has been to obtain a line of good grades? Yes.
775. That being the case, the distance being sacrificed to grade, it must follow that the grade coming out fairly good would make the grade on the Great Northern line appear, by contrast, very bad? Yes.
776. If you were to observe the same conditions in the survey of the proposed extension, would not the line in places be almost as bad as that across the tableland? I could easily get 1 in 40 grades if I wanted them. Some country is better adapted to good grades than others.
777. But, notwithstanding all the trouble the Engineering Department have taken to obtain such an easy grade, the fact still remains that they are confronted by a 1 in 40 grade at the Hawkesbury? There is no doubt about that grade.
778. I suppose you are not prepared to give any evidence as to whether it would be more desirable to take the line another way—coastwise or otherwise? No.
779. You simply desire to give evidence as to the proposal before us? I can only say that that line is, in my opinion, the best way of connecting Moree with Inverell.
780. Is it proposed to fence the line? No.
781. Not any parts of it? Some parts of it will be fenced, but, generally speaking, fences will be dispensed with. They are not included in the estimate.
782. And, of course, it will be a single line with the necessary sidings? Yes.
783. Do you know if any information has reached your office as to the dealing with the freehold land through which the survey passes? No; I am not aware of any.
784. You are not aware whether there has been any arrangement made for the proprietors to give the land free? No.
785. Was the survey made with the view of that being done, or irrespective of it? The survey was made, so as to get the best line.

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786. Irrespective of freehold or Crown lands? I would not go so far as to say it has been made irrespective of boundaries. Where it is possible to go through Crown lands in preference to private lands, it is always done.
787. So far as you are aware, the proposed line is located where the engineers thought it was best, leaving the question of land to be determined by the authorities more immediately connected with it? Yes.
788. Your Department has nothing to do with the matter? No. I do not see how the line can be shifted very much laterally to avoid properties—to get through more Crown lands in preference.
789. Do you think you would be able to find a better ruling grade? No; I believe that is the best line which can be found. I have been into the matter very carefully myself, and I have examined the line.
790. Have you been over the route? Yes.
791. Will there be any bridges involved in the construction of the line? The most important bridge will be that over the Gwydir, near Ezzy's Crossing. The next to that, probably, will be that over Warialda Creek.
792. The line immediately approaching Inverell appears to be about the most costly portion of it? Yes.
793. How do you account for that? Because of the features of the country.
794. The cuttings, I suppose, are much heavier? The country is sharply undulating.
795. The cuttings would be necessarily heavy to keep down the ruling grade? Yes.
796. If the line were constructed, and it was determined at any future time to extend it, the question of a bridge over the Macintyre River would have to be considered? Yes.
797. That would be costly, would it not? Not very.
798. Would it not run into many thousands of pounds? It is a small crossing, as rivers go. About £4,000 or £5,000 would do it.
799. Has there not been an ordinary traffic bridge recently erected there? Yes.
800. That cost more than £4,000 or £5,000? It did—I forget the amount; but the crossing which we should have in the production of the present line will be a better one than where the road bridge goes, besides which it is always cheaper to make a railway bridge than a road bridge. It is a narrower bridge, and there is not so much decking required. Although it has to carry heavier weights still it is cheaper.
801. Are there any surveys from Inverell or in the immediate vicinity of Inverell going north to any given point? No explorations have been made.
802. By way of Emmaville and Decpwater, for instance? I think it is twenty years ago since there was an exploration beyond Inverell towards the north, but I do not know how far it went.
803. If it were considered advisable in the future to extend the line, would there be any possibility of extending it except by taking it direct east? I could not give you any reliable information as to that.
804. The estimated cost of the line, I presume, is based on the fact that if it is constructed it will be sufficient to carry the present traffic? Yes.
805. You are not providing for a line to carry the maximum amount of traffic which could be carried over it? If the line is constructed, as I propose, of course if the traffic largely increases, it can be improved.
806. You are not providing for an enormously solid traffic? No.
807. The line will be sufficient to carry the present traffic, and it can be built up if required as traffic increases? Yes.
808. *Mr Roberts.*] I notice that the cost per mile of the line from Narrabri to Moree was £2,409? Yes.
809. And the estimated cost of the line from Moree to Inverell is £2,898, showing an excess in cost of £489 per mile;—will you explain the reason of that increase in the cost? The country is not so level as it is between Narrabri and Moree.
810. How many bridges are there between Narrabri and Moree? There are two bridges at the Namoi River and Narrabri Creek, and a number of other bridges of smaller size.
811. I think there are three bridges on the proposed line from Moree to Inverell? Two large bridges; but in rougher country such as that, if there are not many bridges there will be a great many culverts and small openings, which add very considerably to the cost.
812. Is it the bridges which have to be constructed on the proposed line from Moree to Inverell which account for the increase in the cost of the line? Not altogether, but it is a different class of country.
813. Is that the principal item? No, not necessarily. Where you have heavier earthworks you will almost invariably have a heavier amount for waterways as well, so that on this line, where the earthworks on most of the sections are heavier than from Narrabri to Moree, you get waterways also heavier.
814. The Narrabri to Moree line goes through more level country than the line now under consideration? Yes.
815. Will you describe the grades between Narrabri and Moree? There are two short pieces of 1 in 76, which are calculated to be the same as 1 in 80 on an extended section. The ruling grade towards Sydney is 1 in 100, but it will be seen from the diagram that the country is nearly a level one between Narrabri and Moree, but after you pass Moree and go towards Inverell you begin to get in the hilly country. After you get out about 20 or 30 miles the country becomes more undulating.
816. How many stations do you propose having between Moree and Inverell? They are not absolutely fixed yet, but perhaps I can give you an idea of what is included in the estimates.
817. Will there be any stations between Moree and Warialda? Yes, there will very likely be two stations.
818. And the third station at Warialda? Yes.
819. How far will that station be from the town of Warialda? Four miles.
820. What amount of money do you save by keeping the line 4 miles out of Warialda? About £10,000.
821. What is your principal reason for not taking the line into the town of Warialda? The saving in expense.
822. What is the character of the country;—is it rough country? It is very rough after you leave Warialda. You will see that if you travel on the road from Warialda towards Inverell. There are some very rough ridges to cross.
823. Do you not think it would be wise for the line to go through the town of Warialda;—would you have to make a curve in getting to the town? You could easily get into the town; the question is one of getting out of it. It would be most costly. The difference in cost would be about £10,000. I submitted the matter to the Minister, and it was decided to adopt the proposed route.
824. Is that owing to the extra distance which would have to be travelled? Yes, it makes a little difference in distance—I think about 2 miles—and there is the difference in the cost of about £10,000.
825. Have the Railway Commissioners approved of the line going in the way proposed, viz, via Warialda? Yes.
- 826.

826. Do you not think that the fact of the line being 4 miles out of the town will lead to a great deal of dissatisfaction on the part of the residents of Warialda? I do not think so; but that is a matter I have had no instructions to inquire into. I have had both lines surveyed, and submitted the two, and the one now submitted to the Committee is the one which is approved of.

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827. Is that the one selected by the Minister for Public Works? The Minister and the Railway Commissioners.

828. You have mentioned three stations—Warialda being the third? Yes.

829. How many stations will there be between Warialda and Inverell? I have allowed for three intermediate stations between Warialda and Inverell.

830. Will the fourth be at the terminus? Yes.

831. According to your estimate, the cost of sleepers is 2s. 9d. each? Yes.

832. Is that what you paid for the Narrabri to Moree sleepers? No; it is about what half of the Narrabri sleepers cost. We paid 2s. 6d. for half the sleepers on the Narrabri to Moree line. We required the extra 3d. for adzing and putting on the road.

833. Where are they to be brought from? From the neighbourhood of the Narrabri-Moree line and from the Warialda district.

834. I notice in your estimate, part No. 1, you put down the station-master's house at £200; in part No. 3, Kelly's Gully line, you put down the station-master's house at £350;—why should the one cost more than the other? The more expensive one is at the Warialda station which will be a more important one than the other.

835. Will the station buildings be constructed of wood? Yes.

836. In answer to Mr. Lee, you said that the line would not be fenced? It is not proposed to fence it.

837. You have already constructed several lines of railway where the fencing has been dispensed with—for instance, the Nyngan to Cobar line? Yes; that is not fenced.

838. What other lines are unfenced? There are none open.

839. Have any difficulties arisen from the fact of the Nyngan to Cobar line not being fenced? No.

840. Has it been found to answer? Yes; it has been found to answer there.

841. The proposed line from Moree to Inverell stops on the western side of the Macintyre River? Yes.

842. Do you consider that the best site for the terminus? Yes; the line cannot be taken right into the town, not into the centre of the town—but it can be taken to the other side but still within the township. That would cost about £2,500 more.

843. Would that be irrespective of the cost of the bridge over the river? That is the net cost, but the actual cost of carrying it to the further site would be about £7,500; but if you deduct the cost of the bridge and approaches, which would be necessary if you stop on the west side of the river, it would leave about £2,500.

844. Would it not be a greater convenience to the townspeople if it were taken to the eastern side, which you have just mentioned? It would be a greater convenience to those on the eastern side of the town, but for those living in the centre it would be about the same.

845. Where do the majority of the people live? In the centre.

846. Would the £2,500 be exclusive of land resumption? Yes.

847. Did you form an estimate of the cost of the site which you think would be suitable for the station buildings at the eastern end of Inverell? Do you mean as regards resumption.

848. Yes? No, I have not.

849. Could you give a rough guess as to what it would cost? No.

850. Would the road-bridge which is already there be suitable for taking the line across the river? No, it is in the wrong place for the railway.

851. You would have to construct a new bridge? Yes.

852. What would be the cost of that? About £5,000.

853. With the £2,500 that comes to £7,500, and then there would be the cost of the land to add to it? Yes, there is the cost of the bridge in any case. The bridge has to be made. You either have to make a road-bridge or a railway-bridge.

854. I understood the road-bridge was there already? It is not in the right place for the railway station. A new bridge will be necessary at a cost of about £5,000—that is the bridge and approaches.

855. Then the extra cost of a line would be £2,500? Yes.

856. Would that go through private property which would have to be resumed? Yes.

857. And then there would be the additional expense of a large block of land for a terminal station? I think if the Inverell people wish to have it there, instead of on the other site, they should provide the land. It is equally convenient for the Department to stop on the western side of the Macintyre River.

858. You think it affords all reasonable accommodation for the people of Inverell? Yes.

859. *Mr. Wright.* Your estimated cost of the proposed line is £2,898 per mile? Yes.

860. Will you state what position your surveys are in now? The trial survey is complete.

861. Has the line been permanently staked? No.

862. Have quantities been taken out? Yes.

863. Accurately? Yes.

864. Is it possible, in staking this line, deviations will take place? Small deviations.

865. Is it not possible that there may be a considerable discrepancy between your estimated works and what will be found necessary when the line is permanently staked? No.

866. I suppose you mean it is not probable? It is quite possible to be led into more expense through circumstances which are not foreseen at the present moment.

867. Supposing one of your officers reports that by a deviation of half a mile he can secure a better route, would not that affect your quantities? It would reduce them.

868. It might not necessarily do so? Then it would not be a better route.

869. You are satisfied about your estimates, and your quantities have been carefully taken out? Yes.

870. Is it not customary, before you can say definitely that such is the case, that, where you have to make cuttings, you have trial holes sunk to ascertain the nature of the country you have to go through? It is a very common thing to do.

871. Would not a contractor, if he had a cutting 10 feet deep, expect to find a trial hole to show him what the nature of the country was? In letting contracts it is advisable to have trial holes. We are much more likely to get lower prices than if we do not, because a contractor otherwise takes a good deal of risk upon himself.

872. The survey, I suppose, is not in a condition now which would enable you to call for tenders? No.

873. The line will have to be permanently staked? Yes.

874.

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874. And quantities carefully taken out? Yes.
875. And where there may be a doubt about the nature of the country, trial holes will have to be sunk? Yes; and the land will have to be surveyed, which is an important thing. There is a certain amount of land survey which has been carried out, but the survey for the purpose of resumption of course would be in more detail.
876. Have any cross-sections been taken out? Yes.
877. All along the line? Yes; but not so closely as on the permanent staking. On the permanent staking it is usual to take the cross-sections, where the ground is at all uneven, every chain, or perhaps closer than that; but here there have been cross-sections taken at intervals—perhaps every 5 chains.
878. And you do not think the permanent staking of this line and the completion of the surveys, is likely to very seriously affect your quantities? I do not think so.
879. What do you reckon for earthworks per yard on the line? About 1s. 9d. per cutting, and 1s. for side cutting.
880. I suppose there will not be much rock to contend with? Not very much.
881. In looking over your estimates it struck me that some things were very low;—take No. 1, for instance—“timber bridge and small timber openings”—that is the first bridge;—what is the length of that bridge? There are a number of them.
882. There is a bridge out of Moree—No. 1 section? No; we are on the south side of the river.
883. What are the lengths of the different bridges, or the structures you might call bridges? Anything from 10 feet up to 100 feet. The only large bridges we have are the bridge over the Gwydir River, and another over Warialda Creek.
884. Is it not customary, in modern railway construction, to substitute iron or steel for wood in all railway bridges? No; it is a very common thing when you first make a line—it is so in America and in new countries—to build them of timber, and afterwards improve. In our own case we are exceptionally well situated for timber bridges, inasmuch as we have ironbark of good quality which will stand for twenty or thirty years before requiring renewal.
885. Have you any railway timber bridge which has stood for thirty years? There is railway bridge timber which has stood for thirty years?
886. I am speaking of a railway bridge? I do not think that any of the older bridges have been made of ironbark entirely.
887. How long did the ironbark viaduct between North Wagga and Wagga stand? I cannot tell you about the ironbark in that structure; but there was a great deal of timber in there which was not ironbark.
888. Do you know that, within five years of the erection of that timber work, the bulk of it was condemned by the bridge commission? I know there was a great deal of timber there which was not ironbark.
889. The question I asked is whether a great deal of that structure, five years after its erection, was condemned by the Royal Commission inquiring into bridges? I know the difficulties we experienced with the bridge. You have asked me a question to which I cannot say “yes” or “no.” I have read a great deal of the report of the Royal Commission, and I have also been to Wagga, and I have seen the viaduct running out between Wagga and the iron bridge. It was in a bad condition. A lot of it had been renewed when I was there, but I know, as a fact, that a great deal of the timber that had been taken out was not ironbark.
890. *Mr. Black.*] Was it paid for as ironbark? I do not think so.
891. *Mr. Wright.*] I think it was? I do not think so.
892. That structure has only been erected fifteen years? Yes.
893. And yet many years ago it was condemned? That does not alter my contention.
894. It has only had a life up to the present time of fifteen years, and yet of your own knowledge a good portion of it has been condemned and removed? Yes.
895. You have stated that a wooden bridge will last twenty-five to thirty years, and I want you to give me an instance in which a wooden railway bridge has, in Australia, stood for thirty years? I do not know that I can give you any instance where the timber has been exclusively ironbark. When the Wagga viaduct was erected, I know that the specifications did not provide for ironbark for everything, nor did they provide for timber which was absolutely durable.
896. I did not confine it to any class of timber;—can you give an instance where a wooden railway bridge has stood for twenty years in Australasia? If you wish to have any information, I can make inquiries. I may say there have been few large timber openings made.
897. The bulk of our railway bridges on lines hitherto constructed have been of iron? Yes.
898. And this departure in regard to wood is comparatively a new one in the construction of cheaper lines of railway? Yes; I think I may say it is. There have, however, been timber bridges built. There is the Singleton bridge for instance, and some laminated arched timber bridges at Queanbeyan and Molonglo, on the Cooma line. There are also truss bridges beyond there on the same line between Queanbeyan and Cooma. Also between Glen Innes and Tentorfield there are three or four truss bridges. Possibly the reason some of them have been made has been on account of the difficulty of getting the iron-work in time.
899. You have said that the bulk of the bridges in America, in connection with the early construction of railways, were of wood, which might be afterwards replaced? Yes.
900. As a matter of fact, have they not, in America, gone in to a large extent for viaducts of iron on iron trestles? Yes, over gorges.
901. But over elevated areas? In a large country like America you will find differences of practice.
902. I suppose that in Europe the bridges are universally of iron or steel? Yes, or brick or masonry.
903. Has any scientific man yet discovered the life of an iron or steel structure? No, I do not think so. Steel has not been in use long enough. Steel is in the same position as ironbark.
904. Do you not think, from an engineering standpoint, it is a mistake to substitute wood for iron or steel, in view of the cheap rate at which these articles can be obtained now? No; I do not think so. I would certainly use steel where I wanted very long spans; but if I could design a span long enough in ironbark, I should think it perfectly safe to use it, and in doing so there would be a considerable saving.
905. You prefer timber to iron? I do not say I should prefer it; but if it were a matter of economy, I should use it.
906. Which do you think the cheaper, in view of the life of the structure? I think it is cheaper to use

use timber at the present day. Of course money is cheaper than it was. A few years ago it would have paid all the better to use timber, but now you have to borrow less money to build a wooden bridge than if you had to build a steel bridge. Money will be cheaper by-and-bye. Probably in thirty years time you will be able to borrow money at 2 per cent. instead of 4 per cent.

907. You construct a wooden bridge at a cost of £3,000, which would last twenty years; at the end of that time you have to borrow additional money to construct an iron or steel bridge to replace it;—by that process you add a capital sum to the cost of your line? Yes.

908. Is that a wise policy? It has all been gone into. I cannot give you any calculations off-hand, but I shall be happy to give you them later on. I can now tell you only that the question of the advisableness of using timber and steel has been carefully gone into. Truss bridges were put in over the Narrabri Creek and Namoi River for the sake of cutting down expense.

909. Has the Department yet discovered a perfect specific for dry-rot and white ants? I do not think they have.

910. I suppose you will admit that our best timbers are liable to both these difficulties? Yes; but if they are looked after they do not suffer.

911. You think that for temporary purposes and cheap construction durable timber is a good substitute for iron? Yes.

912. You think it is even better to use timber with the view of ultimately substituting iron for it? Yes. As a rule, for all the smaller bridges, we are in the habit of using timber, and there is no doubt it is the best thing to use.

913. The sleepers, you say, will be 2s. 9d. on the proposed line as against 2s. 6d. on the Narrabri line;—why is there this difference? The 2s. 9d. is put down from actual experience. I expect to get the sleepers for about 2s. 6d. delivered, and then it will cost 3d. to adze them and put them in the road.

914. Were they not adzed on the Moree line? Not when first delivered; the contractor for the line had to adze them.

915. The contractor adzed them? Yes. There is a timber forest near Warialda, but I think for all that the sleepers will necessarily be a little more costly than on the Moree line.

916. Then the timber is actually closer to this line than it was to the Moree line? No, it was closer to the Moree line; was more convenient, I should say.

917. I see you estimate £200 for a station-master's house;—what sort of cottage can you build for that? It will only be a small place—about four rooms; it is what has been done lately.

918. I suppose I am right in taking it for granted that your object has been to cheapen the cost of the work as much as possible, having due regard to its efficiency and the necessary accommodation for the working staff? Yes.

919. You found, in effect, that under the old regime unnecessary expenditure had taken place in providing accommodation for the men? Yes.

920. You assure me positively that you have very little doubt that the line will be constructed within your estimate? Yes.

921. And nothing can take place in connection with the permanent survey which is likely to increase the estimate? No.

922. I think Mr. Lee obtained from you the fact that a stiff grade exists near the Hawkesbury? Yes.

923. I find from the railway time-table that Hawkesbury is given as 9 feet above high-water mark, and Berowra as 667 feet, and the distance between the two is 8 miles? Yes.

924. That is a stiff pull the whole way is it not? Yes.

925. It is a stiff grade the whole way? No, I do not think it is exactly that; but I will send for the section of the line.

926. Going further north I find there is a rise of 937 feet between Aberdeen and Murrurundi? Yes; there is a grade of 1 in 40 going up from Murrurundi to The Gap.

927. From Murrurundi to Ardglen, a distance of 6 miles, there is a rise of 524 feet? Yes.

928. Must not these grades on the main northern line between Newcastle and the dip beyond Liverpool Range, and between Sydney and Newcastle, govern the whole of the traffic on the northern line? With regard to that matter, I think it would be better to ask some of the traffic people how they manage the trains.

929. I ask you if that grade must not govern the whole of the traffic on the northern line? I do not think it necessarily would, because where you have grades concentrated you can make special arrangements.

930. But you have not got them concentrated; it is 266 miles to Werris Creek? But you have grades concentrated at Murrurundi.

931. You have the same concentration of grades from Glen Innes to Black Mountain, so that if it holds good between Newcastle and Werris Creek the same remark holds good between Werris Creek and Glen Innes? You can scarcely call it a concentration of grades when you have several bad grades scattered about.

932. Will you describe the features of the line from the Hawkesbury to Berowra Station, on the up journey, a distance of 8 miles? The summit is about 28½ miles, which is a little higher than Berowra Station, which is 705·9 feet. The lowest point at the Hawkesbury is 6·8 feet or, say, 7 feet; so that the rise is 699 feet in 8 miles.

933. Is there not a grade of 1 in 33 on that 8 miles? No, 1 in 40.

934. *Mr. Lee.*] There used to be? No; the grades have not been altered. There is a little over 3 miles of 1 in 40.

935. *Mr. Wright.*] A continuous pull? Yes. Then there is about three-quarters of a mile of 1 in 55, and then about 1 mile and 10 chains of 1 in 50. There is also a grade just before you get to the summit of 1 in 60.

936. What length is that? About three-quarters of a mile. The rest of the grades, making up the length, are comparatively easy—1 in 75, 1 in 100, 1 in 120, and so on.

937. At all events you have mentioned the stiffest? Yes.

938. Now will you take the other section from Strathfield to the highest point near Berowra? The grades are all easy, until you pass the Parramatta River. You have a 1 in 60 ascent to Ryde Station, but beyond there you have grades of 1 in 40. There is nearly a mile of 1 in 40. Beyond Eastwood up to

H. Deane,
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Carlingford there is nearly half a mile of 1 in 44. From the crossing of Devlin's Creek, at 15 miles, there is nearly a mile of 1 in 40, and another length of nearly a mile of 1 in 50. Further on there are about 30 chains of 1 in 44. That brings you up to Pennant Hills.

939. Then there is a considerable rise between there and Berowra? Not a very great one. At any rate it is split up very much. The highest point at Pennant Hills is 529 feet, just beyond the old bridge. Then there are lengths of 1 in 40, and other grades about half a mile or so at a stretch. There is a grade of 1 in 40—about 50 chains—as you get up to South Colah.

940. Are there any stiff grades between Newcastle and Aberdeen? They have all been cut out, I think.

941. Would it be an impossible thing to cut out some of the grades on the line further north of these points—the Murrurundi grade, for instance? I do not think that would be possible.

942. What effect would the deviation of the grade at Knapsack Gully produce? That is a different case. It did not cut out the 1 in 30 grade going up from Emu Plains.

943. You still have the grade through the tunnel? Yes; of 1 in 33.

944. Is that the same grade as you had in the Zigzag? Yes.

945. Some very severe grades have been cut out on the Blue Mountains? The improvements on the Blue Mountains have been more in the cutting out of the curves than the grades. You cannot do much in improving the grades on the Blue Mountains, except near Clarence Tunnel, where there is a bit of 1 in 33 cut out.

946. What radius are the mountain curves? Where the 8-chain curves have been cut out, 12 chains are the sharpest, and most of them are 14 chains.

947. I understand that on the proposed line you purpose putting in 10-chain curves? Yes.

948. Can you explain why it is considered necessary to take out 8- and 10-chain curves on existing lines, and substitute 14 and 15 chains, whilst we still construct 10-chain curves on new lines? That is for the rapid running of heavy trains.

949. You think that will only apply to the main arteries? Yes; it is quite a different thing on the branches.

950. Have you seen in other parts of the world trains travelling on curves very much less than 10 chains? Yes.

951. Of what radius? In America I have travelled over curves of 6 and 7 chains.

952. And at a high rate of speed? Yes; a pretty high rate of speed, but not upon express trains.

953. Thirty miles an hour? Yes, I think so.

954. With heavy traffic? Yes.

955. So that you have found in other countries that it is possible to do what the Railway Commissioners say it is impossible to do here—to take with speed heavy traffic along 6- and 8-chain curves? You must remember that the American rolling stock is different from ours. The central buffers make a great deal of difference, as well as the use of the bogie stock.

956. The bogie governs the whole question? And the central buffers. I think the central buffers are quite as important as the bogie.

957. Do you think you can run a loaded train with big carriages and double buffers round a 5-chain curve? It would go round, but I do not think it is a desirable thing to try. I should not like to travel round it at any speed.

958. Do you see any objection to a railway having curves of 8 and 10 chains radius? I do not think there is any objection to 10-chain curves on lines of this character.

959. Would it be possible to conduct a heavy and speedy traffic over lines of 10 chains radius? Yes, at a fair rate of speed; anything short of express speeds.

960. Do you think a 1 in 40 or 1 in 50 grade is an impracticable one for ordinary traffic? No; it is only a question of engine power.

961. Do you think it is a grade which will seriously impair the usefulness of a line? Yes; it means more engine power, of course.

962. What grades are there in America? On the Southern Pacific Railway there are grades of 1 in 30 and 1 in 40.

963. And they find no difficulty in working the traffic? They work it right enough.

964. And carry the goods cheaply? I do not know what are the rates on the Southern Pacific line, but they carry pretty cheaply.

965. If we are told that a heavy traffic cannot be successfully carried on a line with 1 in 50 and 1 in 60 grades, do you think it is incorrect? I would rather not say anything to criticise. I have not gone into the question or made any calculations.

966. Do you think heavy and speedy traffic can be successfully carried on at remunerative prices on lines with grades of 1 in 50 and 1 in 60? I think that is too general a question to ask.

967. If you were authorised to construct a line from point A to point B, to accommodate the general merchandise traffic of the country, and you found it difficult to get grades of less than 1 in 40 or 1 in 50, would you think it necessary to go to very much greater expense to flatten out the grades? It is a matter for calculation as to how far one should go in flattening out the grade. There is no doubt that in some cases it would be desirable to adopt heavier grades, and if the rates you charge are sufficient, and the quantity of traffic is sufficient, you can have a paying load over the steep grades.

968. Supposing you were asked to construct a line that would hardly ever, under any circumstances, be required to carry a greater weight than a load from 150 to 200 tons, would you think it necessary, in that case, to have grades of less than 1 in 50? No; not unless you were looking to the future.

969. You say the grade between Hawkesbury and the top of the hill to Berowra, and between Ryde and Berowra, on the down journey, would not govern the traffic of the northern line, that being the ruling grade for a distance of 25 miles? No; you would have a long stretch between there and Murrurundi which you could work otherwise. You could take long trains on that length.

970. Would not that remark apply to any other portion of the line? Yes; if the grades were sufficiently concentrated it would apply.

971. Would it not apply very strongly to that portion of the line going up from Moonbi to the top of the Moonbi Ranges, a distance of 12 or 14 miles? Yes, but there would be the extra hauling power which you would have to pay for. If you can avoid the steep grades it is so much to your advantage.

972. But are not the grades on the ascent to the tableland of New England, both from the southern side upward,

upward, and the northern side upward, sufficiently concentrated to enable you to employ additional engine power if the traffic justified it? Yes.

973. I understood you to say that you thought the proposal before the Committee was the best way of getting a railway from Moree to Inverell? Yes; my instructions were to get a railway between Moree and Inverell. The problem of getting the best railway from Sydney to Inverell was not put before me.

974. The question of getting the best communication from Inverell to Sydney has not been dealt with by you? No.

975. Your calculation for the construction of a line from Inverell to Glen Innes was originally about £8,000 per mile? Yes.

976. That line is permanently staked now? Yes.

977. Will you state what you think it can now be constructed for at the lowest estimate? £6,077 per mile.

978. Is that the cheapest rate at which it can be constructed? I think it might turn out a little cheaper, but I should not like to say it could. In looking over my estimate I find that I have "engineering and contingencies" 15 per cent. instead of 12½ per cent. I can knock off the 2½ per cent. I do not think the contingencies would be any greater on that line than on the proposed line.

979. Would that effect a reduction in the cost? It brings it down to about £6,000 per mile.

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FRIDAY, 11 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

THE HON. CHARLES JAMES ROBERTS, C.M.G.

THE HON. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

980. *Mr. Black.*] In reply, I think to Mr. Lee, you said the bridge over the Macintyre River, in proximity to the proposed site of the railway station, would be comparatively inexpensive? I think I gave the sum for the bridge and approaches as £5,000. The actual amount in the estimates was £4,380. But to that has to be added percentages which make it nearly £5,000.

981. The river bed there is not very wide;—would it not be necessary to construct a viaduct on one side? The flood waters come over the bank a little, but not very much.

982. Is not the bank on one side very much lower than on the other? The flood waters come over the bank on the eastern side. The bank itself is high, but there are openings. There is a creek which enters the Macintyre River and the water flows over on to the land, but that would not be a serious matter.

983. Mr. Wright asked you if it was not contrary to the practice of the world to construct railway bridges of wood instead of iron; I should like to ask you whether that is not largely because timber of a similar character to ours is not available? Yes, it is. I pointed out that with ironbark you can make a very satisfactory and durable bridge. I can give you a little information about that.

984. What is the tensile strength of ironbark per square inch? I am afraid to give you that from memory.

985. How would it compare with steel? The tensile strength of steel is from 28 to 30 tons to the square inch. In using timber in tension you can never utilise the full section. You cannot clip or rivet it in the same way that you can iron or steel. It is always under that disadvantage.

986. Is it not a fact that there are some wooden bridges in this country which have been in existence for over thirty-six years? I have not any particulars with me, but I am quite sure that there are bridges that have lasted more than twenty-five years.

987. The life of a steel bridge is practically infinite? It is not known at present. It is generally assumed to be almost unlimited. I think that is putting too high a value on its life.

988. I suppose that a steel bridge of the character necessary would cost 150 per cent. more than a wooden one? It would cost twice as much.

989. What is the maintenance of an iron bridge as compared with a wooden bridge? For a railway it would be about the same. It is a question of the renewal of the painting. A wooden bridge has more surface.

990. There is a good deal of timber used in connection with an iron bridge? Yes.

991. Taking into consideration the cost of maintenance and the interest on the outlay, the amount of money spent yearly on a wooden bridge would be less than that spent on an iron bridge? Yes. A railway bridge stands in a very different position from a road bridge inasmuch as in considering the maintenance of a road bridge you have to consider the maintenance of timber decking, which would be always wearing out. In the case of a railway bridge one part would last just as long as the other. In fact the beams and transoms in platforms of some of the railway bridges have lasted a very long time, quite as long as the time that I gave for the life of an ironbark bridge—twenty-five years.

992. I suppose that in a road bridge the planking would require renewing every ten years? It depends upon the traffic.

993. You said that you had got a statement? Yes. With reference to the comparative cost and life of timber and steel bridges that came into my evidence yesterday, I want to explain a little more clearly what I meant. Supposing that a timber bridge cost £10,000 to build, and a steel bridge, to carry the same traffic, and of equal strength, cost £20,000. By building the bridge of timber, £10,000 would be immediately saved, and if this sum is put out at compound interest for twenty-five years at 3 per cent. the saving will amount to nearly £21,000 at the end of the twenty-five years, showing that the building of a steel bridge can be economically deferred until that period has elapsed.

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994. *Vice-Chairman.*] In other words you spend £10,000 on a timber bridge, and if it should require renewal at the end of twenty-five years you have £21,000 available? Yes.
995. So you could build another for £10,000, and start again with £11,000 to your credit? Yes; it shows that it is not always wise to go to the larger expense in building the more durable structure.
996. Have you taken into consideration Mr. Black's question as to the cost of maintenance—that a timber bridge may cost considerably more to paint than an iron bridge, owing to the larger quantity of material? There will be a little more in painting. I have not any comparative statement to make with regard to the painting, but painting is not a very serious item. I have only taken the interest at 3 per cent., but the Government are not borrowing money at 3 per cent. yet.
997. You think the cost of painting, and the expenditure on repairs during the twenty-five years, would not appreciably affect the saving? No; you get the saving in spite of it. I desire to mention this, because the propriety of building a timber bridge instead of a steel bridge was challenged, and I think I am right in showing that, if it is desirable to build a timber bridge, it can be done so economically.
998. *Mr. Lee.*] Supposing a steel bridge cost £30,000? I am taking the comparative value. I have reckoned it out that a steel bridge, under similar circumstances, will cost double the amount of a wooden bridge. When you come to very large spans it is much more convenient to use steel. Timber tends to become then an impracticable material, consequently you have very little option.
999. *Vice-Chairman.*] There is no reason why you should not use timber bridges between Moree and Inverell? No. Then with regard to the borrowing of money, the tendency is for rates of interest to decrease. At the end of the twenty-five years, when you want to renew, you will probably be able to borrow the money on more favourable terms.
1000. You may? That is the tendency.
1001. Is there anything that you desire to add to your evidence? I stated that various deviations had been made and investigated. I think I used the word "examined;" it would be more correct to say "investigated." This compilation of parish maps does not show the deviations; but if a Sectional Committee is going over the line possibly they would like to have them shown. There is the deviation at Warialda. The line submitted is, undoubtedly the best line; but the first survey that was made proceeded from Moree northwards and across the two rivers, and went through Paramellowa, keeping on the north side of the river, then passing through Warialda. It crosses Mosquito Creek at the bend where the latter bears to the right; it then turns back again towards the river. That bend is necessary to get the grade. It then follows up the Warialda Creek into Warialda.
1002. That line was considered? It was actually surveyed. It is more costly than the other, and longer as well.
1003. It would be a little longer between Moree and Warialda? Yes.
1004. What would be the difference in length? The length of that line is 101 miles 28 chains, and the length of the line submitted is 96 miles 35 chains, so there is a saving of 5 miles.
1005. *Mr. Black.*] What difference is it between Inverell and Moree as the crow flies? 79½ miles.
1006. *Vice-Chairman.*] What is your estimate of the cost of the line *via* Paramellowa? £315,000.
1007. Against £279,500? Yes.
1008. Would that line traverse better country? No; the lower line is in the better country. The reason why it is taken up in that way was that it was proposed to run a line on the north-east towards Boggabilla. Such a line would have a portion common to the two.
1009. How many miles of the extension in the direction of Boggabilla would have been available for the branch line to Inverell? I should say about 8 miles.
1010. And what would be the cost of construction of those 8 miles? About £35,000.
1011. Do you think that would be a better service than the proposed line because you touch Paramellowa and Warialda? On either line you can go through Warialda, or pass up Kelly's Gully. The grade is the same.
1012. Then if it should be the policy of Parliament to extend the line in the direction of Boggabilla, you will have to build 8 miles of road at a cost of £35,000, notwithstanding the expenditure on the proposed line? Yes.
1013. Deducting £35,000 from the £315,000 the cost, of both lines would be very nearly the same? Yes.
1014. Assuming the cost to be equal, is it your opinion that the proposal submitted to the Committee is the better one? Yes, I think it is.
1015. A better one for all purposes? Yes.
1016. Likely to be more profitable in its running? Yes; it is better country on the south side.
1017. Would it not make a considerable difference in the expenditure by the Postal Department if a line were constructed on the northern side of the river instead of on the south, so that the mails could be delivered direct to Paramellowa and Warialda, instead of branch postal services being necessary from these points? That I have not considered. The position at Warialda would be exactly the same. One would have the option of either going through Warialda or Kelly's Gully in both cases.
1018. So the difference in cost to the Postal Department would be very slight? Yes.
1019. The cost of these two surveyed routes is almost similar? The cost in the case of the northern route would be £35,000 more.
1020. That would be absorbed in extending the Moree line in the direction of Boggabilla? Yes.
1021. Why did you select this line? It was the recommendation of the Railway Commissioners.
1022. The first proposal was to make a line on the northern side? That was the line that was approved for survey. Then, at the beginning of this year, the Railway Commissioners asked that the line should be taken south of the Gwydir, so that survey has been made.
1023. Did the Railway Commissioners give reasons for the present proposal? Yes; they made a report on the subject.
1024. Why did you, in the first instance, survey the line north of the Gwydir instead of the present route? Because it was believed at that time that an extension in the direction of Boggabilla would sooner or later be made, and then the double crossing of the Gwydir River would be saved.
1025. Has the intention to extend the line in the direction of Boggabilla been abandoned? It has at present.
1026. So that the line is now being surveyed between Moree and Inverell upon the assumption that Moree will be the terminus for some time to come? Yes.

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1027. Assuming that the line in the direction of Boggabilla was still in contemplation would you start your line to Inverell from Moree, or from the eight-mile point north of the river? Knowing what the relative costs are, I should think it better to start as is now proposed. Better country would be served.

1028. Even if the line to Boggabilla had been in contemplation, you would still have started from Moree in preference to starting north of the Gwydir? I would now, but at that time it was thought that the saving would be worthy of consideration.

1029. Now, you cross the river four times, do you not? There would be one crossing on the present line, and there would be two crossings on the extension north.

1030. Then we may look upon the present line as additional in cost? Yes, in one way it would be additional cost; but the general cost of construction is less on the southern side of the river.

1031. The cost of crossing the Gwydir would be about £8,000, which might be dispensed with if the line started north of Moree? No; I think it would come to very much the same thing.

1032. I see that you provide £7,953 on page 3? Yes, for the bridge over the Gwydir River.

1033. Then that would be the only saving effected by starting the line 8 miles north of Moree? Yes; but against that you would have the extra cost of earthworks on the northern side; they are heavier.

1034-5. So that everything considered, it is better for the line to start from Moree? Yes.

1036. Will you read the Commissioners' report? Yes. I should like to say that this report was made whilst I was away inspecting this line. If it had been left for a few days, part of it would have been rendered unnecessary. The report is as follows:—

Office of the Railway Commissioners of New South Wales, Sydney, 10 March, 1896.

The Hon. J. H. Young, M.P., Minister for Public Works,—

Railway Communication to Inverell.

In accordance with the promise of the Chief Commissioner, the whole of the various routes which have been considered in connection with the question of giving railway communication to Inverell have received further consideration and inquiry, and we are strongly of opinion that Inverell should be approached from the terminus of the Narrabri-Moree railway.

Further inquiry would, however, indicate the wisdom of making a new survey, somewhat to the south of Warialda, as it is found that in the neighbourhood of Warialda itself the land is of a poor quality, whereas to the south it is of a much richer quality, and the line being carried in a southerly direction would, it is thought, materially affect the cost of bridges in connection with the crossing of the Gwydir and Mehi streams.

We understand from Mr. Harper, our Goods Superintendent, who has thoroughly investigated the country for us, that 4 miles to the south of Warialda, and thence to Inverell the line would pass through some of the richest country in the Inverell district. It would also traverse the most thickly-populated and highly-farmed land in the vicinity of Inverell itself. The line on Little Plain, Gum Flat, and Greedy Creek, lying from 12 to 20 miles to the west and south-west of Inverell, is exceedingly productive, and carries considerable settlement. It is stated that in these vicinities also there is far more agricultural production than in the whole route between Inverell to Glen Innes.

Mr. Harper also informs us that the country on the southern bank of the river presents advantages for future agricultural settlement which do not exist on the pastoral lands lying to the north. Warialda itself is a settlement of small importance, and it is considered that carrying the line to the south thereof has so many advantages as to far outweigh the small amount of inconvenience that would be suffered by avoiding the township.

Mr. Harper found that the chief business people of both Inverell and Moree were strongly in favour of the suggested line. A very important point in connection with the consideration of the matter is the fact that the greater portion of the wool and produce which was calculated upon as forming the probable traffic for the Glen Innes to Inverell line comes from the districts to the west and north-west of Inverell, and therefore the route now under consideration to Moree, would give the settlers in the district a much improved mode of conveyance.

The rough estimates which have been prepared for the line, show, that although the distance will be about double that as between Inverell and Glen Innes, yet all the additional mileage could be constructed for the same money as it was considered the Glen Innes-Inverell line would cost; therefore the State would secure the great advantage of opening up double the amount of land, and, generally, of a much better character than the land lying between Glen Innes and Inverell; in addition to which the grades upon the lines would be of a much more favourable character, and it would be much cheaper to work; and again, the line would have the effect of securing to the railways, traffic, that if taken to Glen Innes, in all probability would be taken to the sea-coast.

For these reasons, we strongly recommend that the Moree-Inverell line be adopted, instead of the Glen Innes-Inverell route.

E. M. G. EDDY.
CHARLES OLIVER.
W. M. FEHON.

I afterwards wrote this memorandum:—

Railway Construction Branch, Engineer-in-Chief's Office, Sydney, 27 March, 1896.

Railway Communication with Inverell.

WITH reference to the accompanying communication from the Railway Commissioners I have the honor to report as follows:—

I carefully examined the possible routes myself during my recent visit through the district.

A line from Moree, on the south side of the Gwydir River via Izzy's Crossing to Warialda, would be much shorter and cheaper than any on the north side of the river. I beg the Minister, however, will understand that no mistake was made in selecting the route on the north side of the river, because it was done deliberately, and on the supposition that the first few miles would serve as a portion of the line to Boggabilla, which the Railway Commissioners then advocated. If the Boggabilla proposal is abandoned there is no necessity for running along the north side of the Gwydir to Warialda.

As regards the central portion of the line, that passing through or near Warialda, it would be impracticable to carry the line further south than Kelly's Gully, where a survey has been made, the advantages of which route I pointed out to the Minister some time ago; the Kelly's Gully route is the only practicable one south of Warialda. Any attempt to bring the line further south than this would involve the encountering of a mass of high ridges and gullies the cost of traversing which would be prohibitive.

As to the third and last section of the line, the proposal to serve the residents of Little Plain and Gum Flat, better, by bringing the line through those localities and entering Inverell through a more southerly gap, is, I am afraid, not practicable. I had, last year, the passes of the range west of Inverell carefully examined, and arrived at the conclusion that the only route by which a fairly cheap line could be constructed was the one adopted. The surveyor who made that examination, Mr. N. Chalmers, is now in Western Australia, but Mr. Stuart has also explored the country, and he is of opinion that such a line as now suggested would be very costly. I have, however, instructed Mr. Edwards to test the proposed route by a survey, after which I will make a further communication on the subject.

A minor deviation to bring the line nearer to Little Plain and retain the present route where it passes through the gap in the range, can be made, but it will probably be somewhat more costly than the present line.

With regard to the line as marked out between the head of Kelly's Gully and Inverell, I have little hesitation in saying, that, from an engineering point of view, it is the best that can be found. The earth-works are as light as can be expected in the class of country, and the necessary provision for water-ways slight, as the line follows the water-shed.

At an interview I had with the Chief Commissioner for Railways, I explained the above to him.

H. DEANE,
Engineer-in-Chief.

The Little Plain deviation which Mr. Harper suggested, and the Railway Commissioners mention in their report, was examined by Mr. Edwards, surveyor, and was found not to be desirable. The consequence being

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being that it was decided that with the exception of the deviation on the southern side of the river, between Moree and Warialda Creek, the line should stand as already surveyed—that is, up Kelly's Gully, and from there on to Inverell.*

J. Clarke, Esq.
11 Sept., 1896.

Joseph Clarke, Esq., Inland Mail Clerk, Postal and Electric Telegraph Department, sworn, and examined :—
1037. *Vice-Chairman.*] What are you? Inland Mail Clerk, Postal and Electric Telegraph Department.
1038. Have you a statement to make to the Committee? I have a statement here which I will read :—
REFERRING to the request of the Secretary to the Parliamentary Standing Committee on Public Works for information respecting the cost of the conveyance of mails between Glen Innes and Inverell, Moree and Inverell, Tamworth and Bingara, I have the honor, by direction of the Deputy Postmaster-General, to give particulars of the existing mail contract services along the lines mentioned, namely :—

Glen Innes, Inverell, Warialda, and Moree.

Contractors'		Postal Lines.	Dis- tance in Miles	Frequency of Communi- cation.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.						
255 William Byron ...	Glen Innes ...	Glen Innes, Reddestone, Wellingrove, Nullamanna, and Inverell, <i>via</i> Glendon, Wellingrove Station, King's Plains, Appletree Gully, Vever's Sheep Station, A. M'Leod's and Brown's.	66	Two ...	Horseback	£ s. d. 95 0 0	31 Dec., 1897
256 Richard Alcock ...	Glen Innes (direct line)	Glen Innes, Swan Vale, Beaufort, Matheson, and Inverell; and Inverell, Rob Roy, Little Plain, Reedy Creek, and Warialda, <i>via</i> the Main Road.	42	Six.....	} Coach, 2 or 4 horses.	479 0 0	31 Dec., 1898
180 Chas. R. Wilson	Moree	Moree, Paramellowa, and Warialda, <i>via</i> Boolooroo, and up the north bank of the Big River, past Tareelari, crossing it at Boolooroo.	39	Three			
			60	Two ...	4-wheeled coach, 4 horses.	117 0 0	31 Dec., 1897
Total cost per annum						£691 0 0	
or adding the cost of two small services connecting at Warialda—							
217 James Ryan	Warialda	Warialda and Yagobie, <i>via</i> Highland Plain, East Lynne, Glendon, Gravesend, and Oatenmildi.	27	One ...	Horseback	28 10 0	31 Dec., 1898
218 Mark Lavings ...	Warialda ...	Warialda and <i>Gragin Station</i> ; Warialda and <i>Gragin Station</i> , <i>via</i> Robert's and Myalla.	14 15½	Two One	} Horseback	38 19 0	31 Dec., 1898
The total amount per annum is .....								£758 9 0

Contractor, W. O. Coggan, of Inverell; Line, Bingara, Little Plain, Gum Flat, and Inverell: 53 miles; tri-weekly; 2-horse coach; £120 per annum; to 31st December, 1897. This mail runs from Inverell, *via* Gum Flat, towards Little Plain, thence to Bingara.

Tamworth and Bingara.

Contractor.		Postal Line.	Dis- tance in Miles	Frequency of Communi- cation.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of Termination of Contract.
Name.	Address.						
200 Geo. Wilkinson, sen.	Tamworth ...	Tamworth, Attunga, Manilla, Upper Manilla, Barraba, Cobbadah, Dinoga, Bingara, Oakey Creek, and Warialda, <i>via</i> Barker's, North Bingara, and Moorefield (Hall's Creek)	125	Six.....	Coach, 2 or more horses.	£ s. d. 1,199 0 0	31 Dec., 1897

The mail contract service, it will be seen, is Tamworth, Bingara, and Warialda; the distance between Bingara and Warialda is 28 miles, and deducting the mileage rate for that portion of the line, the cost of carriage of mails over the Tamworth-Bingara section, 97 miles, six times a week, is £930 8s. 6d. per annum.

If mails were conveyed by railway between Moree and Inverell, the charge under the existing arrangement would be :—

If the weight of mails does not exceed an average of 2 cwt. per day, £12 per mile per annum.

If the weight of mails exceeds an average of 2 cwt. per day, £20 per mile per annum.

Number of mails exchanged on the lines, including parcels.

Glen Innes and Inverell, <i>via</i> Wellingrove, twice a week service.....	24 bags per week.
Glen Innes and Inverell, <i>via</i> Matheson, six times a week service	22 bags per day.
Inverell and Warialda, three times a week service	24 bags per week.
Moree and Warialda, twice a week service	12 bags per week.
Narrabri and Moree, six times a week service	10 bags per day.
Tamworth and Warialda, six times a week service	44 bags per day.

STATEMENT

* NOTE (on revision) :—

Department of Public Works, Railway Construction Branch, Engineer-in-Chief's Office,
Sydney, 19th September, 1896.

Sir,—As requested by the Chairman I have the honor to give the following information in reference to the ownership of land on the Moree to Inverell line :—Crown land 47 miles 20 chains, of which 24 miles are held under homestead, conditional, and scrub leases; pastoral lessees occupy the remainder (23 M) Alienated land 49 miles, 15 chains.

I have, &c.,

H. DEANE,

Engineer-in-Chief for Railway Construction.

The Secretary, Parliamentary Standing Committee on Public Works,

MINUTES OF EVIDENCE—RAILWAY FROM MOREE TO INVERELL.

STATEMENT showing the number of letters posted at, and the Revenue derived from, the Post Offices on the Glen Innes and Inverell, Inverell and Warialda, Moree and Warialda, and Tamworth and Bingara Mail Services, during the Year 1895.

J. Clarke,
Esq.

11 Sept., 1896.

Name of Office.	Number of Letters Posted.	Revenue.			
		Postal.	Telegraphic.	Money Order and Postal Note.	Total.
		£	£	£	£
Glen Innes	164,040	1,295	483	62	1,840
Reddestone	1,610	24	.....	.....	24
Wellingrove	2,940	21	.....	.....	21
Nullamanna	2,580	28	.....	.....	28
Inverell	199,700	1,836	567	104	2,507
Swan Vale	1,750	39	.....	.....	39
Beaufort	1,710	20	.....	.....	20
Matheson	5,380	30	.....	.....	30
Rob Roy	1,520	9	.....	.....	9
Little Plain	1,520	16	.....	.....	16
Warialda	71,020	590	243	27	860
Paramellowa	4,370	18	.....	.....	18
Moree	185,590	2,005	724	85	2,814
Tamworth	698,730	2,572	1,060	142	3,774
Attunga	8,780	24	.....	.....	24
Manilla	43,360	435	99	22	536
Upper Manilla	11,200	94	9	.....	103
Barraba	69,210	489	135	36	660
Cobbadah!	9,780	80	.....	.....	80
Bingara	92,500	561	249	47	857

1039. *Mr. Clarke.*] Can you give us exactly the cost of the conveyance of mails by coach from Moree to Inverell on the proposed line of railway, 96 miles? Moree to Warialda is one part. We have these in different contracts. I estimate the cost from Inverell to Warialda three times a week at about £100 a year, then the next one Warialda to Moree twice a week, £117.

1040. That would be about £217? Yes.

1041. I see by an estimate here made by the Railway Commissioners the cost by the railway if it is constructed will be £1,188, that is from Moree to Inverell? Very close to it.

1042. So that the difference between the two systems would be £971? Yes.

1043. Is that the ordinary rate on the railway throughout the Colony? Yes.

1044. Is it not an enormous amount compared to the ordinary charge for carrying mails? It is, but I suppose it is considered to be much better.

1045. Do you think it is a fair arrangement in the public interest? I believe it is thought to be a very high rate.

1046. What would be the cost of a daily service between Moree and Inverell? About £500 a year.

1047. *Mr. Lee.*] That compares very favourably with the line from Glen Innes to Warialda, which is very nearly the same distance? That is 81 miles, it is somewhere about the same. There is another consideration which comes in in regard to that line, and it is as to whether there would be sufficient inducement for a man to put a coach on to run at that rate. If it were in a country like this—Glen Innes to Inverell, where there is a good traffic, the cost would be about £450.

1048. *Mr. Clarke.*] Even so, the cost is more than double what it is by the ordinary coaches? Yes.

1049. Is that the case all over the Colony? Wherever there is an extension of the railway and we have to pay railway rates it costs us a great deal more for conveyance of mails than it did by coach.

1050. I suppose that the railway authorities like to make as high charges as they can? It has been in operation for many years. I do not know how soon it will come to an end; some new arrangement has been mooted.

1051. Do not you think this particular rate is very high? It appears to be. On private lines we get it done cheaper.

1052. What is the difference in time between the ordinary carriage and the railways? The railways average about 20 miles an hour including stoppages.

1053. How long would it take to carry the mails from Moree to Inverell? It is a sort of bush track, and it is rather slow. We will say it would take a couple of days.

1054. That is in comparison with three or four hours by rail? We will say six hours.

1055. *Mr. Roberts.*] Have you a daily mail between Glen Innes and Inverell? Yes, the distance is 42 miles; the mail goes six times a week.

1056. And what is the annual cost of that? The cost of that, including one to Warialda three times a week, it being a combined service, will be £100 less.

1057. And the contract from Glen Innes to Inverell? Glen Innes to Inverell six times a week, and Inverell to Warialda three times a week, £479, taking off the £100 makes it £379.

1058. Is it a fact that wherever a railway is made the cost of carrying the mails is increased to the Postal Department by 100 per cent.? Yes, sometimes more.

1059. Is there any agreement existing between your Department and the Railway Department for the carriage of mails? Yes.

1060. On what basis do they arrive at their estimates? I cannot tell you. Up to a certain year we pay a lump sum of £45,000 a year. On lines opened since then, minor lines, they pay £12 per mile per annum if the mails are under 2 cwt. per day, over 2 cwt. per day they pay £20 per mile per annum; and where we employ a travelling post office, as we do between Sydney and Albury, it is £36 per mile per annum. Of course, some of these lines are included in the lump sum of £45,000 a year. If we wanted to put on a travelling post office, we should have to pay £36 a mile per annum.

1061. An estimate has been laid before the Committee by the Railway Department making the amount for the carriage of mails £1,188. That would be at the rate, approximately, of £12 a mile for 99 miles? Yes.

1062. If similar work were done by coach, it would only cost, approximately, about half that sum? About half.

1063.

J. Clarke,
Esq.
11 Sept., 1896.

1063. What are the advantages in the way of early delivery, accruing from railway communication in a case like this? It would all depend upon your time-table. If you want to get to Inverell, running through from Sydney as they do now, the 6.15 train arrives at Narrabri next morning at 9 o'clock. It gets to Moree at about half-past 2 o'clock. I think with improved advantages there might be $1\frac{1}{2}$ hour saved, and you could reach Inverell by, say, 6 p.m. Going north to Glen Innes, we get through at 5 now; in a short time we shall get through at half-past 4 in the afternoon.

1064. Having these facts before you, supposing this railway were constructed, would your Department send the mails by way of Moree? I do not think we could send the Inverell mails.

1065. I understood you to say that it would be quicker by way of Glen Innes by coach? I think it would be, as far as Inverell is concerned.

1066. Consequently, if the railway were constructed, it would give no advantage from a postal point of view? Not to Inverell; no doubt to all the other points it would.

1067. And you would send whichever way you could reach the addressee quickest? Whichever way would be most expeditious.

1068. Does that £12 a mile for mail-matter include newspapers and parcels? The carriage of parcels is quite a new thing—it began in 1893. There has been an extra allowance for that of £3,500 a year.

1069. Then that is in addition to the £12 per mile? Yes; it is a new thing altogether.

1070. Can you tell us whether this apparently high charge is likely to continue? I know that there are some steps being taken to reconsider it.

1071. Do you think that if this line is constructed, and you send your mail-matter all the way by rail to Warialda, that the revenue of the Department will correspondingly increase with the extra cost of carriage by rail? I do not think so. I do not think there is any increase to the revenue in consequence of the carrying of mails by railway instead of by coach.

1072. Persons are enabled to communicate with one another oftener when the mails are carried more rapidly;—might not that induce a man to write two letters where otherwise he might write one? I do not think it will.

1073. You do not think that the advantage is such as would cause an increase of revenue? Certainly not.

1074. If this line were constructed would the mails from Bingara come by rail *via* Moree to Sydney instead of going down to Tamworth? Of course that would depend upon the point. It is 97 miles to Bingara.

1075. Instead of sending mails all the way from Bingara to Tamworth, would they not come by Warialda? It looks as if it would suit to send to Moree by train.

1076. Would it not enable the Department to make a saving in the cost of sending mails from Bingara to Sydney? They might reduce that communication up there.

1077. It need only go as far as Bingara, consequently there would not be much knocked off? There would be something on to Warialda. There are a lot of intermediate interests there. I do not think they would take anything off.

1078. Are you able to say that if this line were constructed the cost of any existing contract would be lessened from the fact of your being able to use the railway? It might do away with some contracts; the opening of a railway generally means extra services—branches like feeders. We never gain anything by a railway line being opened. The people want greater facilities. They want the mails taken from the railway to them.

1079. If it renders one contract unnecessary it creates the necessity for another? Yes, very often. Also along the line there are sometimes mail lines, because they cannot be served by the railway people.

1080. You have had a large experience in that Department;—how long have you been in your present position? I have been connected with all kinds of work in the Inland Mail Branch since September, 1869.

1081. You have had a large experience with regard to mail contracts? Yes.

1082. *Mr. Lee.*] Which of these mail services will you be able to discontinue if the line is constructed? I do not know whether these mail lines run parallel to the proposed railway or not. The existing lines would be cut up in some way.

1083. From Glen Innes, *via* Wellingrove, to Inverell, 66 miles—that will have to be continued? Yes, it is twice a week.

1084. Then the next one is from Glen Innes to Inverell—a coach mail daily, 42 miles? I believe that will stand whether the railway is built or not.

1085. The connection will have to be kept up between the two places? Yes.

1086. In other words, the Wellingrove service is the road-side service on the southern side of the mail-track and the mail-track service on the northern intermediate side—is not that the case? I think so.

1087. There is no prospect of either of those two lines being removed? No.

1088. If the line is constructed to Inverell by Moree, the Sydney mails will be sent by that way? They might, if we gain time by sending them by Moree; if, on the other hand, they could be delivered quicker from Glen Innes to Inverell, they would go that way.

1089. You do not bind yourselves to the railway service if it is not a quicker service? No; but the railway is generally quicker.

1090. Strange to say, not always in carrying mail-matter? No.

1091. That being the case, would there be any necessity to continue the present daily service from Glen Innes to Inverell? I think there would be.

1092. Or, in other words, the people having had it established for so many years, would they be likely to suffer a reduction of that? As far as I can see, I think that a daily post would be of much more service if they had railway communication than it is now, because if they had a railway it would create a greater traffic.

1093. With reference to the line of mails from Tamworth to Bingara, and Warialda and Tamworth *via* Manilla, is not the charge of £1,199 rather heavy? That is the present charge; it is a heavy one.

1094. It would follow from this, of course, that very heavy mails are carried that way? There is just about twice the amount of mail-matter carried by that line that is now carried by the Glen Innes line.

1095. Would the construction of a Moree line help that service? It would only affect the top end, if it affected any part of it.

1096. Within a few miles of Warialda? Warialda would come into the railway, and perhaps as far as Bingara; it all depends upon the table; if we could fit things to go right through and catch a train, that would suit.

J. Clarke,
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1097. It would be near enough if you were to say that you agree that that portion of the service might be discontinued but not the whole of it? They might alter the former contract for a number of the people on the line.
1098. But the distance would be the same? I fancy so.
1099. Then Warialda to Moree, you would be able to do without that? Well, there would be bound to be some people there to be served by some sort of service.
1100. That may cost £117 a year now? Yes.
1101. You will have to keep up a portion of it for station use and small settlers? Yes.
1102. The mail from Warialda to Moree will be carried by train? Yes.
1103. Therefore, a £117 service may dwindle down to about £60? Yes.
1104. Therefore, out of all these lines, if the Moree line is constructed the only saving that you say would be made would be a possible reduction of the Warialda to Moree service to £60? Something of that sort.
1105. The saving would then be about £57. About that.
1106. It costs you at present £479, less £100, to convey the mails from Glen Innes to Inverell? Yes; £379.
1107. If you sent those mails by way of Moree you would be paying for 34½ miles extra to start with,—that is to say, it is 34½ miles longer by way of Moree than by Glen Innes? It is a long way round.
1108. That is 34½ miles at what cost? £12 per mile.
1109. You will have to carry a distance of 96 miles from Moree to Inverell as against 42 miles that you are carrying now? That will be so.
1110. It will cost you £1,116 to get your mails from Moree to Inverell which you are now getting through for £379? Yes.
1111. That is calculating that you pay £12 per mile? Yes, of course; but we should not pay for the Inverell mail alone, it will be for all the mail matter.
1112. Is not that the exact position? Yes, in regard to the Inverell mails. We should start, perhaps, from Werris Creek, and from there go to Inverell, and thence by coach. They would carry it 42 miles at so much a year. Then if you built a railway from Moree that mail would go from Werris Creek to Moree, and from Moree to Inverell, 93 miles, if it suited us. You would have to take the difference between Werris Creek and Glen Innes, and Werris Creek to Moree.
1113. If you had your line constructed to the north of Glen Innes that would bring you within 42 miles of Inverell;—you have your line constructed to Moree? Yes.
1114. You have to send that way 66 miles in addition? Yes.
1115. And you must deduct what it costs by coach? Yes; it will not be as good a service as *via* Glen Innes.
1116. So, as a matter of saving to the Postal Department, it does not appear that there is any at all? No; neither in money nor in time.
1117. Did you say that the present charge by the Railway Department for a travelling post office is £36 per mile? Yes; but a good deal of that charge is wrapt up in that £45,000 a year.
1118. Would you make a comparison as regards the distance from Sydney to Jennings? We have a travelling post office on that line.
1119. What do you call a mile;—does it include the return journey? It includes to and from, and we can send as many times as we like. We can use any trains they have. On the Southern line we have the express and the southern mail and all that sort of thing.
1120. It is £36 per mile per annum? Yes.
1121. As a matter of fact, you pay both ways then? I think not. We pay on the length of the line. It is over 400 miles to Jennings, and if any part is not included in the lump sum we have to pay £36 per mile for the extension.
1122. As a matter of fact, you calculate it per day, and according to your statement the charge per day would be a charge for the year? The charge is per mile per annum.
1123. It is 491 miles from Sydney to Jennings; that, at £36 per mile, amounts to £17,676, and that would be for the year? Yes. Between here and Newcastle we have any number of trains, and also between Newcastle and Maitland.
1124. From Sydney to Jennings the cost will be £17,676 a year? Yes; but there must be a large portion of it in the £45,000.
1125. You are very clear that the charge per mile on branch lines is £12? Yes.
1126. And if the weight is increased beyond 2 cwt. the charge is £20 per mile? Yes.
1127. What is the total amount that you pay? We pay to the Railway Department about £70,000 a year for the carriage of mail matter.
1128. *Vice-Chairman.*] What are you paying between Narrabri and Moree for the mails carried by rail? £489 12s.
1129. For the total service? Yes. That is the price paid now, and will be up to the end of the present year.
1130. And what will it be after that? It will depend upon circumstances. If the contractors are in charge of the railway, I do not know exactly what we shall have to pay.
1131. Assuming that the line passes into the hands of the Commissioners? It depends upon the weight.
1132. What would be the total sum for 63 miles? I suppose about £756.
1133. The opening of a railway to Moree would entail an additional charge on the Postal Department of how much? £267. Besides that there is extra business going off at different points.
1134. Will that be the actual difference in the cost to the Department or will you have additional charges in connection with branch lines from the intermediate points? There would be some additional charges. For instance, when a railway opens we have to arrange for mails six or twelve times a week between the Post-office and the station.
1135. Give the figures approximately? Between Narrabri and the Railway Station it would be, I suppose, £30 a year. Between Millie and Girley it would be about £25 a year extra, and between Moree Post-office and Moree station another £25 a year. These would be certainties.
1136. The sums you have just mentioned are included in the present charges of £489? Yes.
1137. So they would be additional to the £267? Yes.
1138. What do you gain in time? We may say that we gain a day.

- J. Clarke, Esq.
11 Sept., 1896.
1139. Between Moree and Narrabri? Yes. We should start from Narrabri at 9 in the morning, get to Moree at half-past 12 or 1 o'clock. By coach we did not get there until late at night, and the delivery was next morning.
1140. Do you consider the difference in cost to the Department is excessive? Having regard to the advantages gained by that extension I should not, because there is a very large extent of country beyond there which also gains in point of time in the delivery of their correspondence. I think that is a very great advantage.
1141. Therefore, you regard £12 per mile between Narrabri and Moree as a fair charge for the gain to the Department? Yes; it is a great gain. Of course, this £489 is a very low price in comparison with what we have paid for that line. At one time we paid over a £1,000 for it. I think we have paid up to £1,300 a year for the Narrabri and Moree line.
1142. *Mr. Lee.*] When you reckon mail matter at £12 per mile, do you include the parcels post? Yes; that covers everything.
1143. In a district of that kind it is not likely that the mail matter would be under 2 cwt. per day to Inverell, including the parcels post? No. If you sent the Inverell mails that way it would be £20 a mile to a certainty.
1144. It would be safer to say £20 per mile than £12 per mile? Yes.

TUESDAY, 15 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.	CHARLES ALFRED LEE, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John McFarlane, Esq., M.P., sworn, and examined:—

- J. McFarlane, Esq., M.P.
15 Sept., 1896.
1145. *Vice-Chairman.*] What constituency do you represent? The Clarence.
1146. *Mr. Lee.*] Have you examined the route of the proposed line? I have.
1147. And are you aware that a proposal has been submitted, and supported by the Railway Commissioners, for the construction of a line from Moree to Inverell, thence to Sydney? Yes.
1148. As a line which, in their opinion, is a proper method of taking the whole of the western traffic north of the line at Glen Innes, and in the vicinity of Inverell, to the metropolitan markets? I understand that is the case.
1149. Distinctly averring that that is, in their opinion, the route by which the New England traffic should find its way to the metropolis, and not by way of the coast to any point? I understand that is their opinion.
1150. The Committee would be glad to have your opinion in regard to the matter? I certainly disapprove of the scheme for the reason that I think that it will divert the trade from its natural channel. Of course I would approve of connecting Inverell with Moree, if there were a connection between Glen Innes or Guyra with the Northern line.
1151. You believe, in the best interests of the residents of the northern, north-western, and north-eastern parts of the Colony, that it is highly desirable the western traffic should be brought to the main northern line at some point? At either of the points I have mentioned.
1152. With the ultimate view of having an extension to the coast by which that traffic will go direct? Exactly. Of course the argument in support of that is, the short distance between Inverell and the sea-board, or between Moree and the sea-board, as compared with the long distance from Moree or Inverell by the proposed route to Sydney or Newcastle.
1153. Are you prepared to give us the exact distances? The distance from Inverell to Sydney is about 513 miles by the proposed route; whereas, by having railway communication between Inverell and say, the port of Grafton, the distance is only about 152 miles.
1154. That would be 513 miles from Inverell to Sydney? Yes.
1155. And 152 miles from Inverell to the coast at Grafton? Yes; and 340 or 350 miles from the Clarence to Sydney. Really the distance between the Clarence and Sydney may be reckoned a secondary consideration only, in view of the extensive harbour improvements which are made on the Clarence, and which now admit of large shipping. At the present moment, ships drawing 15 and 16 feet of water can enter with perfect safety; and when the proposed harbour improvements, which are estimated to cost £100,000, are carried out, there is no doubt whatever that a far greater improvement can be made, with the result that much larger ships can enter with perfect safety.
1156. Then from a local point of view, you, as a representative of the Clarence district, are, of course, desirous that the traffic at New England should be brought to the coast at that point? Yes; that is the strong argument in favour of my contention.
1157. And you support it by saying that it could be done at a considerably reduced rate compared with that over the proposed route? At a much reduced rate.
1158. That being the case, the assumption will be that the producers or the table-land at New England would be enabled to reach their metropolitan markets by way of the Clarence, at a considerably lesser rate than they can do so by rail? Yes.
1159. And at such rates as must admit of the sending of their produce to the metropolis? Yes.
1160. Which is now prohibited? Yes. With regard to the natural resources of the coast district, and also of the table-land, of course the climates are vastly different, and what can be produced on the coast cannot be produced in the interior, and *vice versa*. For instance, potatoes, which can be grown very profitably on the table-land, are sent in hundreds of tons to the Clarence River from Sydney; and if a railway were constructed, even in that article alone, there would be a considerable amount of traffic. Hundreds of tons per year would be sent to the Clarence River, and to the Richmond River. They could come from the table-land at a cheaper rate than they can be sent from here.

1161.

1161. Therefore there is an extreme probability that there will be such a large interchange of products between the two districts that there will be a considerable amount of railway traffic? There will be considerable traffic. There is flour, for instance, which is a very important matter, which can be profitably produced on the table-lands, and which cannot be produced at all on the coast. Again, sugar can be grown on the coast, and it cannot be grown very profitably on the table-land.

1162. The articles you mention—potatoes, wheat, flour, and so on—are articles of low value? Yes.

1163. And consequently they are at present not sent to the coast, because they could not stand the land carriage? No, that is one of the arguments against conveying the produce to the Sydney market. With the prices ruling in Sydney at the present time, it would not matter how flourishing or how good a harvest there was, if it had to stand a carriage of 500 miles, the producers could not profitably send to the Sydney market.

1164. Consequently the traffic which is going on between the table-land and the coast at the present time, which I believe is considerable, is confined to station products chiefly the one way, and to the supply of stores the other way? Principally so.

1165. Therefore the agricultural productions you mention do not form a portion of the trade at present going on between the table-land and Grafton? If any at all, a very small portion.

1166. Therefore the large traffic which is already carried on by drays between those two points will be largely augmented if the agricultural products can be offered to it? Undoubtedly.

1167. We will take, for instance, the district of the Clarence, which produces similar articles? I believe that that district largely produces sugar? Yes.

1168. I presume that at the present time the bulk of the sugar which is supplied to the New England country has really to be sent to Sydney, thence by rail? Principally so.

1169. Involving considerable addition in the shape of freight? Yes, more than 100 per cent. additional freight.

1170. That one item alone, which in this Colony runs into many hundreds of tons per annum, would offer a considerable amount of carriage to the railway in the course of a year? Yes.

1171. But at the present time, owing to the high rates which have to be paid, it is impossible to send the land carriage that way? Yes.

1172. But the upland districts have to get sugar? They have to get their supplies.

1173. Consequently it has to be sent by way of Sydney, and thence by train? Yes.

1174. And the consumer has to pay the additional cost? No doubt he has.

1175. You have taken an active part in the agitation for coast connection? Yes.

1176. And I believe you have never swerved in your opinion that the proper development of the north-coast and the table-land connection is a necessity? I have never held two opinions about it.

1177. The time has now arrived when the matter has to be looked at from its immediate point of view;—do you think—placing your own opinions on one side for a moment—that if the line should be extended from Inverell to Moree it would have the effect of taking off the drays which at present trade between Grafton and Glen Innes? I do not think so.

1178. Therefore the construction of that line would not, as a matter of course, capture the trade now being lost by the Great Northern railway? I do not see how it could.

1179. Why does that dray traffic go on between the coast and Inverell at the present time? Simply because they can get their goods cheaper that way.

1180. And if there were a more direct communication at the cheaper rate they would get the whole of those things? Yes, certainly.

1181. And a considerable addition? Very likely.

1182. Therefore, do you see in the proposal before the Committee the proper or future development of that portion of the Colony—I am now speaking of the north and north-east? I do not see how this will assist it much. It may assist it a little.

1183. The northern and north-eastern portions of the Colony are very remote from the metropolis? Yes.

1184. And it is almost an impossibility to expect the Great Northern railway to drag that produce to the metropolitan market? Yes; my idea is to have the shortest possible route to the seaboard—the same as they have in Queensland, which seems to answer admirably.

1185. As the railway is intended for all time, I must now ask you a question a few years ahead;—you know the situation of the table-land, so far as the port of Brisbane is concerned? Yes.

1186. You know it lies very much closer geographically to Brisbane than to the port of Sydney;—if in the event of a complete system of federation we have no border duties, and this proposal is carried out, do you not think there is a great danger of the New England traffic finding its way through Queensland *via* Brisbane? Of course, it is generally sent by the cheapest route to the market. You cannot form an opinion outside that. The natural tendency is in that direction.

1187. In the event of the Inverell connection being made, and no coastal line being added, and in the future we have federation, there is an extreme danger of the New England traffic proceeding through Queensland *via* Brisbane to the port of Sydney, instead of coming by the Great Northern line? There is no doubt about that whatever.

1188. For the reason that the freights would be cheaper? Yes, it would be a shorter route. Apart from the coast line, Brisbane would be the nearest port by a large number of miles, and they would naturally send there, unless there were a shorter route to the coast. There is no doubt whatever that that would be the effect.

1189. Therefore, without coastal connection, and without connecting the west with the Great Northern line, the residents in that part of the country will have very little choice; they would be compelled, as it were, to make use of the shortest and cheapest route? Certainly.

1190. You are aware that there is an enormous area of country, including very much good land lying at the heads of the Clarence and the Richmond? Yes.

1191. Which, as you are aware, extends far up to and along the Queensland border for a great many miles? Yes, and also to the south.

1192. It is a part of the country about which very little appears to be known? Yes.

1193. That unless some attention is given to the coast it will also require communication? It will not be settled upon until there is communication.

1194. Coming down to the south, and still on the eastern coast, and taking the country lying between

Glen

J. McFarlane,
Esq., M.P.

15 Sept., 1896.

J. McFarlane, Esq., M.P.
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Glen Innes, and within approachable distance of Armidale—that is a part of the country which can never be served by the Great Northern line; is there not a large area of country lying on those two slopes, or on the fall towards the coast, which can never be served by the Great Northern line? Not by the Great Northern line.

1195. And certainly could not be served by the proposed extension? Certainly not.

1196. For the proper development of that part of the country, do you think the wiser course would be to have a connection from Inverell to the main northern line, at the next best point, and thence a connection which would give the coast people the chance of getting either intermediate markets between Glen Innes and Newcastle, and going to the coast direct, or going by way of Brisbane? Certainly; I am decidedly of that opinion.

1197. But would you recommend that as against any other proposal? So far as I am aware.

1198. I have in view now a connection with the Great Northern line? I understand.

1199. Because if there is no connection with the Great Northern line, of necessity all the traffic on the west of that line must be lost? Yes.

1200. What the Committee wish to arrive at is as to what is the best thing to do with this proposal;—is it a wise proposal to recommend, because it cuts off coastal connection? That is the objection I have to it. It does not connect with the northern line at a convenient part, with a view to further extension to the coast where the interior would be more greatly benefited.

1201. Supposing there were to be no coastal connection whatever from the Great Northern line, do you think that the construction of that main coast line would meet the objections you have at the present time? No; certainly it could not.

1202. Why? Because there is no connection between the northern line and the coast line. The coast line would have the effect of opening up a large amount of valuable country along the coast; but it could not be of much benefit to those living 40 or 50 miles in the interior, unless there were a connection between the northern line and the coast line.

1203. Would the coastal line be of the slightest value to the settlers in New England? I cannot see how it would be a particle of benefit.

1204. Their object would be to get to the coast as quickly and as cheaply as possible? The shortest possible route to a safe port.

1205. *Mr. Clarke.*] Judging from the evidence we have already, it is not intended to carry the proposed line, if constructed, further than Inverell? That is the objection I have to it.

1206. Your objection is that it will leave a blank between Glen Innes and Inverell? Yes. It would have to go from Inverell in the direction of Glen Innes or Guyra, to meet the coast line, before it could have any connection with it.

1207. You think that if the line stops at Inverell, it will prevent any line going to the coast from the main line? I understand it will have that effect.

1208. We have evidence from the Secretary to the Railway Commissioners, that it is not intended at present to extend the line further than Inverell? I think the distance between Inverell and Sydney *via* Morce, compared with the distance in a direct line from Inverell to the coast, ought to settle that question very easily on account of the difference in distances.

1209. I suppose you are aware that a great deal of the country along the proposed line is adapted to the growth of cereals? I believe it is.

1210. Do you think a portion of the flour made from the wheat would, if a line were built to Glen Innes, go to the coast? A considerable portion of it would, because they cannot grow wheat on the coast.

1211. In that case it would be of benefit to the general public to get wheat and flour, grown on the proposed line of railway, to the coast, and to receive in return sugar and other products? It would be of great advantage to those residing in the coast districts, and also to those on the table-lands and in the interior.

1212. What is the rate of carriage from Grafton to Glen Innes? It varies. Sometimes it is as low as 6s. per cwt. to Inverell.

1213. By teams? Yes; it is less than that in many cases.

1214. We have evidence that it has been carried as low as £4 10s. per ton to Inverell? That is so.

1215. Have you any idea of the probable cost of making a railway from Glen Innes to Grafton, or from Guyra to Grafton? There have been several estimates, and I believe recent surveys have reduced them very much.

1216. Do you think it would be possible to construct a line to the coast much cheaper than was once anticipated? Surveys are about to be commenced, and I venture to say they will be considerably under the lowest estimate which has yet been made.

1217. Could a line from Guyra to the coast be made more cheaply than one direct from Glen Innes to Grafton? I understand it could.

1218. Is not some of the country which would be gone through from Guyra to the coast well adapted for settlement—such country, for instance, as that about Don Dorrigo? Some of the richest land in the Colony is at Don Dorrigo.

1219. I suppose the people on the coast would be satisfied to get a railway from the main line either *via* Glen Innes or Guyra? I do not think the residents have any strong opinion about it so long as they can get the best available centres connected.

1220. There appears to be some intention to have a coast line commencing at Glen Innes and going along the coast, heading all the northern rivers? Yes; there has been a surveyed line for some time.

1221. That, I suppose, would be a very expensive line? It would cost a good deal of money, principally in bridging the rivers.

1222. But it would be of great benefit to the people living on the Macleay, the Nambucca, the Manning, and the Bellinger, and all along the coast? I think it would be the best paying line in the Colony. It would do away with the necessity of making a number of breakwaters.

1223. I suppose you are aware that, with the exception of the Clarence and the Richmond, all the harbours on the north coast, from Port Stephens down to the borders of Queensland, are difficult to get out of? Yes, shipping is uncertain. Vessels are often barbound.

1224. And there is difficulty in getting produce to market? Yes.

1225. *Mr. Wright.*] Does that apply to all the northern rivers? Nearly all.

1226. *Mr. Clarke.*] I suppose when the harbour works at the Clarence are completed vessels drawing up to 20 feet of water will be able to get into the river? I have not the slightest doubt about it. Sir John Coode stated that when his scheme was carried out it would admit of vessels drawing that amount of water. His scheme has only been partly carried out. It was proposed to make a north training-wall to confine the channel, and when that was completed to make a north and south breakwater; but even now when the one training-wall only has been made there is a wonderful improvement in the depth. The channel is straight, and carried from 17 to 20 feet of water. It is not an infrequent occurrence for steamers to go in at night. A large sailing ship entered the other night drawing about 16 feet of water.
1227. *Mr. Lee.*] There is a permanent depth of water of 17 feet? It is rarely less.
1228. *Mr. Clarke.*] In that case vessels of considerable size drawing 20 feet of water would be able to leave the Clarence, and would have not only the advantage of the Sydney market, but of markets in any part of the world? I have not the slightest doubt that when the harbour works are completed some of the largest intercolonial boats will enter the Clarence with safety.
1229. Do you think it would be advisable in the general public interest to have a railway from the table-land to the coast? Most certainly.
1230. Even if it costs a large amount of money? Yes; I think the circumstances thoroughly warrant it.
1231. *Mr. Roberts.*] Seeing that the present terminus of the north-western railway is at Moree, would you not favour a connection between that town and Inverell? No; I think it is beginning at the wrong end. I would be in favour of it if Inverell and Glen Innes were connected.
1232. Seeing that the line is already at Moree, and the proposed line is only 60 miles long, and goes through fairly level country, do you not think it would be a wise expenditure on the part of Parliament to sanction the connection between Moree and Inverell? Not with the view of carrying the traffic to Sydney, on account of the great distance.
1233. Do you give that opinion with a feeling of apprehension that if the line is constructed there will be less probability of any coast connection taking place? There is no doubt it would delay the coast connection, because when the Inverell people applied for a railway to connect them with Glen Innes, they would be told by the Government that they were already connected with the railway system of the Colony.
1234. Have you considered the estimated cost of the line from Moree to Inverell? £2,800 per mile. It is a very low cost.
1235. Having that in view, do you not think it is a line worthy of favourable consideration? There is no doubt it is worth considering; but knowing the district so well, and knowing the requirements, I certainly think the requirements of the whole of that part of the Colony would be better served in the way I have indicated by having a shorter route to bring them to the seaboard.
1236. Your contention is, that if the line were taken from Inverell to Glen Innes, and thence to Grafton, it would only have to travel about 150 miles, whereas by the other way it would have to travel 513 miles? Yes.
1237. Against that, have you given consideration to the question as to what the expenditure would be? I have; but at the present moment we have not a very correct estimate of what the cost would be between Glen Innes and Grafton. In view of the reduced cost at which railways have been constructed during the past few years, I feel sure it will be found that the estimate of the trial survey which is about to be made will be very much lower than any estimate previously given.
1238. The country between Glen Innes and Grafton is rugged in the extreme? Some of it is bad country.
1239. And would render railway construction difficult and expensive? There is no doubt it is an expensive line; but the country is not so bad as many have pictured it. It is not a howling wilderness, as many have stated. I admit there are portions of the country which are very bad.
1240. If such a line were constructed, there would be no produce to carry along the route except what you would bring from Grafton on the one hand and Inverell on the other? To places there would be. For instance, after you leave Grafton there is a considerable stretch of very good country, the producers upon which have long distances to convey their stuff to market. Of course this would be all picked up by the railway.
1241. At first sight I admit it seems strange that produce and passengers should be carried over 500 miles when they can get to the seaboard in 150 miles, but that is owing, I suppose, to the almost impassable state of the country;—if the line had been less difficult, I suppose that line would have been made years ago? I think it should have been made years ago. There are mail coaches now plying for passenger traffic between Glen Innes and Grafton.
1242. Is there a large passenger traffic on the route? There is not what may be termed a large traffic.
1243. Is there a daily mail? I think there are five coaches a week.
1244. And there is a large amount of general merchandise carried from Sydney to Grafton and Grafton to Glen Innes, and thence on to Inverell? Yes, a lot is sent by team.
1245. Do you favour any particular route from Inverell to the coast? The most direct route is from Inverell to Glen Innes, and then to Grafton.
1246. Do you prefer that to any other? Yes, on account of its directness. Of course when the railway is made, even though it be only a few miles longer, it is there for all time, and I take it that even if there is an additional cost, it is best to have it in the most direct manner possible—that is, provided there are not too many other contingencies which might outweigh that consideration, which I do not see in this case.
1247. Have you heard of any less estimate for a line from Grafton to Glen Innes than £19,600 per mile? I think that is the highest. It is an old estimate.
1248. Made in the year 1890? Yes; I think it is considerably less than that now.
1249. You say another survey is now taking place? Instructions have been given to make one.
1250. Can you give the Committee an approximate idea of what the cost of construction per mile would be under the new survey? I would be very much surprised if the estimate exceeds £1,000,000—that is, the total cost of a line from Grafton to Glen Innes.
1251. You think it can be built for something under £10,000 per mile? I think so.

Charles Edward Rennie, Esq., Chief Draftsman, Department of Lands, sworn, and examined.—

C. E. Rennie,
Esq.
15 Sept., 1896

1252. *Vice-Chairman.*] Do you produce a plan of the district, showing the route of the proposed railway, the land alienated along the route, and the land occupied? Yes; the red colouring is intended to show the alienated, conditionally purchased and conditionally leased land between Moree and about 20 miles to the east of Inverell, and 30 miles on each side of the line north and south. The green tint shows the reserved land of all classes within the same limits. The brown tint shows the leasehold areas and improvement leases within the same limit. The white patches show the vacant land unoccupied except as occupation licenses. The line runs almost due east from Moree to Inverell. The whole of the land is either occupied in selections, occupation licenses, leases, or reserves.

1253. Tracing the course of the proposed railway, will you point out any available land which is not alienated? Starting from Moree there are some patches on the south about 20 miles distant.

1254. Is that a large or comparatively small area? Comparatively small.

1255. Leaving that, and travelling eastward towards Glen Innes, at what point do you come to the next patch of unalienated land? There is a much larger patch on the northern side of the line. It extends northward about 20 miles. At about 40 miles from Moree there are some very small patches of vacant land—some vacant patches of a few thousand acres. For a distance of about 30 miles the whole of the land is alienated or reserved within several miles of the line.

1256. Are you able to state the nature of the holdings? Only as regards the classes of holdings. It was either sold at auction or is held as conditional purchase or conditional lease.

1257. Is that all you know about the district? Some of the leasehold areas will become available for settlement next year.

1258. Can you state how many acres, and within what distance of the proposed line? Within the 30 miles limit on either side next year there will be, roughly speaking, about 90,000 acres available for settlement.

1259. *Mr. O'Connor.*] What is the character of the country? I think it is mostly grazing country.

1260. *Vice-Chairman.*] You are speaking now of pastoral leases? Yes. In 1898 there will be a further area of about 35,000 acres available. It is situated within the same limit, and is also pastoral lease. All the other pastoral leases within the same limit will run on to the year 1900.

1261. What will be the total area of leaseholds which will fall in between the present day and the year 1900? 575,000 acres approximately.

1262. Will it be available for selection? I cannot say. Some parts of it will be reserved; but roughly speaking there will be 575,000 acres now held as leasehold which will then be set free from lease by the expiry of the pastoral leases. The total approximate area of alienated land, and in process of alienation, is about 1,635,000 acres; lands now held under pastoral lease about 575,000 acres; improvement leases, 74,500 acres; reserves, about 671,000 acres; lands now available for settlement, 755,000 acres; but that is broken up into fragments, and a large part of it I know is inferior country.

Charles McDonnell Stuart, Esq., Supervising Engineer, Railway Construction Branch, Department of Public Works, sworn, and examined:—

C. Mc.D.
Stuart, Esq.
15 Sept., 1896

1263. *Mr. Clarke.*] Do you know the nature of the country between Moree and Inverell? Yes.

1264. What kind of country is it? Fairly good.

1265. Is it adapted for the growth of cereals? Yes; the greater part of it is, particularly between Warialda and Inverell.

1266. I notice it is not intended to take the line to Warialda? No, it leaves it about 3½ miles away.

1267. Why is that? Because it is a much easier run of country up Kelly's Gully, and that is where the line goes.

1268. We have had examples of railways being made within a few miles of the town, for instance, at Yass, and afterwards a tramway being made at considerable expense to connect the town with the line; would there be any probability of that occurring at Warialda? I should not think so. Warialda is a small place, and I think it will ultimately work its way down to the railway. The town is situated in a gully.

1269. Is not the proposed line an expensive one? No, it is a cheap line per mile.

1270. Are you aware that it will entail an annual loss of £2,785? That is a matter which I cannot enter into.

1271. Do you not think it will be a disadvantage to the public if the line is not carried on as far as Glen Innes? I do not think so. I do not see the advantage of going to Glen Innes, unless Glen Innes is connected with the sea.

1272. Is that not one reason why it would block the construction of a line from Inverell to Glen Innes? My opinion is, that it is best to go from Moree to Inverell to open up the country.

1273. Is the land between Glen Innes and Inverell equally as good as that between Moree and Inverell? No.

1274. Would it be more expensive to build a line from Inverell to Glen Innes? It would be, per mile.

1275. Are you aware that the proposed line goes mostly through alienated land and that there is very little Crown land? Yes.

1276. Can you give any reason why the Commissioners have departed from their usual custom which is, that railway lines are not to be made unless the land is given free? No.

1277. If the line stops at Inverell and is not carried to Glen Innes, or Guyra, or the main line, will that prevent the line going to some part of the coast? I do not think so.

1278. How would the people in the neighbourhood of Inverell get to the coast without a railway? If you made a line from the table-land to the coast, you would probably, ultimately connect with Inverell, but I think it is time enough to do that when you connect with the coast.

1279. But the present proposal leaves a blank between Inverell and Glen Innes, whereas if the line went all the way from Glen Innes, or even from Inverell to Glen Innes, would it not be more in the public interest? I do not think so. I think that the back country about Moree is as good a market for Inverell as any other place.

1280. But the back country around Moree and north of Moree would naturally come down to Narrabri? It would.

1281. Whence then the necessity of a new line? It is to give the Inverell people connection with some railway; and, of course, I believe in giving them the cheapest communication possible and I think the Moree line is the cheapest one.

1282. I have mentioned that there would be a good deal to pay in compensation by going through the alienated land? Yes; but I think there is more Crown land on the proposed line, in proportion, than there is on the line between Inverell and Glen Innes. There I think it is nearly all alienated.

1283. If you had to pay compensation it would make an additional cost to the line? Yes.

1284. You think, on the whole, that the line from Moree to Inverell would be to the public benefit? Yes.

1285. Notwithstanding that it will entail an annual loss? I believe it will ultimately pay.

1286. Can you give an idea as to when that will be? No.

1287. *Mr. Roberts.*] I understand you surveyed the route between Inverell and Glen Innes? Yes, on two occasions.

1288. Would it be more difficult and expensive to construct the line between Inverell and Glen Innes than it would if carried through country such as we have between Inverell and Moree? Yes; the country is a good deal rougher, and you have a greater elevation to rise.

1289. Do you know the country between Glen Innes and Grafton? Yes; I have been over it. It is very rough. I was on the survey between Glen Innes and Grafton up the Mann River.

1290. Would there be any great engineering difficulties in making a line from Glen Innes to the coast? It would be a very expensive course, but there are no difficulties which could not be overcome.

1291. Is there not good country between Glen Innes and Grafton? With the exception of a bit about Grafton and Glen Innes, the intermediate country is not worth much.

1292. And it would cost a very large sum to construct a railway? Yes.

1293. Have you surveyed the proposed line from Moree to Inverell. No; but I was over the country previous to the survey.

1294. And it is very favourable for railway construction? It is a very good line. Looking at the country it is surprising how good a line has been got. You would not think you could get one so good in going through it.

1295. Do you know the feeling of the people of Inverell with regard to railway communication? It is divided. There are two parties—one for Moree and the other for Glen Innes.

1296. Have you formed any opinion upon the question yourself? Yes; I formed the opinion before the survey was commenced that it would be a very good idea to run a line from Moree to Inverell, because you go through the flatter country.

1297. And notwithstanding the fact that you would have to travel over 500 miles to reach Sydney? Yes, but there is only 35 miles difference going by way of Moree and going by way of Glen Innes.

1298. Although the distance is greater by way of Moree and Inverell the cost would be smaller? The cost itself would not be smaller, but if you take the distance it is smaller. The distance between Glen Innes and Inverell is a little more than half the distance between Inverell and Moree, and yet the cost is almost the same.

1299. Is there much settlement between Inverell, Warialda, and Moree? There is a fair amount of settlement, particularly about Inverell?

1300. Will there be a large amount of land available there for settlement if the line is constructed? I think so.

1301. Do you think it would be gradually taken up? I cannot say, because there is such an immense area of country in New South Wales, that you cannot expect it to be taken up very quickly.

1302. Having been in the district, I thought you might have formed an opinion as to whether there was a great demand for land? I could not say that. Of course you want strangers to go there. The local people have nearly all got land. I have no doubt that if the line is constructed a great deal more land will be put under cultivation, because there will be a market for the produce.

1303. And the fact that the line being already made to Moree causes you to come to the conclusion that it would be better to connect Inverell with Moree than to come to Sydney by way of Glen Innes? Yes; I think it would do the greatest good to the greatest number.

1304. *Mr. Black.*] You have not a very favourable opinion of the country between Glen Innes and Grafton? No; the greater part of it is poor country.

1305. It consists mainly of stony ridges and mountain ranges? Yes.

1306. The only available ground is the narrow valleys which follow the creeks. They run sharply down towards the valley flats, which are limited in extent? Yes; in some places the ranges run right down into the river.

1307. Is there any truth in the rumour about a better route situated some distance to the north of the proposed line—are there any means of carrying a line through better country? I do not think that any line which they can survey there will be much better than the one they have got.

1308. You think the reports as to there being a better route available have not much foundation? There are sanguine people who think they have better routes, but when they are surveyed they will not find much difference.

1309. Have you any idea as to what would be the cost of carrying a railway between Inverell and Glen Innes by a route presenting the lowest possible grades? I think £6,000 per mile is what this Committee once said they would pass the line at.

1310. Do you think it could be done for less? I think it might be done now, because things have cheapened since then.

1311. Do you think that if a railway of a similar character to that proposed to be constructed were constructed between Glen Innes and Inverell it could be done at a lesser cost than £6,000 per mile? A very little less.

1312. As one who knows the district, do you think it is possible to carry goods by that circuitous route, to Newcastle and Sydney, as cheaply as they could be carried *via* Grafton, and thence by team to Inverell. My reason for asking you the question is that the railway can, in the case of Glen Innes, where the route is more direct to the metropolis, compete with the steamers to Grafton, and thence by the team method of carriage;—how will the railway, in the case of Inverell, where the route is more roundabout, be able to compete? But they will be connected direct with the railway at Inverell, going round by Moree, and with the carriage the opposite way, they will take the goods the whole of the distance by waggon from Inverell to Glen Innes, and then on to Grafton.

- C. McD. Stuart, Esq.
15 Sept., 1896.
1313. My question is, "If the Railway Commissioners cannot compete so successfully with the Grafton route as to do the bulk of the carrying trade with Glen Innes, how can they do it in the case of Inverell, where the railway route is less direct?" I think they ought to be able to compete very satisfactorily.
1314. *Mr. O'Connor.*] I understand that the country between Moree and Inverell is principally occupied by pastoral tenants? Yes.
1315. In the near future it will become Crown land again? Yes.
1316. Is a large portion of the country between Moree and Inverell fit for agriculture? Yes; particularly between Inverell and Warialda.
1317. Do you know the country extending for 10 or 15 miles north of the proposed railway? I have been right up, nearly to Boggabilla, and from Inverell to Yallaroi. About Yallaroi especially there is some of the finest country in New South Wales. About Tullooa Station there is some splendid country as well.
1318. *Mr. Lee.*] Did you survey any portion of the line from Moree to Inverell? No; I simply went over the route first for an exploration.
1319. As you made no survey, and had no concern in fixing the position of the line, you are not prepared, I suppose, to explain why it is surveyed in such a peculiar way? I think I can answer questions of that character, as I went over the country.
1320. Are you prepared to give any official reasons why a survey of the character which has been made has been permitted? Yes; they have taken the easiest country they could get.
1321. How do you know? Because I have been over it. If I were to survey the line myself, I would take it over the same country.
1322. Who surveyed the line? Mr. Chalmers, Mr. Powell, Mr. Cumming, and Mr. Marshall.
1323. *Vice-Chairman.*] Was there a line previously surveyed starting about 8 miles to the north of Moree? Yes.
1324. Do you know anything of that survey? Yes, I explored both lines.
1325. *Mr. Lee.*] Can you tell me the distance by road between Moree and Inverell? Ninety-eight miles.
1326. Can you tell me why it was necessary to survey a huge line like a huge serpent from point to point the whole of the distance? Going out of Inverell you have to get up to the top of the dividing ridge between the waters of Myall Creek and Reedy Creek, and to do that you have to work up with a grade of 1 in 100, and to use curves of sufficient length to get 1 in 100. Once you get on top you run comparative straight until you hit the top of Kelly's Gully.
1327. You say that when you get to the top you run comparatively straight? Fairly so.
1328. Have you not told the Committee that it is comparatively flat country from end to end, and that the line is easy of construction;—the survey does not show it to be so? It is flat if you follow the survey. The country itself is not flat. I said a short time ago that if you were to drive over the country you would be surprised at getting such a good line.
1329. The survey, then, is not consistent with our ideas of a flat and easy country? Of course, it is not plain country; it is broken country.
1330. As a matter of fact, then, to obtain a straight line from point to point would involve some excessive cuttings, and much heavier grades than the adopted ruling grades? 1 in 100 and 1 in 80.
1331. *Mr. Black.*] Can you tell me how far it is from Moree to Inverell as the crow flies? No; but the road is as straight a line as you can get, and the proposed railway is not much longer than the road. The only flat country is after you pass the river, from Gravesend to Moree; the other is hilly country.
1332. And that accounts for the serpentine character of the survey which has been worked over this ridgy country, and around ridges for the purpose of obtaining an easy grade? Exactly.
1333. Therefore, the length of the line has been sacrificed to obtain an easy grade? Yes.

WEDNESDAY, 16 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

THE HON. CHARLES JAMES ROBERTS, C.M.G.

THE HON. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John McFarlane, Esq., M.P., sworn, and further examined:—

- J. McFarlane, Esq., M.P.
16 Sept., 1896.
1334. *Mr. O'Connor.*] Do you know the country between Moree and Inverell? Not very well.
1335. Have you been over it? I have been through it.
1336. Is there any good agricultural country there? Generally speaking, it is fairly good country.
1337. *Mr. Wright.*] I take it that you disapprove of the proposed extension, because it will not facilitate the construction of a railway between the table-land and the coast? That is the principal objection.
1338. Do you think any system of railway in the western country will be incomplete in itself unless provision is made for connection with the coast? Not in my opinion.
1339. In the event of the north coast railway being constructed, would you still think connection between the table-lands and the coast necessary? Certainly it would be necessary.
1340. Do you think the climatic conditions of the coast and the table-land, and the variety of products grown in both places, necessitate an interchange of commodities by the most direct routes? Yes.
1341. And you think further that the people in the north-western portions of the Colony should have the right of sending their produce to the nearest possible seaboard? Yes.
1342. Have you been over the country between Glen Innes and Grafton? Yes.
1343. I believe a portion of that is fairly good land? Yes; there are considerable portions of fairly good land.
1344. Do you know if there are any minerals in the mountains? Yes; it is rich in minerals, and in timber.

1345. I understand there are considerable cedar forests and pine forests in the intervening country? Yes. J. McFarlane, Esq., M.P.
1346. I suppose you are aware that the same objection raised against connection between the table-land and the north coast was raised originally against the construction of the line over the Blue Mountains? There are always objections against any expensive route—in fact, some people object to any route. 16 Sept., 1896.
1347. I suppose you are aware that it was stated that the Blue Mountains were barren, and that a railway there would never pay? Yes. My idea is not so much that the line should benefit the intervening country, but the rich country beyond the table-land, and on the table-land.
1348. Still, in your opinion, is there a possibility that even the intervening country may produce considerable wealth? Certainly.
1349. In the shape of undiscovered minerals and the timber which grows there? Yes.
1350. Is it not a fact that a great many of the mountain slopes would be suitable for the growth of certain fruits? I think they would be admirably adapted for fruit-growing.
1351. Therefore population might concentrate if the railway were built? No doubt.
1352. I suppose the northern part of the coast of New South Wales does not produce wheat? The coast land is not adapted for wheat.
1353. So that the whole population will have to be supplied with breadstuffs from some other part of the Colony, or from outside the Colony? Yes.
1354. Can you say what the population of the northern rivers is—from the Manning to the Tweed? From the Manning to the Queensland border it is about 100,000.
1355. And those people have to be supplied with breadstuffs from outside their own districts? Yes, entirely so.
1356. If a railway connecting the table-lands and the coast were constructed, would not the whole of the produce be supplied by the fertile wheat-growing land around Inverell and district? Yes; at a much less cost than the present transit.
1357. The probability is that it would be so? Yes.
1358. And that the northern districts would take from the rich lands of the coast their best products? Yes, naturally so.
1359. So that there is every prospect of a considerable trade being developed from the commencement? There is no doubt there must be a large trade.
1360. In addition to the trade incidental to the interchange of commodities between the two districts, would there not be a large commercial trade springing up in supplying the back country with goods from Sydney *via* Grafton? No doubt there would be an increased trade.
1361. Do you know that the bulk of the goods now consumed in Glen Innes—that is, goods of the second or third class, which pay a higher railway freight—are conveyed *via* Grafton to Glen Innes? Yes; in considerable quantities.
1362. And also, considerable quantities in Inverell? Yes. Goods also come down from there—wool, for instance.
1363. I noticed by a return the other day, that for the last twelve months 1,800 tons of goods had been sent from South Grafton to the table-land, and 600 or 700 tons of return loading? Yes.
1364. So that, in your opinion, everything points to the necessity for a railway line between the coast and the table-land? Yes.
1365. And to its value to the community, if constructed? Yes.
1366. Do you know the land about Inverell? No; I have not an intimate knowledge of it.
1367. I suppose you know, by repute, that it is wheat-growing? I know by repute that it is fertile, and specially adapted for wheat-growing.
1368. Have you every reason to believe that in the course of a few years Grafton will be a port equal in facilities to Newcastle? Yes; I have every reason to believe it will.
1369. That is, there will be sufficient depth of water to admit of large vessels going in at all times? Yes. It has improved materially with the amount of money spent in carrying out the south training-wall, which is about completed. When the other proposed improvements are carried out there is no doubt it will have a corresponding effect.
1370. The Government are still spending a large sum of money to perfect the harbour? Yes; I believe it is their intention to carry it out.
1371. If the Government have the intention to make Grafton a first-class seaport, one would naturally think of their looking some little distance inwards from Grafton? One would think so.
1372. I suppose the port, as it has existed for many years past, has always been capable of doing the whole of the trade of the Clarence River? Yes; there has always been a fairly good entrance.
1373. And so long as the port of Grafton consisted of a coastal trade with comparatively small steamers between Sydney and Grafton, the harbour as it was ten years ago was good enough for its purposes? It answered the purpose.
1374. And if large and expensive works are undertaken now one naturally concludes there is some ulterior object in bringing produce to the harbour from the interior? Yes; that is one of the reasons for justifying the expenditure.
1375. And no system of north coast railway would meet the requirements of that district, because there would still be no connection between the western lands and the sea coast? It could not positively benefit it, being so far distant, unless there were a connection.
1376. Are you familiar with the practice pursued in connection with the railway policy of any of the adjoining colonies? Yes. In Queensland, for instance, they generally connect the interior with the nearest seaport, and I think their railway system answers admirably for opening up the country.
1377. Wherever they have a port in Queensland they have given the people behind it the opportunity of connection? Yes.
1378. Does the same remark apply to Victoria? It does.
1379. And South Australia? It seems to apply to all the other colonies where there is railway construction of any extent.
1380. So that, as a matter of fact, New South Wales is the only colony which drags its produce to one port? I believe it is.
1381. In your opinion, is that a system prejudicial to the best interests of the country? It is. The carriage will always kill any industry which is remote from Sydney when there is so much expense incurred in carrying it 400 or 500 miles to Sydney.

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1382. If the Government of New South Wales are continually throwing open the lands in the western part of the Colony—both in the central part and the northern and southern parts—and inviting people to settle, do you not think they should give those people the utmost facilities for sending their produce to market by the nearest route? That is my opinion.

1383. Do you think, if facilities were given to the north-western portion of the Colony to get produce to the seaboard, large settlement would ensue? I have not the slightest doubt about it. With the railway carriage and the low prices ruling in the Sydney market at the present time, it would not pay to raise produce. For instance, lucerne hay, which I understand can be profitably grown on the table-land, and in many parts of the country now under review, is only bringing 25s. to 30s. a ton in Sydney. The whole of that would be absorbed in carriage. So that in that particular line there would be no inducement at all. The same with maize, which is only bringing 1s. 11d. to 2s. a bushel. It would not pay to convey it 400 or 500 miles by rail to market. The same remark holds good with regard to other produce.

1384. Do you believe the construction of a line between the coast and the table-land would encourage a large traffic, and the land would still be taken up? It would encourage a large traffic and open up a large area of land for settlement.

1385. And with every prospect of the line paying within a reasonable time? Yes.

1386. *Vice-Chairman.*] You have referred to the cost of carriage of maize;—are you aware of the special rate which obtains for the carriage of all kinds of produce? I am aware there are differential rates.

1387. Are you aware that for distances between 400 or 500 miles the rate per ton is one-third of a penny? I am aware of that.

1388. Would it not pay to grow maize and despatch it by rail at that rate? No; not at present prices. I will cite the case at Tumut, which is not nearly as far as Moree. At the present price it will not pay to send to this market. It would have to be 9d. or 1s. more a bushel here before it would pay them to send. It would have to be 6d. per bushel at all events before it would offer any inducement whatever to send to the Sydney market.

1389. Could sugar be purchased at the present time at the Clarence and delivered at Glen Innes at a lower rate than it could be bought in Sydney and sent to Glen Innes? Under ordinary circumstances it could.

1390. Are you speaking from your own knowledge? No; but I look at it from this point of view: The sugar has to be manufactured there and conveyed to Sydney first, and then it has to be transmitted there afterwards.

1391. If a line were constructed between Glen Innes and Grafton, it would be necessary, in order to make it a profitable line, to charge special rates owing to the cost of construction;—do you think, in view of the low cost of carriage between Grafton and Glen Innes, special rates could be charged? It is impossible to say what the special rates would be. Everything would depend upon the carriage rates.

1392. You understand that the cost of the railway would be very large in proportion to the average cost of lines of the character of railway now under consideration? Certainly it would be considerably more.

1393. And the only way of meeting the interest upon the outlay would be by making a special charge? Under any circumstance the railway charges could not approach the charges for conveying by team.

1394. You think that if the Commissioners were to charge even the present team rates there would be a profit? Certainly.

1395. Would that profit, as far as you can judge from your knowledge of the commerce of the district, be an appreciable amount, having regard to the very large expenditure? It would be like other railways—it would not pay for the first few years, until the trade was properly developed. I suppose none of the railways which have been constructed have paid for the first few years. As a rule, trade follows the construction of a railway. Even from unlooked-for sources the railways always bring trade.

1396. In reply to a question by Mr. Wright, you referred to the trade which would be opened up between Grafton and the table-land; did you refer to a local or oversea trade? I was speaking of both—with regard to the local trade, and the trade likely to accrue from opening up the intervening countries. I said it would contribute towards the traffic, and also open up the country in the interior, and would add very materially to the traffic.

1397. Do you think large ocean-going ships would find their way direct to Grafton? Already we have had a sailing ship direct from London conveying goods to Grafton.

1398. What description of ship was it? If I remember rightly, it was a barque.

1399. What was the description of the cargo? Cases of drapery and general merchandise.

1400. Was the whole of her cargo delivered in Grafton? I could not say; but I know she came direct.

1401. You can understand that the facilities afforded for the distribution of merchandise arriving in Port Jackson are so much greater than would be afforded for the distribution of cargoes arriving at Grafton;—does it therefore appear probable that for many years to come Grafton will become an important distributing port? I take it that it would always be increasing in the same way as Newcastle. Of course Newcastle would not offer the facilities which Sydney would offer, with regard to distributing goods coming direct from London. At the same time they call there, and discharge whatever goods are consigned to that port, or for the interior, and I take it that the same would hold good with regard to Grafton.

1402. In giving that answer, have you in mind the fact that Newcastle is a large coal-producing district? Yes, I am aware of that.

1403. And that there is a direct advantage to ocean vessels in going to Newcastle by reason of the return cargo? Many of them, of course, have to go there for coal under any circumstances. I admit that; but there are numbers of ships which are not steamers which do not convey much coal, but which trade there.

1404. Then, speaking in a general way, it is your opinion that Grafton is likely to become in time a port of equal importance to Newcastle? The coal, of course, will always be of importance to Newcastle, and coal as yet has not been developed in the Clarence district.

1405. Apart from the coal trade, would the advantages afforded to ocean vessels for profitable commerce be equal? I think it would be much about the same. Of course everything will depend upon the amount of country which will be opened in the interior, and the resources of the country in the interior.

1406. Do you not think the conditions of Newcastle are more favourable than those which exist at Grafton? Most certainly; they are far more favourable now.

1407. What produce would you have for export from Grafton assuming there were a connection between Glen Innes and Grafton? For export to where?

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1408. For export from the Colony? There is the butter industry, for instance.
1409. I am referring to exports by ocean-going vessels? Dairying is assuming large proportions in the whole of the northern district, and it would be a large item. Sugar would also be a considerable item, and there would be a cattle and wool trade as well.
1410. Would not the whole of the products you have mentioned be available quite irrespective of the table-land;—are they not coastal products? Not the wool and a good part of the dairying.
1411. Is the Richmond River being largely occupied at the present time for dairying purposes? Yes, and so is the Clarence.
1412. Would those districts be affected by the construction of a railway between Grafton and Glen Innes? It would not affect them for export.
1413. If there were railway connection between Glen Innes and Grafton, how would the export trade at Grafton be improved;—what additional exports would you have? Only an increase on what we have at the present time.
1414. *Mr. Wright.*] You produce no wool on the coast at the present time? No.
1415. *Vice-Chairman.*] Would wool be an addition? No doubt the butter industry would grow in the north-western portion of the Colony, and this would be a market for it.
1416. Do you think there would be a large production of butter on the table-land? I feel satisfied there would. There is also tallow, hides, and produce of that character, and minerals and timber.
1417. So that irrespective of the productions of the coast in proximity to Grafton there would be large additional produce on the table-land which would find its way to Grafton for export? There is no doubt whatever about it.
1418. I take it that you have no objection to the connection between Moree and Inverell, but what you are anxious for is connection between Glen Innes and Grafton? And Glen Innes to Inverell, and also from Inverell to Moree; but let the connection be made in the correct place first.
1419. If there had been proposals under consideration to construct railways between Grafton and Glen Innes, and Glen Innes and Inverell, would you have favoured the extension from Inverell to Moree? Afterwards.
1420. You think we are beginning at the wrong end? I do, most certainly.
1421. In any case, you are of opinion that a railway between Inverell and Moree should be constructed? Yes. I have no objection whatever to the connection, but my opinion is that it should be constructed with a view of having the railway extended to the coast.
1422. Inasmuch as the proposal now before the Committee is the construction of a railway between Moree and Inverell, which you think ought to follow and not precede the construction of a railway between Grafton and Inverell, why object to that proposal? I do not think it is a satisfactory proposal, seeing that it is commenced at the wrong time and place.
1423. But you recognise that the Committee are now dealing with a proposal to construct a line between Moree and Inverell, and not from Glen Innes to the coast? It is premature at the present time. They should have railway connection at the place I have mentioned first, and this should follow.
1424. Is it your opinion that this proposal should be rejected, because it is premature? I think so, on the grounds I have stated.
1425. Apart from the ground that you have stated, namely, that you think the other railway should be first constructed, do you recognise advantages that will be conferred by the construction of the proposed railway—to the occupiers of land, and to people who are settled, and may be expected to settle—at various points between Inverell and Moree? I do not exactly catch the drift of the question.
1426. Your objection, of course, we thoroughly understand, but there is, as you are aware, now under consideration a proposal for the construction of a line between Moree and Inverell; between those two points nearly the whole of the land has been alienated, and the evidence is to the effect that there is a large area of excellent quality;—having regard to the great advantages which would be enjoyed by the occupiers of the land and producers along the route, are you disposed to press your objection, and to deprive them of a railway, because, in your opinion, this proposal should follow, instead of precede, the Glen Innes to Grafton line? My opinion is that that is quite a new question.
1427. I want your views about it? Of course that is looking at the question from a different aspect altogether from the grounds upon which I have given my objections to it. Of course, if there is sufficient traffic between the two places, the Committee would be right enough in recommending the line. Anyone who is asked his opinion about it would naturally say “if the trade between the two places justifies it, it is right that the line should be constructed.” My objection is that it is not a suitable route for the Inverell or Moree people to convey their produce to the Sydney market, or to trade with the Sydney market. I set against that the route I have indicated to the seaboard as being the correct one.
1428. Your sole objection appears to be that the Glen Innes to Grafton line ought to be made first. Putting that aspect aside, do you see any objection to a railway from Moree to Inverell being constructed immediately? If the intervening trade is sufficient to warrant the connection between the two places it would be right to construct it, but not as a national line to answer the purpose of connecting the table-land with the Sydney market as against the coast.
1429. You recognise that the rejection of the proposal would not necessarily lead to the construction of the Glen Innes to Grafton line? I do not suppose it would.
1430. That being so, are you of opinion, with your knowledge of the probable advantages which will follow the construction of the line, that it should be rejected? It might have the effect of delaying the construction of the other lines—that is the objection I see in it. The moment the Inverell people petition for connection with Glen Innes they would be told that they already had a means of conveying their produce to Sydney.
1431. Your fear is that if the proposal be carried out the coastal connection may be indefinitely postponed? It may. My opinion is that it would.
1432. Otherwise you have no objection to it? I would have no objection to connecting any particular places, providing the circumstances warranted it.
1433. *Mr. Roberts.*] Are you acquainted with the rates of carriage by rail from Sydney to Glen Innes;—can you tell the Committee what is the rate per ton? No, I cannot.
1434. Nor what is the rate per ton if goods go by sea to Grafton and thence to Glen Innes? By sending by sea to Glen Innes it would cost about £4 a ton.
1435. You are not aware what it would cost by rail? No.

J. McFarlane, Esq., M.P. 1436. I understand it has been stated the cost is exactly the same? I suppose there would not be much difference.

16 Sept., 1896. 1437. When the Secretary to the Railway Commissioners was under examination he made the following statement:—

At the present time traffic to Inverell from Glen Innes starts upon equal terms whether it comes to Crafton or is brought to Glen Innes by railway; but if the proposed railway is made we shall be able to take goods to Inverell as cheaply as we now take them to Glen Innes, and we will thus have the advantage of the cost of carriage between Glen Innes and Inverell.

Having heard that statement, would you like to make any reply to it? The distance from Sydney to Glen Innes is 422 miles, and the distance from Sydney to Inverell by the proposed route 513 or 514 miles. I cannot understand how the carriage to Inverell can be the same as to Glen Innes.

1438. *Vice-Chairman.*] The distance being about 86 miles in favour of Glen Innes? It is over 90 miles. I fail to see how goods can be carried as cheaply over 513 miles as over 422 miles. I do not know how they may regulate the matter with the differential rates.

1439. *Mr. Wright.*] Do you think it is likely, in the event of the coast being connected with the railway, and a railway being constructed between Glen Innes and Inverell, any trade will spring up between the south-western portion of Queensland and the Inverell district? That all depends on the border duties.

1440. But supposing the border duties were removed? If the border duties were removed, there is no doubt trade would spring up.

1441. Which do you think is the more natural market for the table-land about Inverell and west of Inverell? To come to Sydney, or go to the northern coast lands and certain portions of Queensland. The nearest market is always the best.

1442. Then you think the natural market would be north and east? Yes.

Charles McDonnell Stuart, Esq., Supervising Engineer, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

C. McD. Stuart, Esq. 1443. *Mr. Lee.*] Do you know whether any special attention has been directed to the survey of this particular line, more than is usually directed to any other line, with the object of obtaining an easy grade? I do not think so—not more than what has been done upon railway surveys lately. They have been very careful lately in getting the easiest grade possible.

1444. Judging by the contour of the country, as shown on the parish map, it would appear that the country is rough and undulating from point to point? It is from Inverell to Gravesend.

1445. And to obtain these easy grades the line would have to be run round the points and spurs rather than go over them? Yes.

1446. That must of necessity have lengthened the line considerably? Of course.

1447. Can you give us any idea as to the direct distance from Inverell to Moree? As the crow flies, a little over 80 miles. Of course there is no straight road in that direction. The road is almost as long as the railway.

1448. You could not get a straight road for the same reason that you could not get a straight railway? Yes.

1449. If the same principle had been adopted in the survey from Inverell to Glen Innes, is it not reasonable to suppose easier grades would be obtained? No; the same principle was adopted.

1450. Would it not lengthen the line to ease the grades on the Glen Innes to Inverell route? The line has been lengthened 12 miles over the length of the road. The route as surveyed is 53 miles long, and the road is only 41 miles. The route was lengthened in order to get a better grade. The same thing has been carried out on that survey as upon the proposed line.

1451. What is the ruling grade between Glen Innes and Inverell? One in 60 as against 1 in 100 on the proposed line from Moree to Inverell.

1452. Would it be possible to straighten the proposed line without increasing the cost? I do not think it would.

1453. Whilst exploring the country, did you take into consideration the large area of freehold land about there? No; my sole object was to locate the line.

1454. Therefore, you do not feel yourself competent to give evidence with regard to the land? No.

1455. Which do you consider the difficult parts of the line? Between Inverell and Little Plain is the heaviest part.

1456. Is that owing to the difficulty in getting a grade? Yes; in getting a grade of 1 in 100 against the load.

1457. Are the cuttings particularly heavy there? No; you can judge of that by the cost of the line.

1458. But they are heavier in some parts than in others? Yes, that part of the line is heavier than other parts, and is more expensive.

1459. Is there any difficulty in getting out of Kelly's Gully to the top of the ridge? No; you can get out almost with a surface line.

1460. Are there heavy cuttings there? No; the heaviest cuttings are at the Inverell end, from the top of the Dividing Range down into Inverell.

1461. What provision, if any, did you make for the extension of the line into the town of Inverell? It is surveyed right into Inverell, and connection could be made with the Inverell to Glen Innes survey.

1462. By means of a bridge? Yes.

1463. It would be rather expensive? It would not be very expensive.

1464. Were you brought into contact with many landowners there? I met a few of them.

1465. Was there any disposition on their part to give the land required for the construction of the line? I could not say. I do not think the question was ever raised.

1466. Does it pass through many large holdings? Not many.

1467. Does the line pass through many selectors' properties? Not many, except immediately leaving Inverell.

1468. Consequently the freeholds on the pastoral properties are surveyed in sections a mile square? I suppose so.

1469. And in some cases the line must pass through those sections to a considerable extent? Yes.

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1470. Would it not be possible to get a line without passing through so much freehold? Not to get as easy a line.
1471. What is the ruling grade between Moree and Narrabri? The ruling grade against the load, 1 in 100, and with the load, 1 in 76.
1472. *Mr. Wright.*] Did you survey the line? No.
1473. Have you been over it since it was surveyed? No. I was over it before it was surveyed. I was practically over the exact route. I went over the country, and the route is the direction I chose.
1474. Has there been any further exploration than yours? There have been local explorations by the surveyors in order to make small deviations.
1475. When an officer is sent out, and a route is given to him, is it not almost his duty to stick to that particular route? No; he has a free hand. The route I lay out is simply a recommendation, and the officer who is sent out is supposed to improve it as much as he can.
1476. And if they think a little deviation is wise the Department will not grumble at it? No.
1477. Can you tell us anything about getting in and out of Warialda;—did you go over that country? Yes.
1478. What is the country like around Warialda? Warialda is situated in the valley of Reedy Creek, and the difficulty is in getting into it from the Inverell side.
1479. I suppose the country is not rough? It is fairly rough. You cannot get a grade of 1 in 100.
1480. You would not call it mountainous? It is not much worse than the other. It is not impossible to get a line through Warialda.
1481. The reason that it is left out is that the other is an easier one? Yes.
1482. Would it be possible to go into Warialda without sacrificing the grade? It would.
1483. The expense, however, would be great? Yes.
1484. It would make the line about three miles longer? Yes.
1485. Can you give any idea as to what would be the cost of those three miles? Approximately about £11,000. I am not, however, in a position to deal with the question of cost.
1486. But you know of your own knowledge that a line could be taken to Warialda without sacrificing the grade? Yes; but it would not be so nice a line. It would increase the curvature.
1487. What radius would be required to take it in and out of Warialda? You would have to use 10-chain curves.
1488. Is that at all impracticable in railway construction? No; it is the limiting curve we have used on that line and others.
1489. It would not increase the sharpness of the curves? No; but it would increase the number.
1490. Is the whole of the country along the route you have travelled over good country? Fairly good.
1491. For what purpose? Between Warialda and Inverell for agricultural purposes.
1492. All of it? Yes; and between Warialda and Moree they have used it for years for pastoral purposes, but it could be used for wheat-growing.
1493. As a matter of fact, the Moree district is entirely pastoral? Yes.
1494. And is likely to be so? I suppose so.
1495. Do you think the advent of the railway would cause many million acres of wheat to be grown in the district? I could not say.
1496. Is the country west from Warialda suitable for the growth of cereals of any kind? The further west you get the worse it is, because you get into drier country.
1497. The country around Moree is principally black soil? Yes.
1498. It cakes very much in wet and dry weather? Yes, it is the usual black soil country; it is very fine country.
1499. Do you consider it fine country for growing cereals? I would not go so far as that, because there is so much country in New South Wales which is probably better for it.
1500. As a matter of fact, the red soil is considered better than the black soil for the growth of wheat? Yes.
1501. You say that the approach to Inverell is rather a difficult one? Yes.
1502. Does it involve very much extension of the line to secure a grade there? Yes; a good deal of extension, and a lot of curvature.
1503. It would cost something, I suppose, to bridge the Macintyre River, in order to take the line to Inverell itself? Yes; but not a great deal.
1504. What width is the river from abutment to abutment? About 3 chains wide.
1505. Where the road bridge is built now, we have the most suitable place on the river for a bridge? Yes; there is a good high bank on both sides.
1506. And if you went south of it you would have a wider river to cross? We should have flatter banks. The river would be a little wider, but not much.
1507. The banks would be lower, and the approaches more expensive? Yes; but on the whole I would not call it an expensive bridge.
1508. Would it cost £40,000 for an iron bridge? I do not think so. I think a wooden bridge would be constructed.
1509. Do you think wood is the best for bridges of this kind? I think so, if you take into consideration the difference in the first cost. Of course wooden bridges are not as long-lived.
1510. On the whole, considering the cheap cost of construction, you think wooden bridges are the best in the first instance? I think so. Before the bridge required renewing it would more than pay the difference.
1511. You think, in effect, that they are the more economical of the two? I do.
1512. Is there any flooded country to pass over on the proposed line? No, they have avoided the flooded country. Between Moree and Warialda there is some flooded country, but the line goes outside it.
1513. Are the waterways on the proposed line sufficient? Yes, I think so.
1514. Did you notice any lands on the route you passed over except a little wheat under cultivation? Immediately on leaving Inverell there is a good deal of cultivation. Between Little and Big Plain there is land under cultivation on the northern side of the road.
1515. Is there any cultivation west of Big Plain? Not much—hardly any.
1516. Did the land appear to be held in large areas? Yes; once you get away from the Big Plain you get into the Gragin Run, which has a large area. I presume all the runs will be thrown open for selection.

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1517. At any rate, after passing Little Plain, and until you get into the immediate neighbourhood of Moree, there is no cultivation? Very little.
1518. Is there much cultivation around Warialda? Not much.
1519. I believe that is the poorest land on the route? I should say it is.
1520. It is fitter for grazing than for agriculture? Yes.
1521. *Vice-Chairman.*] You say that the route under the consideration of the Committee was recommended by you? Yes.
1522. Did you previously recommend any other route? No.
1523. Did you explore between a point about 8 miles north of Moree and Inverell? Yes.
1524. Did you recommend that route? I did, but I look upon that as part and parcel of the same line.
1525. I am speaking of two different routes;—did you not previously recommend that route? I did. In my report I recommended the northern route first, but there is a reason for it.
1526. What reason? Because it was understood at the time I made the exploration that there was a proposal to carry a line from Moree to Boggabilla or Mungundi. The line from Moree to Boggabilla or Mungundi would have run over that 8 miles, and one bridge across the river would have done the two lines. That is the reason I recommended it.
1527. Were you instructed to explore a line from the point you have mentioned, 8 miles to the north, or were you left with discretionary power? I had discretionary power.
1528. I want to know your reasons for going 8 miles north of Moree in the first instance, instead of starting from Moree? It was in order to make use of a portion of the line which would be common to the line towards Mungundi or Boggabilla.
1529. Were you instructed to find the best route? I was.
1530. You say a wide discretion was granted you? Yes.
1531. Why did you not first survey from Moree? Because the Government first proposed to carry a line from Moree to Boggabilla or between Moree and Mungundi.
1532. Did you recommend that the line should be extended from Moree to Boggabilla? No, but I was asked to make an exploration to see what the country was like. If either of those lines were going to be made I should have recommended the line to Inverell to have started at the 8 miles from Moree on the northern side of the river.
1533. Is that your opinion still? It would be if they were going to make a line to Mungundi or Boggabilla.
1534. Assuming the line to Boggabilla, would the connection between the 8 miles north point be a better route than the one under consideration? Only on condition that you made the other line—not otherwise.
1535. I am supposing a line to be projected between Moree and Boggabilla, would the northern route be better than the one under consideration? Yes; in the sense that it would be a little cheaper.
1536. What would be the advantages as regards soil and settlement? It would not be as good as the southern line. The best land is on the southern side of the river.
1537. Having surveyed the northern route, did you give attention to any other possible point of connection between Moree and Inverell? Yes; in the same report I recommended the proposed line as an alternative, and the Government had their choice. The northern line altogether depended on whether they intended to make a branch to Boggabilla.
1538. Then at the time you made your recommendation of the northern route conditionally upon the railway being extended to Boggabilla; you also recommended the line as now surveyed as an alternative one? Yes.
1539. From your knowledge of the country, are you of opinion that this will not only be a cheaper line under existing circumstances, but that it will also be a better connection between Moree and Inverell? Yes, for that connection only. It is the best and cheapest line.
1540. Why do you say that connection only? If you go to Boggabilla afterwards, you will have to make that 8 miles of line and put another bridge across the river.
1541. What is the character of the country between Moree and Boggabilla? Very good. The Tullooona station is very good country indeed.
1542. Is it similar to or better country than that traversed by the proposed line? It is considerably better country. It is not better than the country around Inverell, but better for pastoral purposes. It is better country.
1543. It is not fit for agricultural purposes? Not quite so good.
1544. Would you regard an extension beyond Moree in the direction of Boggabilla as serving pastoral interests only? Yes.
1545. Did you explore any other routes than the two you have mentioned? No, not leaving Moree. There is no other route you can take. There are only the two I have mentioned.
1546. Then I suppose you had no hesitation in selecting the route under consideration? Certainly not. For directly connecting Inverell I would take the route under consideration.
1547. *Mr. O'Connor.*] Do you know the country between Inverell and Glen Innes? Yes.
1548. What kind of country is it? It is good pastoral country, but it is not as open as the other. You get into a certain valley, and have to follow it down, and there is a range of hills between that and any other country at the back of it.
1549. For purposes of settlement, it is not so well adapted as the land between Inverell and Moree? I do not think it is.
1550. Still I suppose there is some good land between Glen Innes and Inverell? Fair land.
1551. I suppose you have travelled over the country a good deal at different times? Yes.
1552. Would you say that the land between Glen Innes and Moree is as good as any land in other parts of the Colony where railways are constructed? Yes; taking it all round, I suppose it is.
1553. Are there any great engineering difficulties along the route? No.
1554. In some places the land is pretty good, and in other places very good? Yes.
1555. *Mr. Black.*] What is the prevailing grade on the Inverell to Glen Innes route, on the last surveyed line? It is 1 in 60, as against the load.
1556. How does that compare with the grade on the Narrabri to Moree line? It is 1 in 60, as against 1 in 100.
1557. And Narrabri to Werris Creek? Upon that you have 1 in 55.

1558. Is that 1 in 55 over a long distance? I do not know. It is on a line which has been constructed for years. The grade is at Boggabri.
1559. Will not that tell against the traffic on the line through from Werris Creek to Inverell? Of course it will. But look at the section where it would have to go if it went to Glen Innes.
1560. You mean on the main line? Yes.
1561. Would the northern survey, 8 miles from Moree, go through Paramellowa? Yes.
1562. Is Paramellowa a place of any importance, or likely to become so? I do not think so. It is only a surveyed town. It is certainly not as good land as on the south side of the river.
1563. If the line had gone through Paramellowa would it have gone through the town of Warialda? Not necessarily, because both surveys join before you get to Warialda.
1564. At what distance west of Warialda would they meet? A few miles—8 miles from Warialda and 43 from Moree.
1565. Having in view the abandonment of the project to go to Boggabilla, you think the southern line is far preferable? Yes; if you look upon it as an independent line it is the best.

C. McD.
Stuart, Esq.
16 Sept., 1896.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and examined:—

1566. *Mr. Roberts.*] Have you a knowledge of the proposed line to connect Moree with Inverell? I have been over part of the country. I have been from Inverell to Warialda, and down to Goondiwindi, but not to Moree.
1567. What is the character of the country between Inverell and Warialda? It is 20 years since I was there, and I would not like to say much about it.
1568. Were you ever called upon to report upon the best way of connecting Inverell with the railway system of the Colony? Yes; Mr. Price and myself made an extensive report on the subject in 1890.
1569. What was the exact nature of the report you were asked to furnish;—was it in regard to connecting Inverell with the Great Northern Railway? Our instructions are shown in the following extract from the report:—

P. Scarr, Esq.
16 Sept., 1896.

Department of Public Works, Sydney, 31 May, 1890.

MINUTE PAPER.—RAILWAY EXTENSION—NORTHERN DISTRICT.

The Minister desires Messrs. Scarr and Price to at once proceed to undertake the following inquiry in connection with Railway Extension in the northern districts of this Colony.

The first matter for determination is the best way of connecting Inverell with the Great Northern Railway, for which the following points of junction have been proposed, viz:—

- (1) Glen Innes.
- (2) Guyra.
- (3) Uralla.
- (4) Kentucky.

It will be necessary to give these routes the most careful investigation, with the view of determining which of them presents the promise of securing the most favourable results in the general public interest.

The second branch of the inquiry will embrace the consideration of the question as to the best means of connecting the Great Northern Railway with the proposed coast line. For this purpose the following routes have been suggested, viz:—

Tenterfield to Casino,
Glen Innes to Grafton, and
Guyra, *via* the Don Dorrigo Scrub, to Grafton.

The third matter for attention is the connection between Guyra and the Coast about Coff's Harbour.

The merits of the proposed line from Tamworth *via* Manilla towards Inverell should also be inquired into.

1570. What was the result of the investigation made by yourself and Mr. Price; did you recommend the route from Glen Innes to Inverell? We did not make any definite recommendations, but summed up the whole matter, and then gave our conclusions.
1571. You gave your views on the different routes you went over, and left the Minister to decide? Yes. We were not called upon to give definite opinions upon the routes, but to collect material with regard to them.
1572. When you were called upon to make this report along with Mr. Price, where was the terminus of the north-western line? It was at Narrabri then.
1573. It had not then been determined that the Narrabri-Moree line should be constructed? No.
1574. Now that the terminus of the north-western line is at Moree, do you think that will be the best way of connecting Inverell with the railway system of the Colony? I do not know that I would be justified in giving a definite opinion on that point for the simple reason that I have not gone closely into the matter. I have not made inquiry into the country, and I do not know the country about there very well.
1575. Do you know the country between Inverell and Glen Innes? Yes.
1576. Would that be an expensive line to make? It would. There is some very heavy work upon it.
1577. If a line were made from Inverell to Glen Innes, would there be likely to be much settlement upon it, or is it a fact that the whole of the land is in the hands of a few persons? The land at that time was in the hands of about four persons, speaking generally. There were four large estates which extended nearly the whole length of the line. What subdivision or breaking up of the land there has been since I could not say.
1578. Did you gain any information as to the likelihood of the land being sold, leased, or thrown open for settlement? We heard statements to the effect that it would be broken up, sold, leased, and so on, if the railway were made; but we considered that they should be taken with a grain of salt, as the experience up to that time had not been that the large estates in different parts of the country would be broken up under similar conditions.
1579. You had no positive evidence on the point? No.
1580. It was merely rumour? Yes.
1581. Was the land well suited for agriculture? There is a great deal of very good land indeed.
1582. Was more than one route traversed by you between Glen Innes and Inverell? Yes, there were two routes surveyed.
1583. Which did you prefer, *via* Swanbrook or *via* Wollingrove? The Wollingrove route.

1584.

P. Scarr, Esq. 1584. Upon what grounds did you recommend that route? I cannot recollect very clearly, but they are all stated in the report. It was chiefly, I think, because the land was better, and not that it was better from an engineering point of view.

1585. I think you travelled from Guyra to Inverell? Yes.

1586. Is there some fairly good land on that route? Yes; but not nearly so much as there is on the Glen Innes line. It is more patchy, and does not extend for such a great length along the line.

1587. What about the engineering difficulties? That was the easier line of the two as far as the engineering question was concerned.

1588. As compared with the Glen Innes route? Yes.

1589. But the Glen Innes land was preferable for agricultural purposes? Yes. There were other considerations as well. It struck the Northern line further north than the Guyra line, which we considered of some importance, and it did not require to get up to such an elevation on the Glen Innes connection as on the Guyra connection.

1590. All things considered, you preferred the Glen Innes to Inverell route? Yes, in preference to the Guyra line.

THURSDAY, 17 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY, (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.,

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John See, Esq., M.P., sworn, and examined:—

J. Sec, Esq.,
M.P.

17 Sept., 1896.

1591. *Vice-Chairman.*] You represent the electorate of Grafton in the Legislative Assembly? Yes.

1592. *Mr. Wright.*] You know the proposed railway under consideration? I have a knowledge of the proposal.

1593. To construct a line of railway from Moree to Inverell? Yes.

1594. Have you any personal knowledge of that particular tract of country? No, I have not been between Moree and Inverell. I know the country about Inverell very well.

1595. Will you give the Committee your opinion respecting the proposed line as far as it will serve Inverell and the surrounding district? I do not think the proposed railway will serve the interests of the people of Inverell.

1596. Why? I think the best connection for Inverell would be by running a line from that town to Glen Innes. I take it that this is not only a local, but to a very large extent a national undertaking. The Inverell people are entitled to railway communication, and in my judgment the best way to serve their interests would be by taking the railway from Inverell to Glen Innes with the ultimate intention of carrying it to the coast.

1597. It has been stated in evidence that the Railway Commissioners, in considering the policy of serving Inverell, have not taken into consideration the general policy of a proposed connection with the coast to serve the north-western portions of the Colony? Well, I think this is not only a local but a national work. Any railway of this description should be so constructed so as to give the people the best possible access to their nearest market. I should like to point out that, from Sydney to Glen Innes, by way of the Northern line, the distance is 422 miles. From Glen Innes to Inverell, over the projected railway—the one authorised by the Public Works Committee some years ago—the distance would be 53 miles, making a total of 475 miles; of course I am only speaking approximately. From Sydney to Narrabri the distance is 350 miles; from Narrabri to Moree 65 miles; from Moree to Inverell it is, I understand, 96 miles; a total of 511 miles or 36 miles further than the line from Sydney to Inverell by Glen Innes. The distance from Inverell to Glen Innes is 53 miles; from Glen Innes to the coast it is, approximately, 100 miles, and from Grafton to Sydney by water, it is 340 miles. That makes the whole distance from Inverell, *via* Glen Innes and Grafton, to Sydney, 493 miles, or 18 miles shorter than the proposal from Sydney to Moree and Inverell. I have given these figures for the purpose of emphasising the difference in the distances. I think it will be easily shown that, some day—and I hope that day is not very far distant—the best and easiest method of enabling the Inverell people to reach their market will be by way of Grafton or some depot on the coast.

1598. Then you consider that any proposal to provide the north-western portion of the Colony with railway communication, should embrace a scheme for connection with the coast? I do. I think the proposed railway, if carried out, will compel the people of Inverell to travel from Inverell a distance of 515 miles—taking them away from their market—and they will have to send their produce, willing or not, for 515 miles by railway, as against their natural outlet which would be the best port on the coast, north of Newcastle, distant from Inverell about 150 miles.

1599. You have a knowledge of the town of Inverell and the products of the district? Yes.

1600. What, in your opinion, is the natural market for Inverell? There can be no doubt that the north-coast and Sydney will form a market for Inverell products, and any form of railway communication which might be devised should be such as to afford facilities to the producers on the Richmond, the Clarence, and all that magnificent country down to the Bellinger. My friend, Mr. Lee, and others who have been there, know that to some extent it embraces the Don Dorrigo scrub, which is one of the richest portions of New South Wales, and which at the same time is almost inaccessible on account of the want of proper facilities. First of all there is the Bellinger, the Nambucca, and the Macleay, and I will not even except Port Macquarie.

1601. Can you give the Committee any idea of the population of the northern rivers, from the Macleay to the Tweed? Quite 80,000.

1602. The whole of that population has to be fed with imported breadstuffs? They do not grow a bag of wheat there. With regard to the population—including the Manning and the people north of Port Stephens—I put it down as 100,000 on the north coast.

1603. And those people have to be fed with breadstuffs grown outside that district? Yes; I think I am speaking correctly when I say that there is not any wheat grown. J. See, Esq., M.P.
1604. And your contention is that if a railway be made between the table-land of New England and the seaboard, the whole of that population can be fed by the produce of Inverell and district? Yes. There is not only Inverell, but there is Armidale, and all the country beyond, because if this suggestion were carried out, as I say it ought to be, it would really mean the beginning of another line to the coast. 17 Sept., 1896.
1605. Is there any possibility, if a coastal line be constructed, of the wants of Queensland being met by the wheat-producing lands of that portion of New South Wales? Yes. I do not know of any part of the country which offers such facilities for population as the north coast districts, and the table-land on the west—that is the table-land from Glen Innes on to Inverell, and on to the Queensland border. I do not know of any portion of the country so well adapted for settlement as that. There is no doubt in my mind that, with proper, cheap, natural facilities—not artificial facilities, such as the project before the Committee will afford—there will be an enormous settlement if the people can get their produce to market at a reasonable and fair rate.
1606. On the other hand, it is contended by certain residents of Inverell, that their market is west of Inverell—that is towards Moree and west of Moree. Have you any idea what population there is to consume the produce of those districts? A very poor one, and I do not suppose it will ever be a big one. I do not think the country is adapted for settlement—it is a grazing country.
1607. You believe it to be a pastoral country? I think so.
1608. And one not likely to carry a large population? I should think there are more people on the Richmond now than there ever will be in that country during the next 100 years.
1609. You are firm in your belief that if Inverell is to be a large grain-producing district, it must look for a market away from the western parts of the Colony? There is no doubt about it. Anyone who has travelled in the northern and north-western districts, and who knows the drift of trade from the early settlement of the country, will be guided in coming to the conclusion that that is the nearest and best way of getting to the table-land. It is true that the system of centralisation has induced trade to go to Sydney and Newcastle, simply because the railway has been made; but I say again that, to secure that trade, a very unequal and unfair system has had to be adopted in regard to the railways, by the introduction of the differential rates. If the rates charged on the northern line, between Armidale and Tenterfield, were consistent with the rates charged between Armidale and Newcastle, then nearly all the trade which is done between Glen Innes, or between Armidale and Tenterfield, along the northern line, and beyond Inverell, would be done by bullock team from Grafton, and from Lawrence to Tenterfield, where a very considerable trade is already done, despite the differential rates, which have been introduced for the purpose of securing the trade by the northern line.
1610. You are aware that there is a large annual loss on the northern line, from Tamworth to the border? Yes.
1611. Do you think the construction of the proposed railway will increase that loss to the northern line by taking the traffic from it? I think it is self-evident that it will. Supposing they secure the whole of the Inverell trade—that is on the line—they will have disabilities to contend with even then, in the shape of competition by teams. The distance to the coast will always be a formidable competitor as against a railway. Therefore, to secure the whole of the trade by way of Moree they will have to adopt comparatively low rates.
1612. And that will have the effect of further augmenting the present loss on the northern line? It is 254 miles from Sydney to Werris Creek, and 422 miles from Sydney to Glen Innes, so that there are 168 miles of the northern line which will lose the traffic which it formerly had in connection with the Inverell trade. In other words, the Inverell trade, which was done by rail, was done from Glen Innes, and of course came to Werris Creek, and on in the ordinary way. By this proposal of the Government, necessitating all the goods coming to Glen Innes, and towards Werris Creek, on the northern line, the whole volume of the Inverell trade will go over the other line, and will, most naturally, decrease the volume of trade, and the earnings of the northern line.
1613. And if it is shown by the railway authorities that the proposed line between Moree and Inverell will be run at an annual loss, it will naturally increase the loss on the northern line? Unquestionably. It is indicated that the loss on the proposed line will be £2,700 a year; but I suppose that it will be more than that. I assume that in the provision which has been made for the cost of the line, they do not take into account the cost of the resumptions and stations. The estimate which has been given refers merely to the cost of making a railway.
1614. It includes everything as far as the railway itself is concerned—stations and everything? But it does not include the land, which might come to another £50,000. I understand that the line goes mostly through alienated country.
1615. What I want to emphasise is this: That not only do they show a loss on the proposed line, but that the loss on the northern line will be augmented? There is no question about it.
1616. To the loss of £2,700 per annum upon the proposed line, they should add the loss of revenue which will be sustained in connection with the northern line? Yes. They will lose the whole of the trade they had hitherto on the northern line from Werris Creek to Glen Innes, which will be diverted over the other line, to the loss of the Glen Innes line.
1617. And it should be added to the annual loss on the proposed line? Yes. One of two things should be done. It should either be charged to the proposed line, or debited to the other. It seems to me, whichever way you take it, that it is a competing line against the northern line. Instead of making Inverell a feeder to the northern line, they propose to divert the trade from Inverell to Moree, which will take the northern trade from the northern line.
1618. Then the line, instead of being a feeder to, will be a sucker from, the northern line? Unquestionably.
1619. You are quite clear that the trade of Inverell should gravitate to the east, and possibly to the north? In spite of the differential rates, which I have already mentioned, there is still a very considerable trade between Inverell and Grafton by team. I am perfectly convinced, from my knowledge of the country, and from my association with it—and I have made it a study for years—that on every ground, national and otherwise, the line ought to connect with the northern line at Glen Innes.
1620. You are aware that the climate of Moree is pretty hot? I suppose it is.

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M.P.
17 Sept., 1896.

1621. Do you think the passengers who wish to reach Sydney are likely to face that climate and travel in the train? I am pretty sure they would not. A man can drive from Inverell to Glen Innes on a good road and through a good country in four or five hours.

1622. If passengers can be conveyed by first-class coaches to Glen Innes for 10s., and if they can reach Sydney by that route with little personal inconvenience, do you think they are likely to go to Moree? I should say that they would go to Glen Innes. In the first place they have the mail train, which is a great consideration.

1623. We have it in evidence from the postal authorities that they can land their mails in Inverell by means of train to Glen Innes, and then on by coach, in less time than they can take them by train *via* Moree, and for less expense, therefore, I suppose the passengers could be carried at less expense? I do not know how they do that. It is a matter of calculation as to how long it takes the train to go from Sydney to Glen Innes, and we know that from Glen Innes to Inverell it is down hill all the way. Consequently, coming back it is up hill. I think there is a descent from Glen Innes to Inverell of from 1,500 to 1,700 feet.

1624. You say there is a trade between Grafton and Inverell? Yes.

1625. There is a considerable trade. I believe, from South Grafton to Glen Innes and Inverell? Yes.

1626. Can you give us any idea of the present rates of carriage—that is inclusive of the rates from Sydney to Glen Innes and to Inverell? I would not like to mention rates, but I know that the method they have adopted of sending a considerable amount of produce from Inverell to Grafton, and then on to Sydney, is cheaper than sending by rail.

1627. You mean that certain classes of goods are carried more cheaply—including insurance—from Sydney to Inverell *via* Grafton? Yes; and I even include the delay which, of course, to a business man is something. It might take three weeks to send goods to Sydney from Inverell *via* Grafton, and it would probably only take a week to get them from Sydney to Inverell. A business man would enter into a calculation of the amount of interest; and in spite of all disabilities he would get his goods landed more cheaply by way of Grafton and Glen Innes than he would by rail.

1628. That is a fact which applies to Glen Innes? An absolute fact.

1629. And the natural inference is that it will also apply to Inverell, if it is connected by railway? I do not think there is any doubt about it. I think if they make a railway to Inverell, they will not get rid of the competition. Therefore to ensure trade, differential rates will have to be adopted which means that the work on the railroad will be done at a loss to the general taxpayer. It means that in order to secure the trade, you have to carry goods at an abnormal rate, and the deficiency arising from that abnormal trade has to be made good by the taxpayer.

1630. There is now, in effect, competition between the steam-boat proprietors and the Railway Commissioners for the Inverell trade? No, it comes without any special effort so far as the steamer companies are concerned.

1631. But you say the Railway Commissioners have made special rates which entail an annual loss on the railway? There is a differential rate on the northern line, between Armidale and Tenterfield, for the purpose of inducing trade from Inverell, Emmaville, Tingha, and that outlying country to go upon the northern line. But for the differential rates along that portion of the railway, the goods would be taken more cheaply under ordinary circumstances from Inverell to Glen Innes, and Grafton by road.

1632. Notwithstanding the existence of that differential or cheap rate, a large quantity of goods is taken *via* Grafton? I can give you the figures.

1633. Can you give us an estimate of what has been carried for any specific period over that road? I have a list which has been prepared by a gentleman whose every day experience enables him to give reliable information. I refer to Mr. J. T. McKittrick, of South Grafton, who has a large forwarding business, and who does probably the chief trade in loading teams. He sends a considerable quantity of sugar, and produce of that description from the Clarence. The Clarence and the Richmond, as you know, are sugar-producing districts, and I know that in the season a large quantity is sent from Grafton to Glen Innes and Inverell, that is in addition to the ordinary merchandise which is sent by way of Grafton from Sydney. Then a great quantity of goods is sent from Inverell and Glen Innes in the shape of wool, hides, potatoes, bran, and products of that description.

1634. Have you the information you refer to for any particular period? Yes; I have the tonnage of produce received at South Grafton for the twelve months ending 30th June, 1895, and it is as follows:—

From Dalmorton.....	5 tons
Glen Innes.....	284 „
Inverell.....	260 „
Emmaville.....	41 „
Armidale.....	25 „
Deepwater.....	12 „

That makes a total of 627 tons received at South Grafton from the table-land. That comes along the road despite the difficulties which have to be contended with. The tonnage of merchandise forwarded from South Grafton for the twelve months ending June, 1896, is as follows:—

	Tons	cwts.	qrs.	lbs.
To Glen Innes ..	973	0	3	26
Inverell	433	16	3	22
Tingha.....	30	6	2	2
Armidale	145	7	1	10
Hillgrove	39	7	0	16
Emmaville	62	13	2	26
Deepwater	26	0	2	20
Dalmorton	72	18	3	22
Total.....	1,783	12	1	4

The following is the description of the produce received at South Grafton for the twelve months ending 30th June, 1896, from the under-mentioned places:—

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Produce.	Dalmerton.	Glen Innes.	Inverell.	Armidale.	Deepwater.	Emmaville.	Total.
Wool, bales	3	1,044	1,429	84	73	246	2,879
Hides	114	547	701	189	.....	.....	1,551
Horns, bags .....	.....	15	14	.....	.....	.....	29
Ores, bags .....	.....	633	.....	.....	.....	.....	633
Tallow, casks .....	.....	1	5	.....	.....	.....	6
Hair, bags	1	11	1	4	.....	.....	17
Skins, bales	10	7	21	29	.....	.....	67
Chaff, bags .....	.....	711	.....	.....	.....	.....	711
Bran, bags .....	.....	150	.....	.....	.....	.....	150
Oats, bags .....	.....	50	.....	.....	.....	.....	50
Potatoes, bags .....	.....	80	.....	.....	.....	.....	80
Beeswax, boxes .....	.....	.....	.....	4	.....	.....	4
Sand, bags .....	.....	27	.....	.....	.....	.....	27
Sundries, packages	9	5	43	.....	.....	.....	57
Total packages, bales, or bags...	137	3,281	2,214	310	73	246	6,261

1635. What is the total tonnage inwards and outwards? 2,400 tons.

1636. The whole of that traffic, except a small portion sent from Dalmorton, has been lost to the railway revenue? Of course if it had gone over the railway they would have had more carriage; but in order to get what they did get they have to carry it more than 100 miles on the northern line for nothing. In many instances, goods which are intended for Armidale are, under the present system of carriage, sent on as far as Guyra, and in some cases as far as Glen Innes.

1637. Your contention is that as this amount of goods has been carried under difficulties by horse and bullock teams, if a railway were constructed from the coast to the table-lands of New England, not only would they have had that traffic, but the whole of the traffic in those districts over the main northern line? Yes. I was going to point out that the traffic I have enumerated from Glen Innes, Inverell and the other places consists of wool, hides, horns, ore, skins, chaff, bran, some oats, potatoes, and sundries.

1638. Principally wool? Yes; 2,879 bales of wool, and 1,551 hides, and 633 bags of ore. This is the remnant of what was once a very large trade. There used to be thousands of tons of goods sent up before the days of differential rates obtained, and, of course, before the railway opened from Armidale.

1639. Notwithstanding the cheap rates offered by the Commissioners, this volume of trade still obtains at Grafton? Yes.

1640. You believe that if a railway were constructed from the coast to Inverell, not only would all this traffic be secured, but the whole of the traffic which now traverses the northern line up to this point would be carried? Yes; that is the natural inference; but I think the enormous development of trade which would ensue from proper communication with the coast would increase the earnings of the northern line rather than decrease them.

1641. You are aware that it has been said that a line between the table-lands of New England and Grafton would necessarily be an expensive one to construct, and that the country is bad;—do you know the intervening country between the table-land and the port of Grafton? I know it fairly well; I do not know any better road than the one between Grafton and Glen Innes. Parts of it are a little steep. I drove a pair of ponies over the whole distance quite comfortably in two days, and I only drove eight hours each day.

1642. What is the character of the country;—is any portion of it suitable for agriculture? Some of it. Of course, I do not know what its future may be, but I should think that it abounds in minerals. It is the most magnificent timber country I have ever seen, and what its possibilities may be in regard to fruit-growing, and as a sanatorium, I do not know. We have only the Blue Mountains as a guide, and certainly, in my opinion, it is much better than the Blue Mountains.

1643. Some portions, I understand, are good soil? Unquestionably.

1644. And along the whole of the route there is an abundance of timber and a possibility of minerals being developed? Yes, and it is splendidly watered. I suppose there is no better-watered country in the world.

1645. Do you think the mountain slopes are adapted for the cultivation of fruits and vines? I am sure of it. Some people may affect to despise them because they know nothing about them, but anyone who has a knowledge of other countries, and who has travelled through Italy, France, and Germany, and seen the wretched hillside slopes upon which people exist, and compares them with our magnificent hill country here, must be able to realise that. Perhaps not in our time, but certainly before very long, those hills will be occupied by tens of thousands of people.

1646. Then your opinion is that if that railway were constructed there would soon be a considerable population and traffic? I do not think there is any doubt about it.

1647. And the whole of the traffic in the north-western part of the Colony would pass over there? My impression is that that is the course which nature intended it to take.

1648. I suppose that irrespective of where the railway should tap the main northern line, you look upon its natural outlet as the Clarence River? Natural and necessary outlet. That is the best point, but in any case, even supposing it were not, there still ought to be a connection between the north coast and the table-land for the convenience of people on the north coast and those in the north-west.

1649. Irrespective of the terminal point on the coast, you think the Government should make some effort to connect these two important districts? There is no doubt of it. Supposing the people on the north coast had a railway from Newcastle or the Hunter—which would be a continuation of the present northern line—if they wanted to send sugar from the Richmond or the Clarence to Inverell they would have to send it to Newcastle, and then upon the northern line again. If the country develops, as I believe it will, you must give facilities for reaching the market. The greatest drawback to the proposal before the Committee is that it fixes for all time a carriage by rail of 515 miles as against the natural road.

1650.

- J. See, Esq.,
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1650. You think then that the great defect of the proposal is that the question of a port for the northern portion of the colony is altogether ignored? I think it is carrying out the old system which has done so much harm to the country, and that is the system of centralisation. If you had a market on the north coast, the time would not be far distant when you would be sending cargoes of wool, preserved meat, and so on, away.
1651. You think that if the people had railway communication between the table-land and the north coast, an independent trade would spring up between Grafton and some other important point? No doubt.
1652. For instance, a good deal of the wool is at the present time exported direct? Yes.
1653. Would there be a possibility of shipping cargoes of wool from the northern portion of the colony? Yes. They have a magnificent bar on the Clarence now; in fact, it has almost ceased to be a bar. It may almost be looked upon as a port, if not equal to, at any rate, nearly as good as Newcastle.
1654. I believe there has been some attempt made recently to secure direct vessels between London and the Clarence? They have been talking about it.
1655. Has anything definite been done? I think Mr. Utz negotiated with some agents at home to get a small vessel out, but the disabilities will be considerable. The smaller the ship the more you have to pay. It is not because there is a want of facilities for shipping, but because of the disabilities of the trade in consequence of competition, which prevents one getting freight enough.
1656. You think that if a large trade can be secured, Grafton is of sufficient importance to admit of the entry of large vessels to it? Yes, if the north-west trade went along to its natural port, there would be no difficulty in connection with the matter.
1657. Independent of the question of direct trade between the outer world and the north coast, would not the construction of a railway from the north coast to the table-land enable all the producers in the north-western portions of the colony to land their produce in Sydney, and to get their supplies back at a lesser rate than they could under existing railway arrangements? Undoubtedly.
1658. So that all that portion of the colony would benefit in regard to the cost of freight? Yes; besides the interchange of trade between the northern districts and the north-western districts.
1659. Independent of that trade, growers in the western district would have the advantage of cheaper transit both ways? Yes.
1660. You say that the population of the north coast from the Manning to the Tweed is about 100,000? That is what I estimate it.
1661. Have you any idea of the population of the table-lands, say from Guyra to Tenterfield, and west of that? No; I should think about 30,000, including Tenterfield. There may be more.
1662. We will take it as 30,000. You would have, then, this advantage if your contention were maintained, that the people of the north-west would get their supplies, which they cannot produce themselves, such as wheat, from the west; and the people west would get their supplies of sugar and other things from the seaboard? Yes.
1663. In addition to that the people west would have every facility for getting their supplies to and from Sydney at lesser rates than they now pay? You would have one-tenth of the population of the colony at once brought into close communion in regard to an interchange of products—that is when the general scheme of railways, which is contemplated, is carried out.
1664. What effect would that have upon the northern line? I think it would help it.
1665. Do you not think it would draw traffic from it? I do not think so.
1666. For instance, if you had a railway from the coast, junctioning with any place on the northern line, it would necessarily distribute the stuff on that line for a certain distance? Yes; and you would get a natural route for it, instead of a competing route.
1667. We will say that the junction is at Tenterfield. Supplies will go to Glen Innes and so on? I can understand a competing or differential system against another colony such as Victoria, for instance, which has attacked us for the purpose of inducing trade. The anomaly there is that they would charge 8s. for carrying a bale of Victorian grown wool from Echuca to Melbourne, but they will carry a bale of wool grown in Riverina, New South Wales, for half that amount.
1668. Do you think that whilst it is fair for the Railway Commissioners to meet warfare with warfare, it is also fair to meet our own people with the same weapons? I do not think it is, and it will deprive a number of people of a trade which naturally belongs to them. No one, of course, can compete against the state, because the state has the whole of the people at its back as well as the consolidated revenue. Therefore if the state makes up its mind to run any travelling interest it can do it. But the question is whether it is desirable for the state to undertake to destroy an industry, because it has the power to do it. It is using the might of the people as against the individual, and the individual may have done as much for the country in the early days of pioneering as the railways are doing now.
1669. Another aspect of the question is this: that the people who pay the reduced rates get the benefit of them? I admit that the individual does, but the public have to pay him. It is, after all, the giving of a subsidy by the people to the individual—it is a bounty.
1670. It is taxing the consolidated revenue for the benefit of a small district? Exactly so, or it is taking from the earnings of the railway, which belong to the people.
1671. Which is the same thing inasmuch as that forms a portion of the consolidated revenue? Yes.
1672. Looking at the matter quite apart from your position as a representative of a northern electorate, do you believe that coastal communication should be given to the table-land? I have no hesitation in saying that it should. If I sat for any other electorate in the Colony I should have the same opinion as I have now in regard to the advisableness of carrying the railway from Inverell to Glen Innes and then on to the coast.
1673. Having an extensive knowledge of the district, and of its trade requirements, can you give the Committee any idea as to whether a railway from Inverell to Glen Innes and then on to the coast would pay or nearly pay? I have no doubt it would pay very shortly. The original estimate—which is only a rough one—for the line from Inverell to Glen Innes—£2,000,000—was about double what it should be.
1674. That is about £20,000 a mile? I remember that when they first projected the railway between Glen Innes and Inverell they said it would cost £700,000, and I see they have reduced the cost to £137,000.
1675. You are aware that the first estimate for a railway from Inverell to Glen Innes, and from Grafton to

to Glen Innes, was only guess-work ;—there were no perfect surveys made? It was a sort of rule-of-thumb business, I think. At one time they seemed to aim at taking all the railways to the tops of the mountains.

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1676. Under the old trial surveys, on each of the routes projected as possible routes to connect the tablelands with the coast, there was a large mileage with grades of 1 in 30 and 1 in 33? I know they were steep, but I have not paid much attention to the technicalities of the matter.

1677. You are aware that recent surveys have reduced the grades of the three routes to connect the tablelands to 1 in 60? I know they have been reduced considerably.

1678. That is between Grafton and Glen Innes, Tenterfield and Grafton and Byron Bay, and Guyra and Coff's Harbour? Yes.

1679. The possibility is that as the grades are being reduced, and modern engineering skill in the construction of railways is cheaper than it was formerly, if a proposal of this kind be submitted now the estimate will be less than it was originally? I should think half. The Glen Innes and Inverell estimate has been reduced by more than one-half—£719,000 to £317,000. The lowest estimate before that was £421,000. I notice that according to the new data, which the Minister for Works introduced to Parliament in connection with the old scheme of connecting Inverell and Glen Innes, it was estimated that the income and the expenditure would be about £22,000. It was afterwards stated in a report, which I saw, that whilst the expenditure would remain at £22,000 the income would be reduced to £15,326. But there appeared to be no account taken of the reduced estimate of £100,000 in the construction. The interest itself upon that would be £3,000 a year; therefore that must come off. I take it that the Committee desire to have the fullest and most accurate information in reference to this direct proposal, and also in reference to any other proposal which might serve the interests of the people better. I do not think it is a fair thing to disparage another line for the purpose of making the one which it is proposed to construct appear to be so much better. There ought to be just as much information obtained from the people in regard to a railway between Inverell and Glen Innes as in regard to a railway from Moree to Inverell. Although I understand the question of constructing a line between Glen Innes and Inverell is not under consideration, it is to all intents and purposes a rival route. And if it can be shown that it is a better route than the one proposed by the Government it ought to be adopted. I regard this as a national undertaking, and if the construction of a line from Moree to Inverell means that Inverell is to be the terminal point of the railway, then the north coast people would be deprived for a considerable time to come of their natural and just rights. Although Tenterfield, Richmond, and Grafton are remote from this particular proposal, nevertheless they are involved in it, and there are very large interests in which they are directly concerned.

1680. Your contention is that the whole question should be dealt with as one question? I think so. The man who lives at Lismore, Wollombi, or Kempsey is interested in the matter as much as the man who lives at Inverell.

1681. It is a question which affects the seaboard and the northern and north-western portions of the Colony, and should be dealt with in a comprehensive manner? It is a new departure altogether to recommend this proposal. For a long time there has been a contention as to whether a railway should go from some point on the northern line to Inverell. It has always been understood by anyone who has given the matter consideration that the connection should be from Inverell to a point on the northern line, whether it be Kentucky, the Mother of Ducks, Glen Innes, or any other point. This proposal, however, opens up an entirely different aspect of the question, and whilst it may give Inverell railway communication, it will not serve them nearly so well as the other line, and at the same time it will deprive other portions of the Colony of railway communication to which they are entitled.

1682. We are told by the Secretary for Railways that the Railway Commissioners have dealt with this proposal as one for providing accommodation for Inverell alone. They say that owing to the steep grades on the northern line, and the low grades on the Narrabri to Moree line, and the proposed Moree-Inverell line, they can carry produce to Sydney *via* Moree as cheaply as they could *via* Glen Innes, and at less expense, so far as hauling and wear and tear are concerned. Therefore they recommend the proposed line to serve Inverell alone, without reference to any future extension. The Secretary for Railways was asked whether the Railway Commissioners had taken into consideration the expediency of connecting the north coast with the railway system of the Colony, and his answer was that he did not think so; do you think that that is unwise? I do not think there is any doubt about it. The Railway Commissioners may be doing what in their judgment is right, but I would not yield my knowledge of the country to them on what I call national grounds; and I am not looking at the present, but at the future. If you go from Lawrence to Tenterfield you will find teams hauling goods to Tenterfield in spite of all difficulties. You will also find teams on the Glen Innes Road, and also between Grafton and Armidale. These are all strong evidences that, despite the differential rates, there is still a trade going on.

1683. And as a representative man, and as a man taking a deep interest in the country, you consider that no system of railway extension to the north-western country will be satisfactory unless it includes connection with the north coast? No. I could understand the railway going from Glen Innes to Inverell, and then on to Warialda, or some other place which they thought most convenient; but no one ever thought when the railway was made from Narrabri to Moree that it was ever contemplated to carry goods from that way to Inverell. There may be a good deal to be said in favour of connection between Glen Innes and Inverell, and some other portion, but to stop the line in a desert, as it were, is absurd. Again, the national question, which is a bigger question than the local one, of getting to the coast in the best way, and of enabling the people to enjoy, at a fair rate, the outlet which is best for them, has to be considered.

1684. The people in the north have a right to communication with the other parts of the Colony by the most direct and cheapest route, to convey their produce to market? Yes. In South Australia they recognise that wherever they have a good port the point of departure of the line to a particular district should start from that point. Take, for instance, Port Pirie and Port Augusta,

1685. I believe the same remark applies to the whole of the Australasian Colonies? Yes.

1686. In Queensland railways are constructed from the different seaports into the western country? Yes, trunk-lines of railway.

1687. There is one at Brisbane, one at Rockhampton, and one at Townsville? Yes; and it is the same in little Tasmania. They have made a port at Devonport. Instead of taking the goods to Launceston, as they could have done at about the same cost, they have made a port at Devonport, and trade is developing there. It is the same in New England.

1688.

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1688. Has not a considerable mining field recently developed west of Grafton? Yes, there has been a fairly good field discovered at a place called Bucca Creek which is south of Grafton 30 or 40 miles. Then there is a place called Yugilbar near Solferino which may be a good field. There is a good field at the Mann River, and also about Dalmorton. I think all that mountain country is auriferous.
1689. And all the gullies of that range are rich in soil and timber? Splendid pine and magnificent cedar. Some of the finest pine I ever saw grows in those gullies. As you travel along the Glen Innes Road you see a distinct forest of pine, and a distinct forest of hardwood running almost in parallel lines up the mountains.
1690. I believe it is magnificent hardwood? Yes, as good as any in the world.
1691. Would not the forests alone be very valuable? It is almost impossible to compute the value of the hardwood in the table-land. Beyond the rise of the table-land, where it begins, you may put it down as being worth millions of pounds.
1692. I suppose the construction of a railway would mean the employment of a large number of timber-getters, and employment to the railways in bringing the timber to market? Yes.
1693. And a possible further development of the mineral resources of the mountains, and the possible occupation of the country by a successful class of fruit-growers and orchardists? Yes, by all the trades that follow settlement.
1694. I believe this country is much superior to that of the Blue Mountains? Much superior.
1695. And all that obtains on the Blue Mountains in regard to residential sites might obtain there? There is no doubt that it would become a sanatorium for the people of the north. Instead of going to Sydney and the Blue Mountains, as they do now, they would be able to get to the table-land from Grafton within three or four hours.
1696. So that whichever way you look at the possible coast connection, you see something like a good future before it? It is almost impossible to conjecture what is the future of these districts.
1697. *Mr. Black*] With regard to the line between Grafton and Glen Innes, do you think there is any possibility of there being any intermediate trade? I think there will be considerable intermediate trade.
1698. I mean trade picked up at points between the two termini? Yes. I think, in the first place, it is a wonderfully rich auriferous country, and I think there will be a considerable amount of settlement follow the railway—farming, and timber-getting more particularly. There is no question about the vast forests of timber—pine, and cedar; in fact in a great many places it is almost unexplored.
1699. Do you attach much importance to the farming prospects of the country? I do a great deal.
1700. Is there any particular portion of the route where you think there are facilities for farming? People tell me there are considerable portions of the mountains, and the sides of the hills, which are fit for it. I am told there are very large tracts of magnificent fertile chocolate soil at the back of the mountains.
1701. You attach most importance to the timber-getting, and the development of the mines? Yes; to the intermediate trade, and to the use of the place as a sanatorium. I may state, that there is not much intermediate trade between the Zig-zag and Penrith, excepting that kind of intermediate trade which is occasioned by people who go there for change of air, and who take to growing raspberries and gooseberries.
1702. With regard to the ascent of the big hill, I understand that there is some means of evading the steepest grades? There have been explorations recently made, more particularly with regard to what they call the Buccarumbi Range. Mr. Lloyd went out and discovered what he considers to be a better route than the old one over the range, which they regard as worse than the Big Hill. The route to Glen Innes avoids the Big Hill altogether. It is known more particularly as the Big Hill, because of its length. Although you have to go a little further round, they expect to get better grades, and possibly better country. There is a gentleman up there now, Mr. Powell, who has been sent to survey the explored portion of Mr. Lloyd's country.
1703. Buccarumbi is about 40 miles out of Grafton? Yes, I suppose it is.
1704. You begin to ascend it after leaving Mrs. Mulligan's? It is before you get down to the river.
1705. Anyhow it is between the O.B.X. Creek and the river? Yes. Mr. Lloyd thinks that he has discovered a route which will almost miss the Buccarumbi Range which was looked upon as one of the most formidable undertakings in connection with the construction of the Grafton and Glen Innes line.
1706. The soil, as far as Mulligan's is concerned, is very fair? It is very good grazing country. They take the milk into South Grafton from O.B.X. Creek—that is a distance of 18 miles. Of course it is the haulage which prevents the people doing any good in farming. When they have to draw stuff 30 or 40 miles by team it takes the gilt off the gingerbread, and there is no back loading.
1707. You think then that the apparent difficulties of the route between Grafton and Glen Innes can be overcome by judgment and engineering skill? Yes. Mr. Statham, who is an old public officer, and who was at Grafton for many years, had and still has an idea that a better route than the one proposed could be found. He obtained a lot of parish maps, in fact, the whole of the parish maps of the country between Glen Innes and Grafton, and marked out a route which he thought would obviate many of the difficulties with which they had to contend previously. I express no opinion about the railway route, because I have not been over it.
1708. If the estimated cost of the Glen Innes to Inverell railway has been reduced from over £12,000 per mile to £6.077 per mile, and the estimated cost of the Grafton-Glen Innes line has been reduced from £20,000 to £10,000 per mile, and if the Railway Commissioners do not think it advisable to construct a line between Glen Innes and Inverell, do you think it is likely they would be enamoured of a proposal to construct a railway between Grafton and Glen Innes when the cost per mile would very much exceed that of a line between Glen Innes and Inverell? Probably not; but I should not go to the Railway Commissioners for a railway policy. That is a matter for the public themselves to determine. The Railway Commissioners are simply asked to give a report, but Parliament is the institution which undertakes the construction of railways. If Parliament considers it a good thing to make a railway, it is really no business of the Commissioners. I take it that the people of the country know better what they want than probably do the Railway Commissioners. I am prepared to give the Railway Commissioners the fullest praise for their capacity to manage the railways; but I would not yield my knowledge to theirs in regard to what I think to be the best route for railways which are to develop trade.
1709. You think that if a railway could be constructed between Glen Innes and Inverell at a cost of £5,000 or £6,000 per mile, the money would not be ill spent? No. I am perfectly certain that if it would cost £317,000 to construct a line from Inverell to Glen Innes, as against £279,000 to construct a line from Moree to Inverell, it would be far better for the country that it should connect with the northern line

line from Inverell, than that it should divert the trade from the northern line to Werris Creek. There are 168 miles of northern line from Glen Innes to Werris Creek which will lose the Inverell traffic. It is a case of robbing Peter to pay Paul. On the other hand, the differential rate will still be kept up; but it is hardly likely, unless they carry goods from Inverell at a very low rate, that they will get rid of the teams altogether.

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1710. It appears to me doubtful whether they will be able to compete with the teams at all? Notwithstanding that they propose to make a railway from Inverell to Moree, they would still have teams to Glen Innes to compete against.

1711. If the people of Glen Innes, having direct communication with Sydney, prefer in most instances to bring their goods *via* Grafton, and thence by team, to bringing them by the railway, are not the people of Inverell, having a more roundabout way of communication by way of Moree, still less likely to use the railway? Without question.

1712. If that be so, railway communication from Inverell with Sydney would not be of much use for the conveyance of goods from Sydney to Inverell, however much it may be used for the disposition of the produce in places contiguous to the line between Inverell, and perhaps Narrabri? Not further than that, because they have the valley of the Hunter there.

1713. You think the chief outlet for the Inverell trade, in the event of the railway being constructed, would terminate at Narrabri? I do not think there is a doubt about it. I should not think there is a big trade; it is an intermittent kind of trade, and depends sometimes on the seasons. When they have abundance of grass they do not want chaff and corn; but when they have a dry season, of course they want it more or less. When the goods had to be hauled from Narrabri to Moree there was a much larger demand, because there were more horses. As you extend the railways into the country you extend the volume of traffic by team, and decrease the value of their stock.

1714. *Mr. O'Connor.*] I believe your knowledge of the northern country is very extensive? I have been connected with the trade of the northern district for twenty years.

1715. I think you said a short time ago that the Glen Innes to Inverell Railway would, from a national standpoint, be beneficial to those places, and also to places on the coast? Yes; the whole of the north coast from the Manning to the Queensland border would benefit by a connection between the coast and the table-land; in other words they would be connected with the railway system of the Colony.

1716. Your contention is that the line should begin at Glen Innes? The proposal is to begin it at the wrong end. It is putting the cart before the horse. I understand that it is contemplated that Inverell should be the terminal point. If that be so, it will be fatal to the interests of the northern people. The line ought to begin at Glen Innes, and go on to Inverell, and then it can be extended in any direction from there as it suits the country best.

1717. Your contention is that before a railway goes from Inverell to Moree, one should be constructed from some point on the northern coast? Undoubtedly; if there were a railway from Glen Innes to the coast, and a railway between Glen Innes and Inverell, and then on to Moree, it would be much better for the Moree people themselves. They would be nearer the coast under my suggestion.

1718. The Moree people would be nearer Sydney by going to Glen Innes, and then to the coast to Grafton, than by travelling round the other way? Yes.

1719. I think they have made it pretty clear that Sydney will be nearer, and that the rates charged will be less? The cost of carriage is always a great factor in the matter of production. The man who has a garden at Botany can carry his goods to market at a small cost, and he is better situated than the man who has to pay freight. Of course, the freight must come off the value of the goods; therefore, the nearer you bring people to a market the better. It means cheapness combined with promptness of transit. If you have to haul goods 515 miles over the railways and to compete against the natural interests of the people, you must either charge the people more than they ought to pay, or not charge them as much as they ought to pay, and you ask the taxpayer of the country to make up the difference. There, as I say, is the evil of our differential rates.

1720. You know the country between Glen Innes and Inverell? Yes.

1721. If a line were constructed there, would there be anything which would be antagonistic to its being carried further on? I do not think so. I hold, however, that a line from Inverell and Glen Innes is part and parcel of a line to connect with the coast. The absence of it means that there is a determination not to connect with the coast. I suppose you agree that if there were better railway communication in that part of the country, population and wealth would increase. I am perfectly sure that if the people of Inverell and the rich country around there could get their produce to market at a fair and reasonable rate, there would be a great deal more of it. In addition to that there would be the interchange of trade which belongs to the people who occupy the north coast, and those who occupy the north-western portion of the country, and which, as has been pointed out, represents one-tenth of the whole of the population of the country.

1722. I understand that in connecting with the coast by rail you would not only benefit the people at Glen Innes, and on the projected line, but also the people now at Tenterfield? Yes.

1722½. You said that it would even benefit the people at Armidale? Exactly, because a connection with the coast from the northern line would enable the people on the north coast to reach Tenterfield. Wherever the connection on the coast is you give the man at Richmond an opportunity of getting his goods to Tenterfield by having a connection with the table-land north of Newcastle. If you want to send Richmond River sugar to Armidale by rail, you have first to send it by water to Sydney or Newcastle, then it has to go back again on the northern line 400 or 500 miles as against 100 miles as the crow flies.

1723. Is the water at the port of Grafton sufficiently deep to allow of a fair sized ship entering? There are 20 feet of water on the bar. I should think that ships of 1,500 tons now get up to Grafton. There is water enough for all requirements. It is marvellous what the recent improvements, suggested by the Public Works Committee, and which have been carried out lately in the shape of training-walls, have done. The depth inside has been increased from 12 or 14 feet to 20 feet.

1724. *Mr. Lec.*] The predictions of Sir John Coode have been fulfilled? Absolutely, and when the training-wall on the north side is finished, I should think the depth of water will be equal to anything on the coast excepting Sydney.

1725. *Vice-Chairman.*] Better than Newcastle? I think so.

1726. *Mr. O'Connor.*] I understand that you have no hostility personally to the railway between Moree and Inverell, but you think that from a national standpoint, it would be more advantageous first to connect Glen Innes with Inverell? Yes.

FRIDAY, 18 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John See, Esq., M.P., sworn, and further examined:—

- J. See, Esq.,
M.P.
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1727. *Mr. Lee.*] Referring to your advocacy of a connection between the coast and the table-land on national grounds, you do not wish to convey the idea that your view includes one route only? No.
1728. You use the term "national" in a comprehensive sense? Yes.
1729. Your opinion is that the most desirable route from the table-land would be to Grafton? Unquestionably.
1730. Supposing it were found desirable, in the interests of the country, to connect the coast with any other part of the table-land, your argument would still hold good that there ought to be a connection with the coast? Unquestionably.
1731. Therefore the present proposal if it is intended to be in lieu of any future connection with the coast is one of which you cannot approve? Quite so. I look upon that as the beginning of a line to the coast.
1732. Whether the route to the coast be from Don Dorrigo, Deepwater, Tentersfield, or any other point which may be determined, it in no way affects the position you take up that without coastal connection there can be no connection to convey the northern trade by the western route *via* Moree to Sydney? None whatever. That must, in my opinion, be the beginning of a route to the coast.
1733. This proposal involves the whole question of coastal connection; and you hold the opinion on national grounds that any proposal to divert the trade west of the railway line by Moree to Sydney is a wrong one? I do most undoubtedly.
1734. There is a railway on the north-east coast from Murwillumbah to Lismore? Yes.
1735. And the Queensland railway system has reached as far as Southport? Yes.
1736. The entrance to the Tweed River is very indifferent? It is a bad entrance.
1737. It would take an enormous sum to make a decent entrance to that river? I think it would. Generally speaking, a river with a bold north head is more difficult to provide with a good entrance than is a river with a bold south head.
1738. Is it ever likely to become a port for ocean shipments? Not for large ships—that is, for ships of 400 or 500 tons.
1739. I mean ships capable of carrying the produce of the district twenty years hence? I do not think so.
1740. If the Tweed port is never likely to carry oversea traffic, and there should be a connection made between the Queensland railway system and our border, there would be a great danger of the produce of the Richmond, and a portion of the Clarence district, being conveyed by the existing railway into Brisbane? Of course it is much nearer to Brisbane than it is to any other port.
1741. Would there not be a danger of that taking place? No doubt there would. Unless some extended system is adopted in connection with the north coast line it would appear to be a line made to help Queensland.
1742. The North Coast line when made will be a very costly one, and it will take many years to construct? Yes.
1743. We have a railway on the north-east coast, and it will be comparatively easy for the Queensland Government to connect cheaply with our border? Yes, it would not cost very much.
1744. Therefore, there would be an extreme danger of their tapping our trade on that side? Yes.
1745. Do you not think that that is an additional argument for having a table-land connection by which the people could have two routes? Undoubtedly.
1746. Sugar is very largely produced in the North Coast district? 25,000 tons a year.
1747. It is not all manufactured into a consumable article on the river? No, but it could be; it is mostly raw sugar.
1748. The consumption of sugar in the north and north-west districts must necessarily be very large, on account of the large population? I reckon that a tenth of the people are interested in this railway, and that would mean at least 5,000 or 6,000 tons a year.
1749. That of itself must show two things—first, a large freighting of sugar for the train to convey; and, secondly, a large amount of profitable trade to be done direct with the producer? I should consider it a very great trade.
1750. At the present time the bulk of that sugar has to be sent by water to Sydney, and thence by rail? Some of it goes by team.
1751. Are you aware that it costs more to send goods by train from Armidale to Sydney than it does to send goods from Grafton by dray and rail to Armidale? I know it has gone to Armidale by road from Grafton, and a very considerable quantity goes to Glen Innes and Inverell by road from Grafton.
1752. Consequently the articles of interchange are there? Yes. A few weeks ago, when I was going up to Glen Innes, the teams were coming down from Glen Innes and Inverell with potatoes, oats, chaff, and bran, in considerable quantities.
1753. You found very little wheat or flour coming down? None.
1754. Why? Because it is too expensive to get it down.
1755. These commodities will not stand dray carriage for a long distance, but the districts are capable of producing a very large quantity of them? Yes; a very considerable quantity.
1756. If they were conveyed that distance by rail at the same rates as they are conveyed on any other line, it would be possible to send these articles of produce to Grafton, and from Grafton by ship to other places? Undoubtedly. It would enable them to supply the requirements of the northern districts.
1757. If there is no coastal connection, can that take place? No.

1758.

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1758. What is to become of the wheat which is raised on the table-land? It will have to be brought down under the differential rate system, which is a tax on the whole community, or it will not be produced.
1759. Are you aware that these rates, being extremely low, are very little availed of by settlers about Armidale, Glen Innes, or Tenterfield? I do not know to what extent they are availed of.
1760. Do you know the reason why they are availed of so very little? No.
1761. Are you aware that it is owing to other causes the wheat cannot be sent down even at these low rates? I suppose one strong reason would be the high rate from Armidale. Although the rate between Tenterfield and Armidale may be low—practically nil—yet the rates from Armidale on to Newcastle or Sydney would be excessive.
1762. The grain rate is a low one there? Yes; but it is a long distance from Sydney—it is 420 miles.
1763. It is nearly 500 miles from the border? Yes.
1764. Is it not owing to the fact that wheat is so largely produced in the southern and western districts at a much cheaper rate than it can be produced in the northern district? That is one big factor.
1765. If the growers in the north are put on the same footing as the growers in the south and the west who have the fullest advantage of railway communication;—if the northern growers are given cheap communication with the coast, and a cheap freight thence to Sydney, do you not think that there is a possibility of their competing on even terms with the others? Undoubtedly.
1766. Will they be able to do it if they have to send 500 miles by one route as against 300 miles by the other? No, good as the land is; and I think it is better in the north-west than it is in any other part of the Colony.
1767. Is not the rainfall certain and ample? It is an excellent rainfall.
1768. It will guarantee cultivation almost as a certainty? I think so.
1769. Has it ever occurred to you why these differential rates were made to or from the country? They were made to divert the trade from going to Grafton and to the Richmond.
1770. Why? Because if they did not impose the rates the stuff would go there in spite of the railway.
1771. Because it could be conveyed more cheaply? Undoubtedly.
1772. The fact remains that notwithstanding these low rates the distance from the metropolis to the table-land *via* the coast is so much shorter that the traffic could be carried out more cheaply by dray? Yes; if the same *pro rata* charge was made between Armidale and Tenterfield as from Armidale to Sydney. Very little stuff would go by rail to Glen Innes or Inverell.
1773. You are very largely interested in the shipping business of the northern districts, and you have had a long experience in that business? Twenty years' experience.
1774. Long before the railway was opened to Glen Innes? Yes.
1775. Before the railway was opened to Glen Innes a great many of the Armidale goods used to go by way of Grafton? The late Mr. Moore and a number of the large traders in Armidale used to get immense quantities of goods up from Grafton.
1776. All along the line? From Armidale right out to Moree, embracing that belt of country right on to the Queensland border from the coast and including Tenterfield. Long before the railway was ever contemplated to Armidale the dray road to the north-east district was through the Clarence.
1777. The population of the Clarence and the Richmond is now very large? I think it is over 50,000.
1778. Is it not a fact that the land on the Richmond and the upper part of the Clarence is held in large areas by settlers and selectors? Yes; a good deal of it.
1779. The bulk of the land they do not cultivate? No; it is held mostly for grazing.
1780. A very much larger area is available for cultivation than is cultivated? Yes.
1781. Do you think the population will largely increase there during the next fifty years? Not in proportion to what it would if they could get their stuff to market.
1782. Speaking in general terms, do you think it will? I think it will on the coast; but I do not think it will in the west. The population will not increase in anything like the same proportion to what it will in places where expeditious means of transit are afforded.
1783. If the railway is carried right through their district, do you think the population will increase? Yes.
1784. Is there land there to carry the population profitably? Yes.
1785. Do you think the population could treble itself? More. It is almost impossible to conjecture what the capacity of that country is. In other words, the limit of these districts has not been reached. I think they are only skimming the fringe of it.
1786. Under recent legislation, has it not become the policy of the country to settle people cheaply on the second and third class lands back from the rivers, such as the hilly country which lies on the eastern slopes? Yes.
1787. Is it not likely that the whole of that country will be taken up as homestead settlements and settlement leases? I think it is.
1788. Are you aware that there has been a considerable amount of selection in that form? Yes.
1789. Therefore, the tendency is for the population on the eastern seaboard to increase considerably? It is looked upon as capital breeding country. There is any amount of water, and there is always a fair amount of grass, if not of the best fattening description. Some of it is unequalled for fattening purposes.
1790. Whatever may be the capacity of these rich districts now no one can say what the limit will be? No.
1791. Consequently there is a large prospective traffic for the railway in future? I think a very large one.
1792. You are conversant with the reason which led to Sir John Coode reporting on the northern rivers? Yes.
1793. You know that he was engaged specially for that purpose? Yes.
1794. I think you gave evidence when the Public Works Committee were inquiring into that question? Yes; I think I was instrumental in getting Sir John Coode to come here.
1795. Was it not urged both by yourself and by the witnesses at Grafton and on the Clarence that one reason, and a strong reason, why these extensive improvements to the Clarence should be carried out was in view of the ultimate and certain connection of the district with the table-land? That was a very strong reason.
1796. It was one of the strongest reasons? Undoubtedly.
1797. Because it is the geographical outlet for that portion of the northern and north-western part of the Colony? Yes.

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1798. Were all these works approved of? Yes.
1799. And are now being carried out? Yes. The Clarence, with its tributaries, drains about 8,000 square miles of country; it runs right up to the Macpherson Range in Queensland.
1800. Have you ever been right up to the head of the Clarence and the Richmond, towards the Queensland border? No; I have not been beyond Yugalbar.
1801. Are you aware that there are some hundreds and thousands of acres of magnificent soil in that part of the country? I am sure of it.
1802. It contains the finest forest reserves that can be found in the Colony? I know that an immense quantity of cedar comes down from the ranges.
1803. These forests are very numerous on the eastern side of the country? I know that from the shipping experience I have had.
1804. That must become an important factor in railway freights in years to come? It is difficult to conjecture what our timber reserves are worth.
1805. You know that the extension of the railway in other parts of the Colony has very largely developed the timber traffic? Undoubtedly it has.
1806. Are you aware that it has brought the cyprus and the knotted pine of the north-west very largely into use? No.
1807. Are you not aware that the carriage of timber on these lines is a very large item? I should think it is.
1808. What has happened in one case may happen in another? It is sure to open up a large traffic where there is an abundance of timber.
1809. Do you think that in laying down the railway policy of this Colony it would be wise in the public interests to bring as much of the western traffic as possible to some suitable point on the Great Northern line, with an ultimate connection being made with the coast, so as to embrace all the centres of population on the north-east coast? Yes; it ought to be done.
1810. You think that is a proper policy to adopt? Undoubtedly; if it is not done it will be a very serious loss to the country.
1811. No extension with the coast, or extension down on the coast, will be complete unless it embraces the whole of the Richmond and Clarence districts? No.
1812. Is it a wise thing, as a matter of railway policy, to bring the western traffic to the Great Northern line and ultimately to take it to its geographical port on the coast? In my judgment, no railway ought to be made which will have the effect of delaying the construction of a connection between the northern line and the coast, and this line evidently will delay it, if it will not entirely destroy it. I do not think it will serve the people of Inverell as well as a line from Glen Innes would.
1813. That is not a question of delaying connection with the coast? No.
1814. If you were sure that this proposal is made with a view to drag for all time the trade west of the Great Northern line to Sydney by way of Moree in lieu of a coastal connection, would you favour it? No.
1815. You think it would be an unwise policy to adopt? I think it would be a suicidal policy to adopt.
1816. And whatever may be urged in reference to the cost and route or routes to the coast at the present time are matters which should not be taken into consideration in determining this particular part of railway policy to take the western traffic by way of Moree? No. I do not think it ought to be.
1817. *Mr. Clarke.*] I understand from your evidence that you do not object to Inverell having a railway? No.
1818. In the event of a line being carried from Inverell to Glen Innes, which is not contemplated by the Commissioners, you would be satisfied that that line should be constructed if it goes to Glen Innes? Yes. For over twenty years I have advocated the construction of a line from Glen Innes to Inverell.
1819. Your objection is to leaving that break between Inverell and Glen Innes, which is likely to retard communication with some part of the northern coast? That is one of the reasons, but the strongest reason is that, in my judgment, a line from Moree to Inverell will not serve the people of that district so well as the other line would do, and give them the chance of using the northern line or the alternative of a line which must go to the coast from some point on the northern line.
1820. Would Byron Bay be a good port on the coast to connect with? I do not think so.
1821. You told Mr. Lee that the Queensland railway is very close to our border, and the possibility is that except a railway is made from the table-land to some point on our coast a good deal of our trade will go towards Queensland? That is very possible. The Tweed Heads are 20 miles from Southport, and Nerang Creek—the terminus of the Queensland railway—is only 30 miles from Murwillumbah, the terminus of our North Coast line. If the Queensland Government were to push on their railway to our border it would offer a nearer market to the people on the Richmond River and the Tweed River than they have.
1822. But considering our present fiscal policy, would there be any probability of any produce going from this Colony to Queensland? I think I should have to consult Mr. Reid about that matter.
1823. According to our present fiscal policy, is there any probability of any portion of our trade going to Queensland by that coast line? I think so. I think the Richmond and the Tweed are capable of producing many things for which there would be as good a market, or a better market, in Brisbane than there is in Sydney or Newcastle.
1824. What things do you refer to? A great quantity of products.
1825. Not sugar? Perhaps not sugar.
1826. Maize or timber? Any quantity of timber, cheese, bacon, butter, and numerous other things.
1827. Do you think that much produce would go to Queensland from the coast under present circumstances until we get federation? Geographically, Brisbane is a nearer port to the Richmond than any other port we have as a consuming port, and if all things were equal, there is no doubt that the trade of the Richmond and the Clarence, from their geographical position, would trend in the direction of Brisbane. There was an agitation some years ago that the Clarence and Richmond districts should be annexed to Queensland, because of their geographical position.
1828. I suppose it is only natural to suppose that a portion of our trade would go to Queensland under federation? Not with a port like the Clarence, which in some respects is almost equal to Brisbane—at any rate, it is capable of being made a port equal to all the requirements of the trade.
1829. Do you remember that in the early days of that Colony nearly all trade from Brisbane came to Sydney? Yes.

1830. In consequence of the expansion of their trade, and the increase of population, and the improvements of the Brisbane River, they are now doing an importing and exporting trade in connection with nearly all parts of the world? Yes.

1831. Do you think, in the event of a railway being made from the table-land to Grafton the same result would follow? I think so.

1832. You think that vessels of a large tonnage would come into the Clarence, and if there were a trade, or a trade to be formed, they would go into other parts of the world independent of Sydney, Melbourne, or any other colony? I think so. I think the Macleay, the Manning, and the Hastings Rivers will be gradually improved until they become navigable by vessels of considerable tonnage. Sir John Coode demonstrated that fact that wherever you get loose sand which is influenced by the ebb and the flow of the tide if you concentrate a scour it will remove the sand obstruction. I believe that as the requirements of the settlers increase the Government will carry out the necessary improvements.

1833. Do you think that such rivers as the Macleay, the Manning, Port Macquarie, the Nambucca, and many other rivers could be improved so as to be available for vessels of a moderate tonnage? No. I think the Clarence is the finest river of all. In fact, I believe it is the finest river in Australia.

1834. Some years ago it was proposed to make a railway from Glen Innes to Grafton? Yes; Parliament carried the vote.

1835. What was the estimated cost of the line at that time? Two millions.

1836. What is the probable cost at the present time, taking into consideration the lower rates at which railways are now made? No estimate has been made since, I understand, except in a desultory sort of way. I compute that if the cost of the Glen Innes-Inverell railway has been reduced from £700,000 to a little over £300,000, by the same rule the cost of making the Glen Innes-Grafton railway line should be reduced by about one-half.

1837. Do you think, in the public interest, it is desirable to have a railway to the coast at a cost of £1,000,000? Yes. I do not think the northern line, or the proposed line to Moree, can ever serve the interests of the people in the north-west. It will only be diverting the natural trade from its proper trend by artificial means.

1838. You think that a large trade from the coast to the table-land, and a large trade from the table-land to the coast, would ensue if a railway was constructed? Yes; a considerable trade.

1839. What kind of produce would go from the table-land to the coast? They produce wool, wheat, oats, chaff, hay, potatoes, and various kinds of produce. I suppose they would send down their hides and station products.

1840. What would be the traffic from the coast to the table-land? The ordinary merchandise, sugar, and, I suppose, occasionally maize. I should think sugar would be one of the principal articles. It is very difficult to say exactly what the interchange of products would be. The very fact of establishing communication between two towns always creates a trade which could scarcely be anticipated.

1841. Do you think that if a railway were made from the table-land to Grafton, or to any other part of the coast, goods could be carried by water to Sydney more cheaply than they could be carried by railway from Inverell to Sydney, *via* Narrabri? Yes. I should think it could be done for one-half. Water-carriage is recognised as being very much cheaper than land-carriage.

1842. Have you taken into consideration the proposal to have a railway from (say) Raymond Terrace along the coast as far as Grafton? Yes.

1843. Would that be as advantageous to the public as a line from the table-land to Grafton? They would want both. If they had the coast line they would want to connect with the table-land. I think that would be inevitable.

1844. You mean, I suppose, that from the Macleay and the other northern river districts which have shallow bar harbours a good deal of produce which goes by sea to Sydney would go down to Grafton, being a better port? That is one reason; but there are stronger reasons than that. I think there is an abundance of land unoccupied. I believe that the Don Dorrigo Scrub and a lot of land at the head of the rivers which is now unprofitable would be opened up by railway communication. Hundreds of thousands of acres of rich alluvial scrub land cannot be cultivated now because of the difficulty of getting the produce to market. It costs more to cart the produce from the bush than it is worth. If there were proper means of getting the produce to market the land is there for occupation.

1845. I think you said that on the north coast, between Raymond Terrace and the Queensland border, there is a population of about 100,000 persons? Yes.

1846. Are you of opinion that the best possible means of communication should be given to them? Yes. I think the North Coast railway is sure to be made.

1847. *M^r. Roberts.*] On account of the importance of the town of Inverell, the settled character of the population, and the well-known fertility of soil in the district, you admit at once that that town ought to be connected with the railway system of the Colony? Yes.

1848. You know that more than one proposal has been made to connect Inverell with Glen Innes? I think two proposals were submitted to Parliament. On each occasion the proposal passed the Lower House, but was stranded in another place.

1849. At that time Narrabri was the terminus of the north-west line? I think it was when each proposal was made.

1850. The construction of a line from Narrabri to Moree had not then been suggested to Parliament? No; but I think it was generally understood that an extension to Moree would be made, but whether from Inverell or from Narrabri I am not in a position to say.

1851. You will admit that the position of things is somewhat changed now. Now that a line is constructed from Narrabri to Moree, would you not favour the construction of a line from Moree to Inverell in preference to a line from Glen Innes to Inverell? Certainly not; in my judgment it has not altered the position of affairs one degree.

1852. It has not altered your opinion on that point? It has rather strengthened my opinion than otherwise.

1853. Do you still adhere to your opinion that the cost of a line from Glen Innes to Inverell would exceed the cost of a line from Moree to Inverell by £40,000? Undoubtedly I do.

1854. The fact of making a saving of £40,000 would not cause you to alter your opinion? No; not if it was a saving of £140,000. I do not reckon the initial cost as the only thing to be considered; that is only

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- only an item. When the initial cost means a direct saving, but an ultimate annual loss and great inconvenience, then I consider the initial cost does not count. In other words, if you can get an article to suit you for £500, as against an article for £250 which will not suit you, the former is the cheaper bargain. To my mind, the route of the railway is one of the biggest factors we have to consider, and the purpose which the railway is intended to serve is another.
1855. Do you come to that conclusion owing to your anxiety to see a connection between the table-land and the coast? It is not a personal anxiety with me
1856. I mean owing to your anxiety to promote the interests of the people of this Colony? I do, unmistakably.
1857. Putting on one side for the present the possibility of a line from Glen Innes to Grafton, if a saving of £40,000 could be made by connecting Inverell and Moree, would you still favour the connection of Inverell with Glen Innes? I would, unmistakably, because it is about half the distance, and there is only half the railway haulage. While you are helping the Moree-Werris Creek line by connecting Moree with Inverell you are depriving the northern line of the trade it has now from Inverell. I was not satisfied with the figures which were submitted. You must take into consideration the earnings on the Moree-Inverell line
1858. I presume you have considered the extra distance which has to be travelled? That must be a factor in considering the question. Passengers would have to travel 96 miles as against 52 miles.
1859. People from Inverell wishing to go to other parts of New England, instead of going down by rail to Werris Creek, and thence along the northern line, would find it more convenient to go across to Glen Innes? I think so.
1860. I understand that an agitation has been going on amongst the people on the table-land for over twenty years, and that they have asked various Governments to connect the table-land with the coast? Yes.
1861. Have the people on the table-land decided amongst themselves as to which route would be the most desirable one? There was never anything else in their minds at one time than that Inverell should be connected with the northern line until this new proposal was made.
1862. I mean between the table-land and the coast? There is a variety of opinion as to which route should be followed. The Armidale people want the line to go from Armidale.
1863. Was any decision ever arrived at by a majority or by a conference? No. The only decision arrived at was when the Glen Innes-Grafton railway was submitted by the Government to Parliament.
1864. You think that a connection between Glen Innes and Grafton would satisfy the majority of the people residing in New England? I do.
1865. What is the population of Grafton? There is a population of 20,000 on the Clarence. In the Grafton electorate there are 10,000 or 11,000, and there is the same number in the Clarence electorate.
1866. What is the depth of water on the bar? It varies from 16 to 20 feet.
1867. Vessels of considerable tonnage can enter the Clarence? Yes, at all times of tide, and in almost all weathers. I do not think the steamers have been bar-bound once in twelve months, which we regard as a good test.
1868. North of Newcastle does the Clarence River afford the greatest depth of water at the entrance? Yes.
1869. You would regard a line from Glen Innes to Grafton as a national line? Yes; just as much as the northern, western, or southern lines.
1870. When you say a national railway, do you mean that it is one which ought to be constructed irrespective of cost? I do. If there ever was a justification for constructing the Cooma or the Mudgee line, or even the southern line, to my mind this has superabundant claims.
1871. You think the commercial aspect of the case should not be paramount? Yes; I consider that very shortly the line would pay.
1872. *Vice-Chairman.*] Have you seen an estimate of the cost of the North Coast railway between the Hunter and Lismore? I have heard £6,000,000 talked about.
1873. Is that a railway which would serve the population of 100,000 persons you spoke of? That is one of the railways.
1874. An estimate of £6,000,000 you consider to be extravagant? I should regard £6,000,000 as a mere random guess at the cost.
1875. How many miles of railway would be necessary to connect the Hunter with Lismore? I should think it would be nearly 400 miles from the Hunter to the border. It is 300 miles to the Clarence by water from Sydney.
1876. The estimate is about £15,000 per mile;—that, in your opinion, would be wildly exaggerated? I think so. I should think it would cost about £3,000,000.
1877. The railway to the coast from Glen Innes I suppose you would put down at about half the original estimate, basing your figures on the present estimate for the Glen Innes-Inverell line? Yes.
1878. The national view you take would involve a cost to the country of not more than £4,000,000, instead of the former estimate, which was double that amount? I should think so. I am pretty well sure that any railway could be made at about half the rate that a railway was made for ten years ago.
1879. What would it cost per bag to send grain by water from Grafton? It would depend entirely on the size of the ship you took it in. The present freight is 9d. per bag, or 7s. 6d. per ton. If you send a thousand-ton ship to Grafton of course the more stuff you carry the cheaper you carry it.
1880. I conjecture that you do not regard 6d. per bushel from Glen Innes to Sydney, a distance of between 400 and 500 miles, as an excessive charge for railway haulage? No; but you can get goods carried by water 500 miles for 2d.
1881. Do you think that rate would prevent the production of grain in ordinary seasons? I do. The differential rate was imposed in that district for the purpose of diverting trade to the northern line. Instead of its being a feeder it is a sucker, as the Moree line will be.
1882. The Committee may regard your evidence as given from a national point of view rather than from a commercial point of view? Commercially, it does not matter a straw to me. I am not speaking from a personal standpoint. I am speaking as the representative of a district of some importance, and with knowledge acquired by an intimate association with the northern districts. I have studied this question on national grounds as a public man. I have endeavoured at all times to give my voice and vote in the direction of serving the people and not myself. My presence here is purely in the interests of the people living

living in the north-west and north-east districts. I think their interests are inseparably connected, or ought to be. Any one who has travelled up these districts must have formed the impression that Providence has pointed the way in which the trade ought to go. We ought to endeavour to follow the example of Providence. If we try to divert the trade by unnatural means it does not seem to me that it will serve the interests of the people.

1883. You understand that this is a question of expenditure of £300,000 as opposed to the view which you take which would involve an expenditure of £4,000,000? I do not think that. I say that the initial part of a line to connect with the coast is from Inverell to Glen Innes, or to some other point on the northern line. A line from the northern line to the coast seems to me inevitable, but that is altogether apart from the North Coast line. The North Coast line will, I think, be made even if the Moree extension is made. A connection ought to be made between the North Coast line and the northern line.

1884. Even assuming that the Moree-Inverell line be constructed, and an expenditure of £3,000,000 for a coast line, as well as an expenditure of £1,000,000 to connect Glen Innes with Grafton, would not that involve the additional expenditure of joining Glen Innes with Inverell? It might. I understand that this proposal is made to take the trade of Inverell to Moree, and thence to Sydney, in preference to bringing it to Glen Innes, and then along the northern line to Sydney. I also understand that the Commissioners have indicated that, in their opinion, the terminus of the line ought to be at Inverell. If that be so, it would be a national calamity, and I am strongly opposed to any such proposition.

1885. Would the fact that a line had been constructed as far as Inverell, *via* Moree, prevent the successful advocacy of the view you have expressed of connecting Glen Innes with the coast, and then the whole of the coast by a railway from Lismore to the Hunter? The intervening country between Inverell and Glen Innes is only a small item. The bogey of the cost of making a line from the table-land to the coast would be of stronger significance than it is now. This proposal will really divert a considerable amount of traffic on to this line, which was originally intended to serve Moree. It seems to me to have entered into the minds of the Railway Construction Branch that it is easier to connect Moree and Inverell than to connect Glen Innes and Inverell, meaning that you divert the trade on to this north-west spur. The whole contention lies in this fact—that you are committing the people of Inverell, certainly within their lifetime, to sending their goods *volens volens* 500 miles by rail, or taking the alternative of sending their goods by dray, which some of them will do, to Glen Innes, and it will then find its way down to the Clarence River.

1886. I understand your view to be that, irrespective of Inverell, there should be an expenditure of £4,000,000 for a coast railway and for a connection between Glen Innes and Grafton? Whether the Moree line is or is not made, I think there will be a North Coast railway. I do not think that the North Coast railway should be bracketed with the Inverell-Glen Innes railway line any more than the Moree-Inverell line should be bracketed with it.

1887. In speaking of the North Coast railway, you mean a railway from the Hunter to Lismore? Yes.

1888. Is it not part of your view that the distribution of the produce from the table-land must take place from a point on the coast by means of the proposed North Coast railway, so as to serve the population of 100,000 persons referred to? Yes.

1889. In view of the possible indefinite postponement of railway communication between Moree and Inverell, whilst waiting for the construction of a line between Grafton and Glen Innes, do you not think that we should limit our attention at present to the question of whether the connection should be *via* Glen Innes or Moree? Unquestionably.

1890. Is there anything else which you would like to state to the Committee? I do not think so.

Stephen Belcher Burge, Esq., sworn, and examined:—

1891. *Mr. Black.*] You have been a resident of Inverell for some considerable time? For about seven years. I have been a storekeeper in the Colony in a general way of business for about twenty years.

1892. In Inverell? No; in the Colony.

1893. How long is it since you left Inverell? About three weeks.

1894. You are pretty well acquainted with the feelings of the people in the town and district on this question? Yes.

1895. What route are the people of Inverell generally in favour of? The Moree to Inverell.

1896. Do you know the reasons on which they base their desire or opinions? For the simple reason that all our trade as storekeepers is done with the west. Nineteen-twentieths of our trade is done with the Queensland border—Moree and all towards the west.

1897. What trade do you mean? General produce, corn, chaff, and flour.

1898. You mean that you find your market there? Exactly.

1899. Do you think that that market would be increased by the construction of a line from Moree to Inverell? I do. I am certain that it would be a great convenience to the people wanting a railway. The people between Inverell and Moree are really those who are wanting a railway. The people between Glen Innes and Inverell, I take it, already have a railway. Between Glen Innes and the Half-way House I do not know the name of a farmer. I take it that if a railway were made from Moree to Inverell the farmers between Glen Innes and Inverell would be better served than any farming community in New South Wales, because they would have two railways to work on.

1900. You are not now in business in Inverell? I have a very large stake in the district. Three of my sons are in business there.

1901. Supposing a railway is constructed from Moree to Inverell, how would the storekeepers of Inverell get their goods? I take it that as it would be a light railway over level country the Commissioners would be able to carry goods a great deal cheaper than they could over the mountains.

1902. Do you think they could compete successfully with the steamer to Grafton and thence by team to Inverell? If they did not the storekeepers would, of course, get their goods *via* Grafton; but I take it that the Commissioners can carry their goods cheaper on a flat line than on the mountains.

1903. I suppose you can give the Committee no definite idea of what quantity of Inverell produce is disposed of in the direction of Moree? I should think nineteen-twentieths of it goes west—all along the Queensland border. There is very little that goes to Glen Innes. It never has gone to Glen Innes while I was in Inverell, except in one year, when the storekeepers got a great quantity of wheat.

1904.

J. See, Esq.,
M.P.
18 Sept., 1896.

S. B. Burge,
Esq.
18 Sept., 1896.

- S. B. Burge, Esq.
18 Sept., 1896.
1904. Do you think the construction of a railway would assist the conveyance of produce towards the Queensland border? Certainly; the people who are starving between Inverell and Moree for the want of a railway are small selectors and squatters.
1905. You do not call Moree "towards the Queensland border"? I do, certainly. Mungindi and Bogabilla are not far from Moree. One is 60 miles, and the other is 70 miles. We sell to people around Mungindi. The statistics which have been made for the Inverell-Glen Innes line are all blown to the winds since they have made a line from Narrabri to Moree, because Moree will get all the station wool which used to come to Inverell from up round about Warialda. We will lose all that trade from Inverell. We are being cut off our market, and Tamworth steps in.
1906. Do you not think the Mungindi market is more likely to be supplied with produce coming from the Hunter River *via* Moree than from Inverell? No; it never has been to my knowledge; it has always been supplied with Inverell stuff.
1907. You think the western and northern markets will be sufficient to absorb the surplus products of Inverell in the event of a railway being constructed? I do, for a great many years to come. There is no doubt that there will be a coast line some day. It has never been decided whether it is to go from Tenterfield, Glen Innes, or Guyra. It will be a funny thing to construct a line from Glen Innes to Inverell if they intend to go down to the coast from Guyra. If our mails were run from Guyra to Inverell we would not know that there was such a place as Glen Innes. Our mails are taken 30 miles over the mountains to bring them $7\frac{1}{4}$ miles nearer home.
1908. You object to a roundabout route being taken to Glen Innes? I do.
1909. Do you not think a line from Inverell to Moree is a roundabout way of getting to Sydney? I do. If a line were made from Glen Innes to Inverell to-morrow it would not pay for the greasing of the wheels, and an agitation would be started to extend it down to the west in order to make it pay.
1910. If that is so, how is it that the people of Inverell hold such contradictory opinions on the matter? A line has been agitated for for twenty years by the people; most of these people have bought land very largely round about where the railway is supposed to go. I think it would be a suicidal thing to build a railway from Glen Innes to Inverell, at any rate at present.
1911. *Mr. Lee.*] Do you know the country much west of Inverell? Yes.
1912. Towards Moree and about Warialda and down to Bogabilla? Yes.
1913. Where does the settlement lie between Inverell and Moree? I should think there are more people 15 miles on the other side of Inverell than at any other place.
1914. About Little Plain? Yes. There are a great many selectors about Warialda, and from Little Plain right down to Warialda.
1915. What is the nature of settlement at Warialda—agricultural? No; grazing.
1916. Is that because the land is not suitable for agriculture? No; because the rainfall is not sufficient. They cannot rely on the rainfall.
1917. What is the nature of the country immediately approaching Warialda? It is a little sandy.
1918. Is it steep? No.
1919. Do you think, if a line be constructed between these two points, Warialda should be touched? No; I do not think it is important enough to be connected. I am led to understand that it would increase the cost a very great deal.
1920. But it is the only centre of population between the two points? That is so.
1921. Is it likely to grow into more importance? I do not know that it is an older town than Inverell, and it has not grown very much, compared with what it was thirty years ago.
1922. Your only reason for thinking it should not be connected is its present unimportance? Yes.
1923. Is that the only reason you have? That, and the extra expense it would entail. Warialda is a very sandy and bad soil, and the railway, I understand, is running through good country.
1924. After you get a few miles from Inverell, it is all more or less ridgy country? Yes.
1925. There is very little flat country? It is mostly flat country after you get past Little Plain.
1926. Does the sketch before us indicate that the country is flat? Not at all; I should not have thought that there were these deviations in the country.
1927. In order to get a fair ruling grade between Inverell and Moree they have had to adopt the course of running round the ridges? It is quite clear to me now that the country is not at all flat.
1928. Is there much trade going on west from Inverell? Yes; that is where I have principally done my trade in flour, corn, chaff, and potatoes.
1929. Where is the market for the bulk of the produce grown in Inverell? The bulk of the market is in Moree.
1930. The population of Moree is comparatively small? The Moree storekeepers send it down to the Queensland border.
1931. Is not the population of Moree less than the population of Inverell? Considerably.
1932. Does not Inverell produce a very large quantity of produce? Certainly.
1933. How can Moree consume all that Inverell can produce? We have to provide for ourselves, of course, but the bulk of the stuff we send out west. It also goes down towards Narrabri. We look to Narrabri as well as Gunnedah for a market.
1934. Has not that been only recently, whilst the construction of the line from Narrabri to Moree was proceeding? That is so.
1935. That is what has caused the demand for the produce? Yes, lately.
1936. Prior to that event a certain quantity, but not the bulk, was sent down? I should say almost the bulk of it was sent to Warialda, Moree, Bogabilla, and along the Queensland border.
1937. Are all these points reached by dray? Yes.
1938. Will they be reached by dray even if a railway be made from Moree to Inverell? Bogabilla would be, I suppose.
1939. If you want to trade with Bogabilla it would be as short for you to send direct by dray to Inverell as it would be to send from Moree to Bogabilla? Yes.
1940. Consequently you save 90 miles carriage? Yes.
1941. The railway does not affect that? No.
1942. The other portion of the traffic would be in the direction of Moree and Narrabri? Yes.
1943. You have also done from Inverell a certain amount of trade with Glen Innes, Armidale, and other towns on the northern line? Very little.
- 1944.

1944. You always supply large quantities of wheat to the millers? In only one year while I was there did we do any business with Glen Innes worth speaking about. S. B. Burge, Esq.
1945. There are no mills at Moree and Narrabri? No. 18 Sept., 1896.
1946. The flour-mills are in the Inverell and Bingara districts? Yes; there are two mills in Bingara.
1947. You are already within as close touch of Bingara as you would be with a railway? Exactly.
1948. Therefore, if you are going to depend on the west for your trade, as far as wheat is concerned, the wheat can only be exported in the shape of flour? Exactly.
1949. If you had a connection with the northern line, would you not have an opportunity to export wheat or flour, or both? Yes.
1950. If a connection were made between Glen Innes and Inverell, would it not afford a very much easier mode of getting on to the main northern line, and taking advantage of the markets on the north and on the south, and at the intermediate towns and Sydney, than by sending it 34 miles farther round to get to the Sydney markets? Yes; if the Railway Commissioners would carry it at such a price that it would pay.
1951. Taking it at the ordinary rates, would it? It would.
1952. Without a connection between Inverell and Glen Innes all communication between Inverell and west of Inverell is entirely cut off from the north-east country right down as far as Werris Creek? Yes.
1953. Supposing that you, as a resident of Inverell, wanted to go to Armidale, would you be likely to take the train from Inverell *via* Moree to Werris Creek, and thence to Armidale? No.
1954. You would drive across from Inverell to Glen Innes—a distance of 40 miles—and take the train for Armidale? Yes.
1955. The proposed connection must mean, without any doubt, the entire severance of New England from Inverell? No more than we are severed from it now. If it paid us to take it there by team we would.
1956. If it were taken by team, would it not be an argument that the construction of this line would not obtain the traffic which already goes by team? No; it all depends on circumstances. We know that sometimes an article like corn or wheat is high in one place and low at another. We could often do well by sending corn to Sydney, but we could not get it down there. There were no teams to take it down.
1957. Supposing you wanted to get your produce to Sydney, would it not be cheaper for you to go by way of Inverell, which would be 34 miles shorter than the other route? Yes, it would.
1958. Which market do you think will eventually be the market for the surplus products of Inverell? I should think on the coast, certainly.
1959. Are you not aware that this line is proposed as the proper method of conveying all the trade from Inverell and that western country to Sydney, in lieu of any connection with the coast in the future? And quite right, too, for the next fifty years.
1960. If you look to the coast as the proper market for your surplus products, how are you to get to the coast? We will not require it for fifty years to come.
1961. Why? Because we can use the railway to Newcastle, which is our port.
1962. If Newcastle is your port, would it not be 34 miles shorter for you to go by train from Inverell *via* Glen Innes than to go *via* Moree? No; we would rather go to Guyra, which would bring us 30 miles nearer.
1963. But Guyra would be better still? Yes.
1964. Both routes would be shorter than the Moree route? Considerably shorter.

TUESDAY, 22 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.	CHARLES ALFRED LEE, Esq.
HENRY CLARKE, Esq.	GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.	

The Committee further considered the proposed Railway from Moree to Inverell.

Stephen Belcher Burge, Esq., sworn, and further examined:—

1965. *Mr. Lee.*] You stated on a former occasion that you thought Newcastle and Sydney would be the markets for the Inverell produce? Newcastle is the market at the present time for any surplus. S. B. Burge, Esq.
1966. Then would it not be desirable to get the produce there by as short a route as possible—by the Glen Innes route, which is 30 odd miles less than the Moree route? Yes. 22 Sept., 1896.
1967. You are in business at Inverell? Yes.
1968. Do you get a large quantity of goods at Inverell from the coast? Yes.
1969. If a line were constructed from Inverell to Moree, would not the same dray traffic go on *via* Glen Innes to the coast? Not so much as if the railway were made from Inverell to Glen Innes.
1970. Are you aware that goods can be landed by steamer and dray at Inverell at from £2 10s. a ton less than they can be carried by train? Yes.
1971. If such were the fact, do you not think that the goods would go the cheapest way? Certainly. You asked me a question the other day with reference to the country between Moree and Inverell, and I answered that it was practically flat. What I meant by that was that it was flat so far as railway construction would be concerned. The railway will be practically level right through.
1972. It is undulating and ridgy? Yes; I have travelled over it and have never had to use the brake.
1973. Are you interested in Moree? My sons are. They have taken up land there within the last six months.
1974. But your business connections are at Inverell? Yes.
1975. *Mr. Clarke.*] Are you acquainted with the nature of the country between Moree and Inverell? Yes.
1976. Is there much settlement on the proposed line? Yes; it is pretty well settled. It is pretty well settled about Little Plain, and all the way to Warialda and Warialda itself, and there are settlers between there and Moree.
1977. Can you give any idea as to what is the population? No. 1978.

S. B. Burge, Esq. 1978. Is the country between Moree and Inverell suitable for the growth of cereals, such as wheat, barley, and oats? I should take the country within 8 or 9 miles from Warialda to be one of the best wheat-growing portions in the Colony.

22 Sept., 1896. 1979. Where is your present market for these cereals? Down west—out towards Moree, and towards the Queensland border.

1980. That is west and north-west? Yes.

1981. Why do you consider the proposed line would be more beneficial in the public interest than a line from Inverell to Glen Innes? We are advised that we are not likely to get the other one; in fact, we are positively assured that we cannot get it; and if we do not get it Inverell will practically fall back into a sheep walk, unless something is very soon done. I say that because we got on right enough until the Government made the line from Narrabri to Moree, which cuts away the only market we have.

1982. The distance from Inverell to Sydney is 500 miles. You consider the proposed line would be more beneficial to the public than a line constructed from Inverell to the main northern line at Glen Innes? I should think it would be better. It would not cost half as much, and would go practically through flat country. It would be run very much cheaper.

1983. Assuming that a line from Moree to Inverell is constructed, would not there be a break from Inverell to Glen Innes, as it is not, I believe, intended to carry the line to Glen Innes,—would not that be an injustice to the people of Inverell and Glen Innes? No; they would be better provided with railways than any part of the Colony. They would have two markets to work on—they would have the Glen Innes railway and the west as well. Besides, the farmers between Glen Innes and the Half-way House have already got their railway. It is only the farmers west of Inverell who are really starving, as one might say, for a railway; between Inverell and Glen Innes they are all right—it is only a distance of 42 miles.

1984. In what way are they all right? They have a railway. I can say, as a storekeeper of long experience, that any farmer who is within 20 miles of a railway has practically the markets of the world before him.

1985. You say they are all right, and at the same time they are 42 miles distant from Inverell? The farmers all live about half-way, excepting those about Brodie's Plains, who are 8 or 10 miles from Inverell, or 32 miles from Glen Innes.

1986. Do you think wheat or other cereals grown in the neighbourhood of the line would go to Sydney? Newcastle is our harbour at the present.

1987. Would not a good deal of the cereals grown be for local requirements? Yes.

1988. In that case there would not be much advantage, so far as the railway is concerned, in taking produce to Newcastle or Sydney? Of course, directly the railway is constructed, twice the quantity will be grown. That always has been the case all over the world.

1989. Do you consider the proposed line, when completed, would prevent a line being made to the coast? Certainly not; the Moree people and the Inverell people would some day agitate together for it to go to the coast.

1990. How would they get to the coast? That is what we want to find out. Directly we hear when it is going to the coast, we shall be decided as to which route it shall take. It would have to go to Guyra, Glen Innes, or Tenterfield.

1991. Then you think it is necessary a line should be made to the coast from Guyra, Glen Innes, or Tenterfield? Yes; I think all the inhabitants of the district are agreed about that.

1992. Which would be the most suitable place on the line to start from—Glen Innes, Tenterfield, or Guyra? No one seems to know that. If they knew where the line would start from the trunk line, they would be decided as to which way it would go. As things are now, half the people are for Guyra and the other half for Glen Innes.

1993. *Mr. Roberts.*] Do you prefer the Inverell-Moree route to any other route which has been suggested? Certainly.

1994. I suppose you know that various propositions have been made to construct a line by a different route, such as Glen Innes, Guyra, Uralla, and Kentucky? Yes.

1995. On what grounds do you prefer the proposed route;—in coming to Newcastle or Sydney would you not have to travel a great many more miles than by the other route? Yes; I prefer going over flat country to going over mountainous country. I prefer going the extra distance of 30 miles over flat country.

1996. Do you not regard the loss of time which would necessarily take place in travelling that long distance as a drawback of the proposed route? No; I think they would be able to do it as quickly as they would the shorter route over mountainous country.

1997. Have you ever been to Tingha? Yes.

1998. Is not that an important mining centre? It was, but it has gone back very much during the last four or five years. The output of tin has decreased very considerably.

1999. *Mr. Wright.*] Do you know what quantity of wheat is grown in Inverell? No.

2000. Is all the wheat grown in the Inverell district milled in Inverell in a fair season? For three years out of five it would be.

2001. I am speaking of an average fair season—are the milling appliances good enough to mill the wheat grown in the district in a fair average season? Yes.

2002. What do you do with the surplus wheat? Send it to Glen Innes.

2003. Where it is consumed? They send it from Glen Innes to other places.

2004. Have you any idea as to the quantity of the flour produced in Inverell? No.

2005. There are two small mills there? Two pretty large ones.

2006. Do you know their capacity? No.

2007. Can you tell me what is the population which you claim as your market from Inverell—east, west, and north-west? I cannot. It is not only the population which takes our produce, but the stock consumes a great deal of it. It is a pastoral district, and corn and chaff are consumed by the stock.

2008. But they do not feed sheep with corn? There are bran and pollard and stuff like that. The sheep consume large quantities of bran.

2009. Can you state the tonnage of produce which Inverell sends per annum to the west? As I have said before about nineteen-twentieths of the produce goes west. I do not refer to the wool which naturally goes to the nearest railway station.

2010. You are not prepared to submit any figures? No.
- 2010½. And you can give no approximate estimate as to what the tonnage is? No.
2011. Neither can you give any approximate estimation of the population which you claim Inverell serves? No.
2012. Will not the construction of the railway to Moree under any circumstances cut off your market to a very large extent? No; that is the very market we want to get at. Instead of sending by teams, we want to make use of the railway.
2013. Do you expect, as a storekeeper of Inverell, to get goods from Sydney to Inverell, and send them back by rail to Moree? I do not know what the Railway Commissioners will do. As I say, it is an easy line to construct.
2014. But if you get your goods by railway, they will have to pass Moree to come to your place? Yes.
2015. And it is 96 miles from Moree to Inverell? Yes.
2016. Do you think you are smart enough to get your goods at Inverell, *via* Moree, and then to send them back to compete with the storekeepers at Moree? It is not the store goods, so much as the produce of the district.
2017. But there are other things besides produce, such as groceries and so on. You do not expect to retain the whole of the market for that class of goods if the line is constructed. Can you send them as cheaply to Boggabilla from Inverell as Mr. M'Intosh can send them from Moree? Not under the same conditions.
2018. Then so far as the storekeeper's business is concerned, the railway will not strengthen your hands at all? Not in that respect.
2019. But you contend that it will give an outlet for the products of the district? Yes.
2120. What surplus wheat did Inverell produce last year? It did not produce any surplus at all.
2021. Did it produce enough to feed yourselves? Yes; and more. What was over was sent to the west.
2022. But you say there was no surplus? I mean no surplus after serving the west.
2023. If Inverell and district was polled, and the votes fairly ascertained in favour of a connection with the northern line, either by way of Glen Innes or Guyra as against the Moree line, which do you think would carry the day? At the present time, I think it would be in favour of Moree.
2024. I suppose you are calculating upon the strength of the Little Plain farmers? No; there are the squatters about the district, and every man from the Little Plain and the Big Plain.
2025. How would the people at Brodie's Plains vote? They would vote against it.
2026. I suppose that more than one-half of the people of Inverell proper would vote against it? I do not think so. I consider the Brodie's Plains people already in the railway.
2027. Do you consider the western market as the market for Inverell? I do.
2028. You are a great believer in the fertility of the soil of Inverell? Yes.
2029. And you think it could produce an immense quantity of wheat? Yes.
2030. Do you know if the whole of the population west of Inverell is about 8,000? I know it is not a great deal.
2031. Are they going to consume all the wheat which can be grown in this immense district? No.
2032. What are you going to do with the surplus? We will get a railway on to Glen Innes or somewhere else, but it is of no use talking about a thing which we know we cannot get at the present time. If we have to wait until such time as the Government make a railway to the coast, Inverell, as I say, will go back into the position of a sheep-walk.

Henry Copeland, Esq., M.P., sworn, and examined:—

2033. *Vice-Chairman.*] You are a Member of the Legislative Assembly representing the Phillip Division, of Sydney? Yes; formerly I represented the northern goldfields, then New England, and then Armidale. I should like to make a statement to the Committee in the first instance. I may say that I appear here as representing the public generally, and to some extent from old associations with the people of New England, including the people of Tingha and Bundarra, whom I consider are vitally interested in this question. If Inverell were going to construct this railway out of her own money, I take it that she need only be considered in the question, but inasmuch as the railway is to be constructed out of the general funds belonging to the people of the Colony as a whole, the people of New England and the people to the east have as much interest in this question as the people of Inverell themselves. It is just as necessary to provide a market for the New England people to dispose of their produce in Inverell, as it is to provide a market for the Inverell people. I take it that the towns on the New England railway, and going still further, the eastern coast, say Grafton and other places, and the railway towns down to Sydney and Newcastle, Maitland, Murrurundi, and other places which include a population in round numbers of 500,000, are also strongly interested in this question. I may say that Tingha is also very strongly interested in it, and I shall show that Tingha has a population equal to the population of Inverell itself. Tingha will be left out of it absolutely if the railway is taken *via* Moree, also Bundarra with a population of about 500, which could connect if the railway were carried to Guyra at about 14 or 16 miles between Tingha and Guyra. I think the majority of the people of Inverell and district cannot possibly be in favour of placing their towns 72½ miles further from Sydney. I heard the last witness estimate the longer distance to be travelled as 34½ miles further from Sydney. I shall show clearly that it is 72½ miles further to get to Werris Creek by the Moree route than it is to get to Werris Creek by the Guyra route, and it is about 37½ miles further to get to Werris Creek than by the Glen Innes route. The Glen Innes route, it must be understood, has to be flattened out so as to avoid the grades, and whereas it used to be estimated at 44 miles, it is now 53½ miles. The distance from Inverell to Guyra *via* Tingha is 55 miles. From Guyra to Werris Creek it is 131 miles. Therefore from Inverell to Werris Creek, *via* Guyra, it is 186 miles, with the advantage of trading with a dissimilar climate, each district producing what the other cannot produce. For instance, the table-lands produce potatoes, oats, oaten hay, barley, and other products which Inverell does not produce. Therefore it is an advantage for two districts with a dissimilar climate to trade, because the one exchanges with the other. Again, we all know that whenever a time of drought comes on, the people of the west desire to send their stock to the table-lands of New England, which district seldom, if ever, suffers from drought. Grass is generally to be found in New England, not quite as good as could be found out west, but still good in times of drought. The population

H. Copeland, of Tingha in 1891 was 2,988, that included 733 Chinese. I shall show that the Chinese are decreasing in numbers whilst the Europeans are increasing. The population of Armidale in 1891 was 3,826; Uralla, 819; Tamworth, 4,502. It must, of course, be remembered that if a line is built to Moree, Tamworth will be cut out of the Inverell market, whereas if the line is taken to Glen Innes or Guyra, Tamworth will be in the range. The total population of Tingha, Uralla, Armidale, and Tamworth is 12,235 persons. Then we have the East and West Hillgrove, 16 miles from Armidale (say) with a population of 3,000. Lower down we have Walcha, with a population of 864, where the people do not grow much wheat for themselves, and where there is a different climate altogether from that of Inverell. These people would be likely to consume Inverell wheat if they had a connection. That brings the population up to 16,099. Then there is the population at Grafton to be added at some future time, namely, 4,445, making the total population of those few towns 20,544. If the railway goes to Moree, it will be a distance of 96 miles 35 chains. From Moree to Werris Creek it is 162 miles 31 chains, making the distance from Inverell to Werris Creek, *via* Moree, 258 miles 66 chains; as against Inverell to Werris Creek, *via* Guyra, 186 miles. That shows an extra mileage for the Inverell people for each single journey of $72\frac{3}{4}$ miles. From Inverell to Sydney, *via* Moree, it would be 512 miles 66 chains; *via* Guyra, 410 miles; showing a difference again of $72\frac{3}{4}$ miles additional, and that railway would travel through a similar climate. The climate of Moree is similar to that of Inverell, and would produce similar articles, and therefore there would be no exchange; whereas if the line were taken eastward to Glen Innes or Guyra, Inverell and the western people would be enabled to purchase the very best potatoes in the world grown about Glen Innes and Guyra, as well as oats, barley, hay, and chaff of the best quality. I believe the population of Warialda, when the last census was taken, was 500.

2034. *Mr. Wright.*] The railway authorities say it is 600? Warialda is not given in the census, and I estimate the population at 500 in 1891; Moree, 1,143; Narrabri, 1,977; Gunnedah, 1,362. That gives a population between Inverell and Werris Creek—that is, *via* Moree—of 4,982; whereas the population between Inverell and Werris Creek, *via* Guyra, and the same of course, *via* Glen Innes, is 20,500, including Tamworth.

2035. *Vice-Chairman.*] Would you include the Tingha population? No; I have left Tingha to be dealt with separately. It will be seen that the whole population on the Moree route is only 380 more than the population of Tamworth alone, and, of course, if the Moree route is adopted, Tamworth will be cut off from all connection with Inverell. As far as Tamworth is concerned, the distance from Inverell to Tamworth, *via* Moree, would be 285 $\frac{1}{4}$ miles, whereas from Inverell to Tamworth, *via* Guyra, the distance would only be 159 miles, so that so far as the market of Tamworth is concerned, with a population of between 4,500 and 5,000, the distance would be 126 $\frac{3}{4}$ miles more *via* Moree than *via* Guyra. Take the rate of travelling to be the same as from Werris Creek to Narrabri, 20 miles per hour. Each single journey from Werris Creek or from Sydney, *via* Moree, to Inverell, would be three hours thirty-eight minutes longer than *via* Guyra. Passenger fares, the same as to Narrabri—first-class, 2 $\frac{1}{2}$ d. per mile, = 12s. 10d. extra cost each way; second-class, 1 $\frac{1}{2}$ d. per mile, = 8s. 5d. each way. Thus, in addition to lengthening the journey by three hours thirty-eight minutes, the people would have to pay these extra passenger railway rates. Then there would be the additional freight on produce and return goods over 72 $\frac{3}{4}$ miles each way. As I have already stated, the population of Tingha in 1891 was 2,255 Europeans and 733 Chinese, making a total of 2,988; whilst the population of Inverell at the same time was 2,534, showing a majority of 454 for Tingha. I will read an extract from the evidence of Mr. James Rank, senior constable at Tingha, which was taken when the Sectional Committee was on its travels on the 7th May, 1891:—

2905. *Chairman.*] What position do you hold in Tingha? I am a senior constable, in charge of the Tingha district.

2906. How far does your district extend? About 25 miles north from here, 24 miles towards Guyra, and 16 miles out west.

2907. Does that embrace Bundarra? No, I do not go to Bundarra.

2908. How long have you been in the district? I have been stationed here since May, 1886.

2909. Has the European population of Tingha increased or decreased during that time? In my district the European population in 1888 was 1,960, and the Chinese population 1,150. In 1889 the Europeans numbered 1,950, and the Chinese 1,000; in 1890 there were 2,120 Europeans and 1,100 Chinese, and in 1891, there were 2,255 Europeans and 730 Chinese, showing an increase in the European population, and a great decrease in the Chinese.

What will be the position of Tingha if the line is constructed? For all time to come Tingha will have to cart its tin, or whatever else it produces, 15 miles in order to get to the railway. That is the distance it will have to cart its stores from the railway. If the line is taken to Moree, it will have to cart a distance of 15 miles to Inverell, then from Inverell to Sydney, *via* Moree, a distance of 512 miles, making the distance of Tingha from Sydney 527 miles. Now, with regard to the other route. If the railway is constructed to Guyra, the distance from Guyra to Tingha by rail will be 40 miles. The distance from Guyra to Sydney is 385 miles, making a total distance from Tingha to Sydney, *via* Guyra, of 425 miles as against 527 miles *via* Moree. Thus Tingha will be placed 102 miles further from Sydney by the Moree route than by the Guyra route. It would be better for the Tingha people to cart their tin and stores 40 miles to and from Guyra with 385 miles trainage to Sydney, than to cart 15 miles to Inverell and then have a trainage of 512 $\frac{3}{4}$ miles—a difference of 127 $\frac{3}{4}$ miles. I would like to point out that in forming the estimate of the traffic formerly with respect to Inverell, Tingha was generally considered; but now in forming an estimate of the traffic, Tingha must be left out altogether; because I think most people will agree with me that if you have to go to the trouble of loading and unloading, the carriage of a few extra miles is not so much to be considered. Therefore, I think, there can be little doubt that if the railway is constructed *via* Moree, Tingha would continue to send its goods to Guyra or Glen Innes, and to obtain its stores from there. The traffic would not go *via* Moree. The people would be hardly likely to pay 127 miles of extra passenger fare and freight for their goods. Now, with regard to the railway fares. From Tingha to Werris Creek first class—that is at the Guyra rates, 2 $\frac{1}{2}$ d. for 175 miles—the fare would be £1 9s. 11d. The Tingha people, if they went by the other route—to Moree—would first have to pay the coach fare to Inverell—say 5s. It is a distance of 15 miles, and I am putting it at 4d. per mile. From Inverell to Werris Creek, a distance of 258 $\frac{3}{4}$ miles, at the Narrabri rate of 2 $\frac{1}{2}$ d. per mile, the fare would be £2 5s. 9d., making the fare from Tingha to Werris Creek £2 10s. 9d. *via* Moree, as against £1 9s. 11d. *via* Guyra, showing a difference of £1 0s. 10d. on the railway fare for each trip made. Besides that there is the additional railway journey of 87 $\frac{3}{4}$ miles, and 15 miles of coach travelling. The difference in the second-class fare between travelling *via* Moree and travelling *via* Guyra would be 15s. 3d. each way; besides 15 miles of coach travelling—say 2 $\frac{1}{2}$ hours at the rate of 6 miles an hour; and an extra 87 $\frac{3}{4}$ miles

miles of railway journey—say, nearly $4\frac{1}{2}$ hours. Thus the journey would be lengthened to the Tingha people by 7 hours. It would take the people of Tingha 7 hours longer to get to Sydney, *via* Moree, than it would take them to get there *via* Guyra. I am reckoning $2\frac{1}{2}$ hours for the coach to go from Tingha to Inverell, a distance of 15 miles. With changing, and so on, they do not as a rule do more than 6 miles an hour. From Inverell to Werris Creek is $259\frac{1}{4}$ miles, and from Guyra to Werris Creek 171 miles. That makes a difference of $87\frac{1}{4}$ miles. The tin ore sent from Tingha in 1889 or in 1890 was 1,200 tons; value, £62,000. I may say I have no information as to the quantity of tin being obtained at the present time, but I know from personal knowledge that there is a great possibility in the future for Tingha when they set to work on the tin-lodes. Hitherto they have only been working the alluvial tin, but the tin-lodes have yet to be developed, and there is a possibility also, I think, of diamonds being discovered. I think it is a diamond-bearing country. The population can be gathered from this fact, that in 1889 there were 505 children on the school roll between Inverell and Guyra, representing 110 families, as against 263 children, representing seventy-three families, on the Glen Innes line, excluding the terminals. I now wish to refer to Bundarra. The population of Bundarra is about 500. If the Inverell-Guyra line were constructed, Bundarra would be brought within 14 to 16 miles of it, instead of the people having to travel over 70 miles to Tamworth, or 52 miles to Uralla; and it must be borne in mind that the proposal will affect the Bundarra and Tingha people for all time to come, and, therefore, it is a matter of very serious importance to them. Now look at the question from the traffic standpoint. If we assume that there will be one mixed train each way per day, it means that there will be wear and tear on 873 extra train miles per week. That means an extra trainage of 45,396 miles per annum. The trains running between Werris Creek and Inverell on the Moree route would travel 45,396 more miles in a year than they would between Werris Creek and Inverell, *via* Guyra, and that is to be continued for all time. The working expenses per train mile last year were 48 $\frac{1}{4}$ d. That would give the additional working expenses on this particular line at £9,125 per annum. Of course the Commissioners would be recouped by passenger fares, and so on, but I take it that it should be the policy of the country to carry the people and their goods backwards and forwards, not by the longest routes, and at the highest railway fares, so as to create railway revenue, but over the shortest distance, and at the lowest possible fares. To accomplish the extra 45,396 miles it would take one train to run 2,269 hours continuously, or ninety-four and a half days' continuous travelling day and night at 20 miles per hour each year for all time. Now take the length to be constructed. From Inverell to Moree it is 96 miles 35 chains. From Inverell to Guyra it is 55 miles. That means a saving of $41\frac{1}{2}$ miles of maintenance in favour of the Guyra route. I do not know whether it is proposed to construct any bridges over the Macintyre River or not.

2036. *Mr. Lee.*] Not in connection with this survey? Then they will stop on the south side of the river. I notice that the line is described as a light line, but I wish to point out that the line from Inverell to Guyra has never had justice done to it at all. We know very little as to what that line is, and judging from the fact that in later years, since the Government have gone about surveying and resurveying the Glen Innes line, the figures have been altered from $43\frac{1}{2}$ miles between Inverell and Glen Innes, with an estimated cost of £192,000, to $53\frac{1}{4}$ miles, at an estimated cost of £317,000. What I desire is to see the same supervision extended to the Guyra line. At present the Guyra line is stated to be 55 miles, and the estimated cost £403,000. But I venture to predict that with the same discrimination and examination of the Guyra line, the cost of constructing it will be reduced in the same way as is the cost of constructing the Glen Innes line reduced from £492,000 to £317,000. Messrs. Scarr and Price, referring to the Guyra line, say:—

There appeared to be no engineering difficulties to contend with on this route, much of it being a surface line. The curves and grades are easy, except through the New Valley Range, and at a few other points.

What I desire is that this line should be permanently surveyed and re-estimated before the Committee give any decision as to what line they will recommend. It seems to be the maddest proposal that ever emanated from any Government, to say that they will take a line $72\frac{1}{2}$ miles further than there is any necessity to take it. I should like to know what the Sydney people would think if they had to travel a mile or 2 miles further, and be detained an extra 5 or 10 minutes on the journey. What must these people suffer when they have to be detained for three and a half hours on each separate journey.

2037. *Mr. Wright.*] They seem to like it? I do not know whether they like it or not; but I can easily understand that they are very desirous of getting a railway, and I suppose they think that if they get a line to Moree the country will not remain in such a state of madness as to continue to refuse them a railway to the east—to the coast, or the main trunk line. The argument used to be urged in favour of the Glen Innes line that it would enable Inverell to deal with Queensland. I think, however, that in constructing this railway, we must look only to our railway towns, and to our own population for a market. The Queensland market is cut off from everything Inverell can produce by the duties which are placed on imports. At the present time their duties are:—Bacon, 3d. per lb.; beef or mutton, 25 per cent. *ad valorem*; butter or cheese, 3d. per lb.; hay and chaff, 15s. per ton; eggs, 25 per cent. *ad valorem*; hops, 8d. per lb.; onions, 20s. per ton; wheat, 4d. per bushel; flour, 20s. per 2,000 lb.; maize, 8d. per bushel; potatoes, 15s. per ton; tallow, 1 $\frac{1}{2}$ d. per lb.; wool, 25 per cent. Therefore, it is perfectly clear Inverell need not think of doing much trade with Queensland. Hence they must look to doing their trade with the 500,000 people, including Sydney and the railway towns. In order to do trade with that 500,000 people, it should be their policy to do it at the cheapest possible rate, and that they should not be saddled with $72\frac{1}{2}$ miles of extra haulage and extra passenger fares.

2038. Have you included the people of the North Coast district in the estimate? I have only included Grafton. With regard to that estimate, I may say I have not gone into the figures of the intervening towns. The population of Sydney is 415,000. Then there is the population of Newcastle. Beyond that there are Maitland, Scone, and other places with about 20,000. I venture to think, from the correspondence I have had in regard to this question, that a great many of the Inverell people have become hopeless in regard to railway construction. They are not stirring themselves in the matter; but if they had the choice they would undoubtedly prefer to go by Glen Innes or Guyra. That undoubtedly is their legitimate route. I notice that the estimate for the goods traffic is £8,810 per annum, whilst the coaching is £3,400. I do not profess to be a railway man. At the same time I am inclined to think they are over-estimating the traffic, for the simple reason I have given, namely, that the Tingha people will not travel that way. It will be to their interests to discard the railway altogether, and to continue as they do now—to travel to Glen Innes or Guyra. I should like to say a few words with reference to Guyra. I feel

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feel some interest in seeing that railway constructed, not as a representative of that district—because I do not represent it at the present time, but simply because I think it is a railway which should be constructed in the interests of the general public. Unless the Members of the Committee have read Messrs. Scarr and Price's report, I think it would be well to include this part of their statement in the report of the Committee. In reporting on the Guyra to Inverell line in 1890 they say:—

Statements much at variance with facts have been persistently made by some of the opponents of this route as to the quality of the land over which it passes, it being freely described as "worthless," "thoroughly rotten," &c.

On the contrary, though a considerable portion of the country traversed by the line is of very inferior character for agricultural purposes, the wholesale condemnation of the country is certainly not justified.

From Guyra, for a distance of 8 miles, the soil is of a rich red volcanic nature, capable of producing heavy crops of cereals, &c., suitable to the climate.

Thence to Wade's selection, 3 miles west of Tenterden, and about 23 miles from Guyra, the land consists of black alluvial flats and volcanic ridges.

This class of country extends for some miles on either side of the line. On the northern side merging into the Ben Lomond Range, and on the south into the high granite country bordering on the Bundarra River.

From the point last named (23 miles from Guyra) the line passes over poor stony land of porphyry and granite formation, to a point about 1 mile beyond Moree Creek, whence to New Valley Range the country is fair pastoral land, but unfit for cultivation.

I should like to point out that this poor stony land, although unproductive from an agricultural point of view, is productive from a mining point of view, and in all probability will be productive for many years to come. I have no doubt, when capital is directed to the tin lodes of Tingha, the field will become a permanent one:—

From New Valley to Tingha (40 miles from Guyra) the soil is decomposed granite of the worst quality, poor grazing land, and quite unfit for agriculture.

This character prevails for some 4 or 5 miles beyond Tingha, when volcanic ridges of red soil are met, which extend at intervals, alternating with granite slopes to the Gilgai, 5 miles from Inverell and 50 from Guyra.

Thence to Inverell the soil is generally rich and good, with the exception of some rocky ridges.

On the whole the land along this line may be said to consist for 30 out of the total length of 55 miles of soil, good above the average.

Surely that is a fair proportion. There are very few railways, I think, upon which that proportion will be exceeded:—

The other 25 miles being unfit for agricultural, and of only second rate quality for pastoral purposes.

A considerable portion is held in freehold by Tenterden and Ollera Stations.

There is, however, not nearly so large a proportion of land held in this way by the stations on this line as on the Glen Innes to Inverell route.

In the summary of their report, Messrs. Scarr and Price say:—

As a connection with the Great Northern Railway, the Guyra to Inverell line has the following advantages:—

1st. It is the least expensive, the estimated cost being £403,861.

2nd. It is, as to grades and curves, the better line.

3rd. It passes through a fair quantity of good land, much of which is unalienated.

4th. It offers the more direct connection with Sydney.

5th. It would also be the more direct connection between Inverell and the proposed Guyra to Grafton line.

6th. It passes through the mining district and town of Tingha; though, as pointed out previously, the permanence of this tin-field remains to be proved.

7th. It would get the Bundarra traffic, which would hardly come to the Glen Innes line.

It is a proper thing to ask what is to become of the line from Moree to Inverell. The Government cannot possibly think of stopping it at Inverell; they must extend it to the coast or to the main trunk line, and there can be no doubt whatever that the proper route is to Guyra, and thence to South Grafton, through the finest country in Australia.

2039. *Mr. Lee.*] This line is now proposed as the proper method of taking all the traffic west of the northern line, and in lieu of any coastal connection? The proposal to me is an utter absurdity.

2040. But that is the definite proposal? By that proposal not only Inverell, but the whole of the people west and north-west of Inverell will be cut off from the advantages of trade and traffic with New England, as well as the people of the coast districts. They limit themselves, of course, to sending everything they produce to Sydney by rail. Having once got to Moree they must go to Sydney by rail, whereas if they were to adopt the eastern route there are several courses open to them—either to go to Tenterfield and Byron Bay, or whichever is made the seaport for the line, or to go from Guyra to Grafton, or to Coff's Harbour, and get cheaper coastal carriage. If, however, they take the Moree route they are committed for all time to pay enormous freightage on everything they produce and require, and they are limited in their market to Sydney or Newcastle. Of course, it is a good market, but they must pay railway freight for all time instead of having the opportunity of getting a cheaper freight by sea, and they are, necessarily, cut off from the sugar of the north coast, or whatever they want from the table-land. They will have to pay a heavy rate for cartage for everything they send away in that direction, or everything they wish to obtain for domestic purposes; to me it seems to be entirely out of the question. What I want to urge is that other people have as much voice in the matter as the Inverell people;—the Armidale people, or the Tenterfield people, or the Tamworth people, have as much say in this question as have the Inverell people. If the Inverell people were finding the money for the construction of the line, of course they could take it any route they pleased, but as it is I think that in the interests of the whole of the public the line should be rejected. The Committee should have the opportunity of travelling over the other route, and before doing so the Department should set to work and see whether it cannot produce a line either *via* Guyra or Tenterfield. I have been told several times that a good route could be found to Tenterfield direct, although I should not advocate it; I would far rather advocate the Glen Innes route than the route to Moree. In my opinion, however, the route which should be adopted is a route to Guyra, *via* Tingha, because the Tingha people and the Bundarra people put together are of quite as much importance as the Inverell people themselves. By adopting the Moree route the people of Tingha and Bundarra are absolutely cut off. There is some good land at Bundarra, but they cannot carry 70 miles to Tamworth, or 50 miles to Uralla; therefore, the place is absolutely stagnant.

2041. *Vice-Chairman.*] In your estimate of the population of Tingha you left out the year 1892? In the evidence given before the Committee on the 29th November, 1891, Senior-constable Rank stated the European population to be 2,120, and the Chinese at 1,100. In the year 1892 he gives the figures as 2,090 Europeans, and 450 Chinese, or a total of 2,550. That is the latest information available. I may be permitted to explain why it is that the Inverell-Glen Innes route has always been looked upon

with

with more favour by many people than the Guyra route. The reason is that the Railway Commissioners for many years made differential rates for their tonnage. I have a document with me showing what was being done on the 20th April, 1892, by the Railway Commissioners. This shows that they charged £6 per ton on aerated waters, ale and beer, and goods of the third-class carried from Darling Harbour to Glen Innes, a distance of 423 miles. For the same articles they charged £6 4s. 6d. per ton from Darling Harbour to Guyra, which is 37 miles shorter, thus forcing the whole of the trade to Glen Innes. On the third-class, or general goods, they charged only £7 per ton from Darling Harbour to Glen Innes, whilst they charged £8 13s. 4d. per ton from Darling Harbour to Guyra, which, as I have already stated, is 37 miles shorter. The truck rates were as follows:—From Sydney to stations between Glen Innes and Wallangarra, inclusive, for sugar, rice, unwrought and galvanised iron, wire netting and fencing wire, in a four-wheeled truck, loads of 6 tons, £24; and £30 for first, second, and third-class goods, whilst they charge £40 per truck for similar goods to Guyra, which, as I have already explained, is 37 miles nearer. There is a reduction of £16 per truck for taking these goods 37 miles further. The result has been that that has forced all the traffic to Glen Innes, and between Glen Innes and Inverell. That being the case, the road authorities have also spent more money on the road between Glen Innes and Inverell. I have a return which shows that for the five years, 1887, 1888, 1889, 1890, 1891, the road authorities expended £29,756 on 53 miles 34 chains between Glen Innes and Inverell, whilst for the same period they only expended £12,250 on the 55 miles 10 chains between Guyra and Inverell. They actually spent more than double the amount on the Inverell to Glen Innes route than on the Guyra road, the result being that the traffic was naturally diverted in that particular direction. I venture to think there is no gainsaying the fact that Guyra is the natural route for the railway. It is the shorter route, and the one which ought to be taken, so as to give the Inverell people their proper and legitimate means of exchange with the people on the table-land and the people on the coast. It is the proper route to enable the people in Sydney and on the table-land and on the coast to exchange and communicate with the people of Inverell.

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2042. *Mr. Clarke.*] In view of what you have stated, I take it that you are in favour of the route from Inverell to Guyra? Yes; a thousand times rather Inverell to Glen Innes than the Moree route, but still I prefer the Inverell to Guyra route.

2043. And in the event of that not being carried out? Then the railway from Inverell to Glen Innes.

2044. That, I presume, would enable the railway to be continued to the coast? Yes; either by way of Guyra, through the Don Dorrigo country and on to South Grafton, or from Grafton to Glen Innes or Inverell to Lismore.

2045. Or some part of the coast? I am afraid you will never get a railway from Grafton to Glen Innes, until you get flying railways. It is the only way a railway can get from Glen Innes to Grafton.

2046. But are you aware that the estimate for constructing a railway from Glen Innes to Grafton is only half what was estimated some few years ago. At that time it was considered that it would cost about £2,000,000 to construct, but it has since been stated that it can be constructed for half that amount? £2,000,000 was voted for that railway.

2047. It can now be done for half that amount? £2,000,000 was voted for that railway.

2048. And now the estimate is considerably less? I have not seen that estimate, and I do not know whom the authority is.

2049. *Mr. Sec* gave that evidence? It is evidently unofficial.

2050. At all events, you do not approve of the proposed railway from Moree to Inverell? I certainly do not, and how any one else can approve of subjecting the people for all time to come to travelling 72½ miles more than is necessary, I cannot imagine. I think the distance of 512 miles between Inverell and Sydney would absolutely preclude Inverell from sending anything to Sydney. I do not think they could afford to send such things as hay or chaff over that mileage, unless the Railway Commissioners recast their rates, and adopted the zone system.

2051. You do not think much wheat, hay, or chaff, or produce of that kind would go to Queensland? It cannot go there, on account of the duties.

2052. It must come to Sydney or be consumed locally? It must come to Sydney, and if the price in Sydney is not more than about 2s. 6d. per bushel, as in all probability it will not be, I do not see how they are to pay freight over 512 miles. It is essential that they should keep the distance down as low as possible, because in any case Inverell is far enough from Sydney, and why they should make it 72½ miles further, I cannot imagine.

2053. We have it in evidence that the Railway Commissioners in some cases propose to carry grain 500 miles at about one-third of a penny per ton per mile. That is a very low rate? It is—it is lower than the mineral rate.

2054. Does it not seem to be a very low charge? Yes; still it will not be too low for the people who grow produce.

2055. No doubt they would derive an advantage from it? It is possible that by making a low rate, you would encourage greater production. At the same time that would not justify the construction of a line 72½ miles further than is necessary.

2056. The Railway Commissioners think that by making a line from Moree to Inverell, a distance of 96 miles, the cost will only be as much as making a line from Inverell to Glen Innes, which is half the distance? I should like to point out that, judging from my previous experience, the Railway Commissioners are rather inclined to build railways so as to produce revenue. By taking this route they will undoubtedly create revenue, seeing that they would charge for 72½ miles more than they would charge by the other route. It will bring more revenue to the Railway Commissioners, but I take it that that should not be the object of State-owned and State-constructed railways. The object should be to give the people the greatest amount of convenience for the smallest cost. Although they get more revenue on the one hand, they will pay more working expenses on the other. In any case, both the revenue and working expenses have to come out of the pockets of the people, and I do not see why the pockets of the people should be depleted simply to carry out a proposal to construct a railway 72½ miles longer than is necessary.

2057. *Mr. Roberts.*] In view of the fact that there is a difference in the estimate of the cost between the two lines—that is, one from Glen Innes to Inverell, and another from Inverell to Moree—of £40,000, would you not think that it would be a wiser policy to construct the line now under consideration? I do not think so. The interest on £40,000 at 3½ per cent. would only be £1,400 per year. As I have pointed

out

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out in my evidence, the working expenses come to something like £9,700 a year. That is the average estimate at 48½d., which was the average for the last year's working of the railway per train mile. When you reckon that over 72½ miles, you find that the extra working expenses per annum will be £9,126, and that has to come out of somebody's pocket. Of course, it would have to come out of the pockets of the people who used the line.

2058. Would you recommend the Inverell-Glen Innes route without taking into consideration the cost of connection? No; undoubtedly I should recommend the Inverell-Guyra route. There is no doubt there is a little more good land between Inverell and Glen Innes than there is between Inverell and Guyra, but a great deal of it is very stony. A great deal of the land between Inverell and Glen Innes is very rocky, although the soil is good. There are, however, other questions to be considered. To a great extent the land between Inverell and Glen Innes is held in large blocks, and that is not the case in regard to the land between Inverell and Guyra. The land there is more selected.

2059. Assuming that your recommendation to construct a line from Inverell to Guyra is adopted, would that be with a view of recommending a line to Grafton through the Don Dorrigo scrub? Not necessarily with that idea. I would strongly urge the construction of a railway from Inverell to Guyra, so as to give the people of Inverell and Tingha, and the people west and north-west of Inverell, the readiest and the cheapest means of communication with all the northern railway towns, and with Newcastle and Sydney, which I consider their legitimate market. Then, whenever we can construct a railway, I would undoubtedly urge the construction to the coast. I think we have made a great mistake in constructing our railways so far into the interior, instead of making use of a harbour wherever we have one. I think railways should go from the coast into the interior. For instance, I would advocate a railway from the Richmond or Byron Bay, and one from the Clarence or Coff's Harbour. I would also advocate one from Eden to Bombala, in the Monaro country. That is the policy adopted in Queensland and New Zealand. It has kept their ports open, and has prevented centralisation.

2060. Is it not a fact that the figures put forward by the Railway Commissioners, and from which you quoted, show that the proposed railway is more likely to prove remunerative than any other line which has been suggested? I should like to say that I attach very little importance to official estimates. Before the railway from Glen Innes to Grafton was passed by Parliament, at a cost of £2,000,000, it was reported upon several times, and was afterwards abandoned. Then we have this fact—that the Inverell to Glen Innes line is extended to 53½ miles, and the cost is cut down. That convinces me that official estimates cannot be too much relied upon, and that common sense is as safe a guide as the official estimates. You can get official estimates in the same way as you can get statistics—to support any theory you like to propound.

2061. We all know why the line from Glen Innes to Inverell was lengthened—it was to reduce the grade, and thereby reduce the cost per mile? I do not know what the grade is estimated to be now, but I should think they ought to get a grade of 1 in 60 at the present estimated cost. I have no doubt they could get a better grade still between Inverell and Guyra, if they would resurvey it.

2062. Are you aware that the grade between Inverell and Moree is 1 in 100 for the up traffic, and 1 in 80 for the down traffic? Yes; which of course is a very great advantage.

2063. Does not that compensate to a large extent for the greater mileage which you would have to travel? The grade is a very easy one from Werris Creek to Narrabri, but I notice they only travel 20 miles an hour.

2064. Do you not think that is a fair speed? I think it is quite sufficient, and I am calculating that they will travel at the same rate from Narrabri to Moree, and Moree to Inverell. I should like to point out that this is only an estimate of which we have had no experience. I have generally found in connection with railway construction that the actual expenditure is a good deal more than the estimated expenditure.

2065. I think you will find that of late years a great improvement has taken place in that respect? Yes. If the Government are prepared to build a railway on a cheap system, undoubtedly it can be done, and, I think, should be done. I do not see why they should not build a railway from Inverell to Glen Innes or Guyra at a far cheaper rate than the present proposal. The traffic would not necessitate a very rapid speed of travelling, and of course it is the pace the train travels at which necessitates to a great extent the heavy expenditure. A slow train can travel on a cheap line, no matter where it is going.

2066. Would it be possible to get the same grades between Inverell and Glen Innes, or between Inverell and Guyra, which you could get between Inverell and Moree? I do not think it would. I think you could get a better grade between Inverell and Moree than between Inverell and Glen Innes, because there is the Waterloo Range to cross, and there is no such high range between Inverell and Guyra. I think you could get a much better grade than is known at the present time. The Department, however, has not examined the line, and has not spent any money in examining it. They went over it and made a flying survey, and said they could get a ruling grade of 1 in 40. At that time 1 in 40 was a fashionable grade. The Public Works Committee had not come into existence then, and it is only since it has come into existence that the country has become dissatisfied with the 1 in 40 grade, originating from the Committee itself. That line has not been examined since that time, and I have no hesitation whatever, having travelled over the route several times, in saying that you could get a much better grade than 1 in 40. Messrs. Scarr and Price's report shows that for a great distance it is a surface line.

2067. You have noticed that the estimate for the Inverell to Moree line is £2,898 per mile, as against £6,000 on the Glen Innes route? Yes.

2068. Notwithstanding that fact you would prefer the route by way of Glen Innes, if you do not see a way of getting the Guyra line? Undoubtedly. At the same time I should prefer the Guyra route. Why I prefer a shorter route is because time is valuable. It is all very well to look merely at the first cost of a railway. We must, however, take a statesman's view, and look at the value of the time of all the people who will travel by the train, and are detained for three and a half hours on the journey for all time to come.

2069. A man coming to Sydney from Inverell and back would have to travel 140 miles more than he would by way of Glen Innes? Yes, 145 miles more by way of Guyra, but only 75 miles more by way of Glen Innes; and then there is the extra fare he would have to pay. I forgot to mention in giving my evidence that the Railway Commissioners have reduced the differential rates; in other words, they have extended the favoured districts further south from Glen Innes to Walcha Road Station.

2070. *Mr. Wright.*] That has been in existence for the last two years? Yes.

2071. Are you aware that since the whole of the northern portion of the Colony has been put on the same footing with regard to railway carriage the trade to Glen Innes has increased, whilst the trade to Guyra has decreased? I think it is little to be surprised at, for the reasons I have pointed out—that the

Department

Department of Public Works expended £29,000 on the road between Glen Innes and Inverell during the same period that they only expended £12,000 between Guyra and Inverell.

2072. As a matter of fact, do you know that nearly all the Tingha tin is now brought into Glen Innes? I think a great deal of it is, for the reason that it is 2 miles shorter, and a better road.

2073. There is also another reason—that there is a larger back carriage from Glen Innes than from Tingha? Yes; of course in the season Guyra sends a good deal of potatoes, oaten hay, and so on out west.

2074. But nothing like the proportion of goods which goes to Glen Innes? I cannot say that.

2075. Have you any personal knowledge of Tingha of late years? I have not been there for four years.

2076. Is it within your knowledge that the population has largely decreased of late years? No, it is not; and I doubt it very much.

2077. If it is asserted by people who ought to know, would you be prepared to dispute it? It depends upon whom they are.

2078. If Mr. Moore, the Member for Bingara, says the population has largely decreased, would you place credence on the statement? I should think the statement ought to carry some weight.

2079. You know the country between Tingha and Guyra personally? Yes.

2080. And the country between Glen Innes and Inverell? Yes.

2081. Have you been off the road much on either track? No; but I have made a point of looking about and inquiring when I have been travelling backwards and forwards. In addition to that, having been Minister for Lands for four years, I have had the special advantage of having hundreds of reports before me as to the character of the soil. I know it is rocky in many places.

2082. Will you explain how, if the land between Tingha and Guyra is good, there is still such a large quantity of it available for occupation, and not taken up? The only land available for occupation and not taken up is that in the vicinity of Tingha, where it is not agricultural land at all. It is simply mining land.

2083. Bad for everything except mining? Yes; it is passable grazing country. It is poor grazing country for some few miles. Of course mining country is not, as a rule, very good for agriculture.

2084. You spoke once or twice about the possibility, if a line be constructed between Guyra and Inverell, of securing the Bundarra traffic? Yes.

2085. Have you been over to Bundarra by that route? Yes.

2086. You know there is a precipitous range to come up? I do not remember any, and I have driven over it.

2087. If you read the report of Messrs. Scarr and Price you will find that they say it is an impracticable road? I have not so read it, but I have with me a letter from the owner of Clerkness, Bundarra, Mr. R. A. Wiseman, who used to be the manager of the A. A. Estate. He says:—

Dear Mr. Copeland,

Clerkness, Bundarra, 5 May, 1892.

Please allow me, as one of your constituents, as well as one of the public, to thank you for the stand you took re the Glen Innes-Inverell railway, and your success in getting that line withdrawn. I trust the Guyra line will now be submitted. Guyra is the line for Bundarra (knowing there is no chance of Kentucky). Tingha is under 17 miles from here, with a good road for 14 miles (only 3 bad).

I remain, &c.,

R. A. WISEMAN.

The Honorable H. Copeland, Esq., M.L.A., Sydney.

2088. You are aware the Committee have recently approved of the construction of a line of railway to connect Tamworth with Manilla? Yes.

2089. That will be 27 miles from Tamworth towards Bundarra? Yes.

2090. Would not the most direct and expeditious way of coming to Sydney be by that railway? That would still leave them a long distance to travel. It would leave them 50 miles of road carriage.

2091. But they get nearer to Sydney? That is so. I think, undoubtedly, that if the Moree line is constructed, Bundarra will adopt the Manilla route.

2092. Under any circumstances I think it would? No; it would not if the line were constructed to Guyra.

2093. Are you aware that we have had evidence from the postal authorities to the effect that they can land the postal matter at Inverell, *via* Glen Innes, as they do at the present time, at a very much cheaper rate, and in three hours less time, than by the proposed railway to Moree? I am not surprised at that. It only shows the absurdity of the proposition. I do not know about the three hours less. I cannot see how they could do it in three hours less. They could do it in three hours less if they constructed the line from Glen Innes to Inverell.

2094. But with the mail service as it is now—by train from Glen Innes and coach to Inverell—the mails will be delivered in Inverell three hours before they are delivered in Glen Innes by the proposed extension, and with less cost to the State? It shows the absurdity of the proposal, if it is so.

2095. Your view is that the connection with Inverell should be to the east? Undoubtedly.

2096. You think Guyra is the best route? Yes.

2097. And failing Guyra, you think the railway should be constructed to Glen Innes? Yes.

2098. *Mr. Black.*] You have expressed your disbelief in the efficacy of official statistics;—does that remark apply to the population statistics you gave us? I would not swear to them. I give them for what they are worth. It is the best information I can get.

2099. Would you be surprised to know that at the last general election only 140 votes were polled at Tingha? I should be very much surprised.

2100. And ninety in Bundarra and fifty-five in Guyra? It was not for want of population, I am sure. 150 votes would not represent more than 800 or 900 of a population, and I am quite sure it is very much larger than that. Of course, the people may not have voted, because they were not "sweet" on either candidate.

2101. You seem to imagine that there is no trade between New England and Queensland;—are you not aware that there are large quantities of chaff and potatoes which go from New England to Brisbane? It is very little. They have to jump that barrier of 15s. a ton duty.

2102. If that be so, and they can supply Brisbane, is it not likely that New England will also supply that part of the Queensland border which is in her vicinity, and within easy team distance? I should like to point out that the climate of New England is essentially qualified to grow the best potatoes—far better than the district of Inverell or Queensland.

WEDNESDAY,

WEDNESDAY, 23 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

David Kirkcaldie, Esq., Chief Traffic Manager, Department of Railways, sworn, and examined:—

D. Kirkcaldie,
Esq.
23 Sept., 1896.

2103. *Mr. Roberts.*] Do you know anything of the traffic between Glen Innes and Inverell? I know there is considerable team traffic. I could not tell you exactly what volume of traffic there is to Inverell, but I know we lose several thousands of pounds yearly in consequence of the team traffic between Grafton, Glen Innes, and Inverell.

2104. If the proposed railway is constructed from Moree to Inverell, do you anticipate getting the whole, or nearly the whole of that traffic? That will entirely depend on the rates we charge. Of course, if we intend to get the traffic we should have to fix our rates accordingly.

2105. Is the cost of carriage of goods from Sydney to Glen Innes, by way of Grafton, the same as it is direct from Sydney to Glen Innes by rail? I think not. So far as my information goes, the rate of carriage of goods from Sydney to Grafton is something like 15s. a ton, and from Grafton to Inverell the cartage runs to about £4 10s. per ton.

2106. What is the cost for goods taken the whole way to Glen Innes by rail? In truck loads of not less than 6 tons, we charge £5 a ton from Sydney to Glen Innes.

2107. Then there is a margin in favour of the sea route, and thence by team? I am speaking now of Glen Innes. I said the cost was 15s. a ton from Sydney to Grafton, and about £4 10s. per ton from Grafton to Inverell—that is £5 5s. for landing the goods in Inverell.

2108. What can goods be landed in Glen Innes for? About £3 15s. to £4 a ton, including the sea carriage.

2109. What will be the cost all the way by rail? £5 per ton, in truck loads. That is the general goods rate. Of course, some of our rates are less than that. There is one class of traffic for which we charge 30s. 10d. to Glen Innes; another class 53s. 7d.; another class 112s. 8d.; another class 120s.; and another class 140s.; but when we come to truck loads, in order to secure the traffic, so far as we possibly can, the rate from Sydney to Glen Innes is £30, which is equal to £5 a ton.

2110. *Mr. McLachlan*, the Secretary to the Railway Commissioners, stated in evidence:—

At the present time traffic to Inverell from Glen Innes starts upon equal terms whether it comes from Grafton or is brought to Glen Innes by railway; but if the proposed railway is made we shall be able to take goods to Inverell as cheaply as we now take them to Glen Innes, and we will thus have the advantage of the cost of carriage between Glen Innes and Inverell.

? I think there must be some misapprehension there, because a large quantity of the general goods which go to Glen Innes now are conveyed by sea and road. Although we have quoted £30 a truck, which is a low rate for such a distance, we have not been able to secure all the traffic, or anything like it. A great deal of it goes by sea and team. The lower classes we get altogether.

2111. Do you have special rates with the view of counteracting the traffic by road? Yes.

2112. And notwithstanding that fact you are unable to compete? A great deal goes by sea and road, in spite of our low rates.

2113. Do you think it will continue to go by sea and road if the proposed railway is constructed? It depends entirely upon what rates we charge. Of course we could fix the rates at such an amount as to secure the traffic. The question is whether it would pay us; whether we would not lose more by doing so than we would gain, because we might have to reduce rates to Armidale and other points as well.

2114. People who were not affected by the low rates would be dissatisfied? Yes.

2115. Are you familiar with the grade between Moree and Inverell? Yes.

2116. For the down traffic the grade is 1 in 80, and for the up traffic 1 in 100? Yes.

2117. Would the fact of having such an easy grade cause the traffic to be taken at a lower rate? No, I think not; we do not take grades into consideration in fixing our rates.

2118. Which line do you think it would be better to construct in the interests of the country—the Moree-Inverell line, or the suggested line from Inverell to Glen Innes? If we are to get the traffic by railway at all, the line from Moree to Inverell is the one which seems best calculated to get it. If we construct a line from Inverell to Glen Innes, it will simply mean feeding all that district from the coast. Instead of the goods going from Sydney or Newcastle to Inverell, they will probably go by sea, and then by road to Glen Innes. They will then very likely be trucked to Inverell, although when once they get goods on a team, a few miles extra travelling does not matter very much.

2119. *Mr. Black.*] The same reason why you construct a railway from Moree to Inverell will not in any way divert the traffic now going from Grafton to Inverell? I do not say it will. I only point out that of the two the line *via* Moree to Inverell is more likely to bring traffic to the railway than the line from Glen Innes to Inverell.

2120. If by constructing a line from Glen Innes to Inverell you do not divert traffic which now goes by way of Grafton to Inverell, how are you going, by constructing a railway from Moree to Inverell, which carries goods to and from Sydney and Newcastle by a more circuitous and, despite the route being more level, by a more expensive route—if you are not able to compete now, and if the Glen Innes to Inverell railway leads to the sea route, how is the Moree to Inverell line to carry it? I only say that of the two the Moree route is more likely to get us the traffic than the Glen Innes route.

2121. You use, as an argument against the construction of a line from Glen Innes to Inverell, the statement that it will not secure goods now carried by way of Grafton; I wish to point out that your argument tells equally against the Moree-Inverell railway? I do not think so. Of the two, my feeling is that the Moree route will give us the Inverell traffic, but I am not going to say that either route will give us the whole of the traffic.

2122.

D. Kirkcaldie,
Esq.
23 Sept., 1896.

2122. Your argument can only have point if there is any intermediate traffic—that is, at points between Inverell and Werris Creek;—if the line creates intermediate traffic, it may pay working expenses? There might be intermediate traffic, but I am talking now about the Inverell traffic.

2123. If you prove that your position is strong;—it appears, however, that your argument tells against the Moree-Inverell Railway as against the Glen Innes-Inverell Railway? Of course I cannot say we are going to secure the traffic by either route. I am not going to say—unless we adjust our rates to meet competition by teams—we can secure the traffic by either route.

2124. *Mr. Roberts.*] You refer to adjusting your rates;—would those rates be what may be termed payable rates, or would you carry goods at a loss? We would not carry them at a loss, but we might have to carry them at a small amount of profit.

2125. And run the risk of creating dissatisfaction among people to the south? Yes.

2126. Is there likely to be a large amount of traffic between Glen Innes and Inverell, or would it all come from the terminus in the event of the line being constructed? The construction of the railway would certainly lead to the development of the district as far as agricultural produce is concerned. Possibly it might also lead to the opening up of some of the mines there.

2127. Then your argument is that the traffic would probably go by rail from Inverell to Glen Innes, and from Glen Innes to Grafton by road? I do not think it would ever do that. Once they put the traffic on the railway, they would not unload to take it by road to Grafton. General goods going to Inverell might continue to go by sea to Grafton, and be carried from there to Inverell in the same way as they are carried to Glen Innes now. Although for a number of years we have given specially low rates in order to catch the Inverell traffic, without doing injustice to other localities, we have not succeeded in securing all that traffic or anything like it. A great deal still goes by sea and team.

2128. And you think it will continue to do so no matter which railway is constructed? I think so.

2129. I am afraid you did not make it quite clear to me as to the mistake which might be made in constructing a railway from Inverell to Glen Innes;—you said you would not gain so much traffic from such a line as from the line from Inverell to Moree? I think the general goods coming from Grafton—and it is upon general goods that we make the most of our payable revenue—would still continue to go by sea to Grafton, and by team to Glen Innes. I understand they can land goods in Glen Innes for about £3 15s. or £4 a ton. Seeing that our rate to Glen Innes is £5 a ton, it almost follows that the traffic will continue to go the route it goes now. If we cannot secure it now, I do not see how we can hope to from Glen Innes to Inverell.

2130. The teams having been loaded at Grafton are not likely to unload at Glen Innes, so that goods can be carried by rail to Inverell? I do not think it is likely. When once they get goods on the teams they prefer to go right through with them and deliver.

2131. And that is one of your principal reasons for recommending the Inverell to Moree route? Yes.

2132. If the Inverell to Moree route were adopted, would not there be a lot of traffic between Glen Innes and Werris Creek which is on the main line;—would not the main line be robbed of that traffic? To a certain extent, it would.

2133. Then, in making an estimate ought not that to be added to the probable loss in running a line? Yes; but, of course, in the estimate which is before the Committee, I cannot tell whether that has been taken into consideration. It may have been.

2134. Would the wear and tear on rolling stock be of less cost to the Department for traffic going to Inverell by way of Moree than on the main line? Practically the same.

2135. I am in error, then, in supposing that the cost of the traffic on the main line would be larger than on the north-western line—that is, from Werris Creek to Inverell? I think so. I think there is very little in it. Of course, the train loads on the one line would be very much greater than on the other. If there is a large traffic, of course, the more level you get your line the better. For example, from Moree to Inverell, with a ruling grade of 1 in 80, we would haul thirty-eight trucks loaded with goods. If you multiply thirty-eight trucks by 9 tons it gives you 342 tons, about half of that would be a paying load. From Glen Innes to Inverell, with a ruling grade of 1 in 60, and the same class of engine, you could only haul twenty-one trucks. That is twenty-one as against thirty-eight.

2136. Then there would be a saving in the working of lines on a more favourable grade? If there were a large traffic.

2137. But you look upon the traffic as being so small that the matter is not worthy of consideration? It is one of those things in regard to which one has to look to the future. If this line were going to develop a large traffic within the next twenty years, grade would be everything; but for the present it is not of such serious importance to us.

2138. But, of course, we are building our railways for all time? Then the route which gives the best grades, all other things being equal, is the one which should be adopted.

2139. You look upon Grafton really as the natural seaport for Inverell, and that is proved by the fact of the teams carrying the goods that way? Yes; of course, when one talks about the port for Inverell, I mean that all the traffic to that part of the country either comes from or goes to Sydney or Newcastle. Therefore, it is purely a question of competition—railway *versus* sea and team. Grafton in itself is of no importance except as a port for forwarding produce.

2140. Do you know the country between Glen Innes and Grafton? No.

2141. I suppose you have heard that it is of a mountainous character? Yes.

2142. And likely to delay for the present the construction of a line between Glen Innes and Grafton? Yes.

2143. Assuming that one held the view that, for the present at any rate, it is impracticable to make a railway from Glen Innes and Grafton, except at an enormous expenditure, you think that the line now under the consideration of the Committee is the one which should be adopted? I think so. If the railway is to be constructed at all, I think that is the better one.

2144. You undoubtedly prefer it to the Glen Innes route? I do.

2145. With regard to the route *via* Guyra to Inverell—that would bring Inverell very much nearer to Sydney than the proposed route? Yes; of course one has to look at the physical features of the country, and the productiveness of the country.

2146. Could you form any idea as to what grade would be obtainable on a line such as that? I have not the slightest idea.

D. Kirkcaldie, Esq.
23 Sept., 1896.

2147. *Mr. O'Connor.*] I take it that you are favourable to the construction of a line from Moree to Inverell? Yes; that is to say, if a line is to be constructed at all, it seems to me that that is the better one to construct. Still I offer no opinion with regard to the line from Guyra to Inverell, because I know nothing about it.

2148. Are there any reasons in your mind, why we should not have a line from Glen Innes to Inverell? No; excepting that, when you get to Glen Innes, you are within 110 miles of Grafton. Our experiences is that, notwithstanding our best efforts, the best paying of the Glen Innes traffic goes by sea to Grafton, and by road to Glen Innes. We get the traffic which we carry, at very low rates. But when we come to the higher class traffic—general stores, sugar, tea, and drapery—we find the bulk of it going by sea and road. Then there is another point which you have to consider—that if we were to give Glen Innes a much lower rate than Armidale,—for example, there is an intermediate point between those places in regard to which there would be great contention about doing the business—whether Glen Innes should do it, or Armidale. If we give Glen Innes much lower rates than Armidale, Glen Innes can do the business, and Armidale is shut out.

2149. As far as I can see, those who are best capable of giving an opinion are not opposed to the construction of the line between Inverell and Moree; but it seems to me strange why Inverell should be cut off from Glen Innes. Is there anything in your mind inconsistent with the idea of constructing a line from Inverell to Moree, which would not comprehend the extension to Glen Innes? No. As far as I can understand it, you go through somewhat better country in going from Moree to Inverell.

2150. You have not been over the country yourself? No.

2151. But you have read the best reports regarding it? Yes.

2152. Then, after making the most serious and careful inquiry, you are not opposed to the line from Moree to Inverell? No; if a railway is to be made at all.

2153. *Mr. Lee.*] The question of dealing with the Inverell traffic has always been a complex one? Yes.

2154. Is not that owing to the fact that the coast line is so close to Glen Innes? Yes.

2155. So far as you are concerned, you simply look at the matter from a revenue point of view? Yes, and from the point of view of opening up of good country.

2156. What is the distance from Sydney to Jennings? 491 miles.

2157. From Sydney to Albury? 386 miles.

2158. From Sydney to Cooma? 265 miles.

2159. From Sydney to Hay? 454 miles.

2160. From Sydney to Bourke? 503 miles.

2161. From Sydney to Inverell by way of Moree? 509 miles.

2162. Therefore, the proposed construction to Inverell will make the longest line in the Colony? Yes, from Sydney.

2163. From Sydney to Inverell by way of Moree, the line will be 509 miles, and will be the longest line in the Colony? Yes.

2164. You have already justly admitted that the Railway Department has been unable to attract a portion of the Glen Innes, and nearly the whole of the Inverell traffic, to the railway. If the Department has been unable to control that traffic on a line 422 miles long, will you show the Committee how it is going to get it, if it has to carry it 509 miles? As I say, it is purely a question of rates. If the railway is constructed, we will do the best we can to get the business.

2165. Do you admit that you will be unable to do that unless differential rates are made to secure it? We could not do it without differential rates.

2166. What would be the rate of carriage for general goods from Inverell by way of Moree to Sydney, or from Sydney to that point? Do you mean the ordinary rate.

2167. Yes, for ordinary goods—the goods which you say you make most revenue out of? The through rate from Sydney to Inverell by way of Moree—from what we call the miscellaneous class—would run to 23s. 4d. per ton—that is for coal and heavy traffic of that kind.

2168. But I am speaking of general goods? The ordinary rates for 509 miles run from 129s. 11d., for first-class traffic, to 225s. 4d., for third-class traffic; but then of course we introduce the truck rate. What that truck rate would be would depend entirely upon the competition.

2169. Could you give us a fair average of the cost per ton per truck? If we charge the ordinary scale, without having regard to any competition, it will be at an average of £8 7s. per ton.

2170. Of course there would be no necessity to adopt differential rates there, as you are supposed to be away from the influence of the coast traffic? Yes, but if they can land goods in Inverell for £5 a ton or a little over, it seems to me we should require differential rates.

2171. You are aware that we already have it in evidence that the object of starting the line to Inverell is to compete with the coast traffic? Yes.

2172. Therefore the Committee are anxious to know how this long length of line is going to compete with the coast? If it is a fact that they can land goods in Inverell for a little over £5 a ton, it does not seem to me that we can compete except by means of differential rates.

2173. Have you heard recently that they are delivering goods, by way of the coast, at Inverell, at £3 10s. a ton? No. Does that include the sea freight.

2174. Yes; from Sydney to the coast, and on to Inverell. Are you also aware that they are sending tin ore from Grafton at £1 per ton? Yes; I believe they have been doing that to a small extent. I do not think there has been much traffic of that kind. I think there were some small consignments sent with the teams which were going back empty in order to bring back general goods.

2175. As it would appear that nothing but a differential rate would enable the Commissioners to obtain a revenue from the line, will this differential rate seriously interfere with the calculations which have been placed before us? That I could not tell you, because I have not gone into those calculations.

2176. I presume the estimate of revenue supplied by Mr. Harper would be based on existing rates? I presume so. I have not talked the matter over with him because he is not in town.

2177. Supposing the scheme is adopted, or supposing that differential rates can be made considerably lower than the fixed rates owing to the close proximity of the coast, is it not extremely probable that you will always have great competition with the teams? I think so. Of course there is one thing to consider, and that is that the railways would land traffic in Inverell in less than 48 hours, whereas if you go by sea it will take at least 10 days or a fortnight.

2178. That, of course, will be a great consideration in getting up a class of goods for immediate use? *D. Kirkcaldie, Esq.*
- Yes—general stores.
2179. Of course, in general business, there is a large amount of stuff for which there is no immediate hurry? That is so. *23 Sept., 1896.*
2180. Do you think the railway would secure all the traffic to the north which it ought to do if, instead of taking the traffic round that long distance by the west, we were to make a connection by the coast at some suitable point? Such a point as Grafton, for example.
2181. Either Grafton or the Richmond? It would mean this—that we would lose an enormous amount of revenue.
2182. In what way? Because the goods, instead of going from Sydney or Newcastle to the various points along the line, would go by sea to Grafton, and from Grafton they would be distributed all over the table-lands of New England. If you tap any of the rivers with a railway, then I think we must look at it that we are not to get that traffic to carry from Sydney or Newcastle. Therefore, we will lose the whole of the revenue as between Sydney or Newcastle and Glen Innes. We will take it that you bring a railway from Glen Innes to Grafton, that is 110 miles. You have coastal boats from Sydney to Grafton, so that instead of hauling your traffic 422 miles between Sydney and Glen Innes, or 352 miles between Newcastle and Glen Innes, you would haul it 110 miles between Grafton and Glen Innes.
2183. But would not you be hauling a quantity of traffic then which you are not hauling now, and which is now carried by the drays? No doubt you would. If we tap Grafton by railway we should lose more revenue between Sydney and Glen Innes than we would get between Glen Innes and Grafton. Between Grafton, Glen Innes, and Inverell the competition by sea and team is equal to about one-third of the team competition with the railways all over the Colony—that is to say, if we lose a total of £15,000 in freight by competition with teams, we reckon that £5,000 of it occurs between Glen Innes, Inverell, and Grafton.
2184. You reckon then that you would lose £5,000 a year which you ought to get on the northern line? Very much more than that.
2185. If a line were constructed from the main northern line to the coast, would you not gain that £5,000 a year, and would you not haul the whole traffic, no matter what it may be, over some portion of your line? You would not get the £5,000 a year, because that is the freight either from Newcastle or Sydney. From Sydney to Glen Innes there are 422 miles of haulage, and between Newcastle and Glen Innes only 324. Between Grafton and Glen Innes there are 111, so that we would lose from 213 to 311 miles of railway haulage.
2186. *Mr. Black.*] With regard to what you have said as to the impossibility of competition with seaborne traffic to Grafton, or some of the northern ports, is not that a condemnation of the present railway policy of centralisation, which endeavours to drag all the products of the country to the metropolis, no matter from how great a distance? I do not think that is a fair way of putting it. It is not a question of centralisation. Whether the business goes to Grafton or not, it simply gravitates to Newcastle or Sydney. It is not as if you were shipping direct to England, Europe, or America from Grafton. It is purely a question of whether you will bring the traffic from Glen Innes to Sydney by rail, or from Glen Innes to Grafton by road or rail, and on to Sydney by sea. Therefore, it is not a question of centralisation at all.
2187. Of course, that is open to argument. You might argue further, in this way: that although, with your policy of railway centralisation, you have made Sydney a port for the Colony, under other conditions, where there was a system of coast railways, taking products from the interior to various parts along the coast, it might be possible to use other ports only inferior to that of Sydney, which would be distributing centres, and which would have direct communication with different parts of the world? Of course, if you had harbours like Sydney or Newcastle at various points along the coast there would be a good deal in that contention. Practically, however, the traffic gravitates either to or from Sydney and Newcastle. I do not think there is much in the centralisation question.
2188. *Mr. Lee.*] I suppose the figures you quoted—£5,000—are supposititious figures? Yes.
2189. Have you any idea what freight you lose in consequence of that coastal traffic? Speaking broadly, we lost between £6,000 and £7,000 last year.
2190. Therefore, your argument is that it will be better to continue to lose that £6,000 or £7,000 a year than to construct a line to the coast, which may rob the main northern line probably of £4,000 or £5,000 a year? I think so. You have all the new capital upon which to pay interest besides the working expenses.
2191. Does it not mean that it would be better to let that traffic go. In other words, you do not get it now, and if you built a line to the coast to get that £6,000 of freight a year it would involve a further loss to the northern line. In your opinion it would be better to let that traffic go? I think so. Of course, last year was an exceptional year. For some reason or other the team traffic developed largely between Grafton and Inverell last year. According to the figures I have before me, it was more than double what it was in 1894.
2192. At the same time, the teams have been competing with your line ever since it was opened? Yes, more or less.
2193. So that, as a matter of fact, the traffic there is an established one? Yes.
2194. What is the object of starting the line from Inverell? That I do not know. I have no knowledge as to the object of the construction of the line.
2195. Your evidence tends to show that it would be impossible for you to compete unless you reduced the rates considerably? Unless we got differential rates.
2196. The traffic will still go by dray to the coast. Where, then, does the justification come in of starting the line from Inverell, when, by your own showing, you cannot secure the traffic? That is a question of policy with which I have nothing to do.
2197. I believe that large quantities of grain are being moved at low rates from all parts of the country districts? Yes.
2198. And it is your low rates which have induced the grain to move? Largely.
2199. Do you not think that if there were a cheaper means of communication for the farmers of the table-land and Inverell you would do a larger amount of business in grain than you are doing at the present time? From the northern line, no doubt.
2200. You admit that the distance from Sydney is very great? Yes.
2201. And although the rates are low at places, the growers at long distances are at a disadvantage? Yes but the rates for long distances are very low as the distance extends.
- 2202.

- D. Kirkcaldie, Esq.
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2202. Does not that point to the fact that, with the proper development of the table-land and the western slopes, some more direct communication will be required to develop that country, and put it on equal terms with the south-west? There you open up a big question. If you are going to develop that country and make it as productive as the country about Jerilderie and Berrigan, the easier you can make your grades the better. The rates are so low that you cannot afford to carry the grain unless you get large train loads.
2203. Is the Berrigan line open yet? No, it is to be opened on the first of next month.
2204. Are the predictions of the Public Works Committee and of the Department of Railways likely to be verified in regard to it? It seems so.
2205. Do you think the area has so largely increased that the earnings will be in excess of what was estimated? I should not like to say that; but the next harvest will be a very fine one.
2206. It is one of those lines upon which you charge an exceptionally low rate, and are likely to carry very heavy loads? Yes.
2207. *Mr. Black.*] You are of opinion that there will be a considerable amount of traffic at the points intermediate between Inverell and, say, Werris Creek? Yes. We have the railway now as far as Narrabri, and we shall soon have it to Moree.
2208. If there were no great quantity of intermediate traffic to be obtained, do you think it would be advisable to construct the railway from Moree to Inverell? That is a matter of Government policy upon which I would not like to express an opinion.
2209. I infer from your remarks, that in constructing the railway there are other considerations beyond those of merely carrying goods at payable rates? Yes, I think so.
2210. If, as you say, the carrying of goods a few miles, when they are once placed on the dray, is not a very great consideration, and if the railway authorities at present find it impossible to compete on equal monetary terms, as far as Glen Innes is concerned, with the steamer to Grafton, and thence by the team method of carriage, and if the Glen Innes to Sydney railway route brings you more directly into communication with the metropolis than the Moree-Inverell extension could do—if it is impossible for you to compete in the case of Glen Innes with the Grafton route, how do you think you can successfully compete on equal monetary terms with a new line when it is completed? As I said before, we can only compete by a system of differential rates, or what you would call competitive rates.
2211. Would you so differentiate the rates that you can land produce or goods from Sydney or Newcastle more cheaply in Inverell than you can now land them in Glen Innes? No, I do not think so; you could not well do that.
2212. Would you land them as cheaply? You might do that on the same principle that we are landing goods as cheaply in Hay as in Narrandera.
2213. And if the railway from Inverell to Moree be completed, and you undertake to land goods in Inverell as cheaply by rail as you do now in Glen Innes, do you think you could compete with the Grafton route on fair terms? As far as Inverell is concerned?
2214. Yes? I think we might.
2215. Do you know the distance between Grafton and Inverell? A little over 150 miles.
2216. Have you any idea what the teamsters charge per ton between Glen Innes and Inverell? About 30s. per ton. I believe it has been as low as £1; but I know that when I made inquiries a few months ago, it was as low as 30s. That was for wool in the month of April.
2217. I am inclined to think £1 is a fair estimate? It may be. Perhaps you are adding that £1 to the rate from Grafton.
2218. No; I will add it for the purpose of this argument; but I am not saying that a load brought from Grafton to Glen Innes, and then sent on without being unloaded, would cost £1 extra. I do not think it would. If there were a load on, I think they would carry it for 15s. per ton. I am desirous of finding out what is your idea as to the current rate between Glen Innes and Inverell? The rate I have given is from Glen Innes to Inverell, and *vice versa*. In April last it was given to me as 30s. a ton. It is quite possible it may be less.
2219. Do you know the rate the teamsters charge from Grafton right through to Inverell? I believe it has been done for as little as £3 10s. up to £4 10s.; £4 10s. is a fair price.
2220. If you delivered goods by rail in Inverell as cheaply as they are now landed in Glen Innes—carriers taking the goods, as they do, from Grafton to Inverell, for £3, £3 10s., and £4 a ton, and adding the water carriage on to that—you would still be liable to be undersold by the steamers to Grafton, and thence by the dray route? Yes, there is always that risk. There is this to be looked at: The steamer freight costs about 15s. We will assume that the road carriage is £4. That brings the amount to £4 15s. Our rate to Glen Innes is £5. We would be able to land the goods in Inverell in forty-eight hours, whereas, by sea, it takes them ten days.
2221. Your own idea is that they would save 10s. a ton by sending them by Grafton? Yes.
2222. The question is whether that would counterbalance the delay? Possibly, in many cases of traffic it would not. If you were in a hurry the goods would go by rail; otherwise they might go by sea and team.
2223. You do not, apparently, see much force in the objection to the construction of the proposed railway that it would interfere with the traffic returns on the northern line? Yes, I dare say there is something in that, but I have not gone into it. Mr. Harper has done all that.
2224. But you do not apprehend that this is a strong objection? Yes, I do. Unless you intend to develop a new traffic on this line, it means that the traffic we shall get will be diverted from some other line, although we may get a few extra miles of carriage.
2225. Then your opinion is that the Railway Commissioners, in recommending this railway, have done it with the idea that it is likely to create new trade and open up settlement? Yes.
2226. And you think that if that belief should be discovered to be fallacious, one of the chief reasons for recommending the construction of the line, will have vanished? Yes, but I cannot understand the Commissioners making such a recommendation unless they have the strongest grounds for it.
2227. Do you think that, with the construction of the proposed railway, there will be an increased trade at intermediate points to the Queensland border? I do not think so.
2228. Do you think the Queensland wants are already as great as they are likely to be? I think so. I do not see how it is going to affect the Queensland traffic at all.

2229. But if a line were constructed from Brisbane to some point on the Queensland border, approximately between Moree and Inverell, would that prejudicially interfere with the returns of the Moree-Inverell railway? If they did that it would very likely have the effect of diverting some of our main northern traffic to the Queensland railways, but I scarcely think they will do that. It is not worth their while to bring a railway down to the border, although it has been talked about.

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2230. I understood the Queensland Government were going in for a policy of railway extension? They are going to construct a line to Cunnamulla.

2231. Of course a railway to Cunnamulla, even if brought to Barringun, would not interfere with the Moree-Inverell railway? No, a railway to Mungundi would tap our country.

2232. I suppose you have weighed all the pros. and cons. of the question? No; I have not gone very deeply into it, because Mr. Harper obtains all the statistics in connection with a new line.

2233. At all events, the Railway Commissioners are more disposed to feed the north-western line than the main northern line? I scarcely think they have any desire to feed the north-western line. Their desire is to secure the greatest amount of traffic, and they think they will do that by taking a line from Narrabri to Moree, and then from Moree to Inverell; besides, as I understand it, opening up some better country than there is between Glen Innes and Inverell.

2234. *Mr. Clarke.*] Are you personally acquainted with the country along the proposed line? No; but I understand that it is very fine wheat-growing country.

2235. Do you think that wool from some portions of Queensland, and wheat from the immediate neighbourhood of the line from Moree to Inverell, will come down by the proposed line from Sydney? The wheat must come. But as far as the wool from Queensland is concerned, I do not see any hope of getting it. First of all, Moree is a long distance from the border, and then there is a duty of £2 10s. a ton on wool coming from Queensland into New South Wales.

2236. You do not think you would get much of the Queensland trade? I do not think we should get any from Inverell, but I daresay we shall get some from Moree.

2237. Do you think you would get the wool and other produce grown in New South Wales? Yes; our rates are so low for wheat and traffic of that kind that we must get it.

2238. Do you think the line from Narrabri to Moree, when completed, will take the greater portion of that trade without any extension from Moree to Inverell? Yes. Of course it will not touch the Inverell trade. The trade of the Inverell district will still continue to go by Glen Innes to the coast unless we can secure it by the construction of a line.

2239. Would the greater portion of the trade on the southern side go to Inverell or Moree—I mean from Bingara, Barraba, and down towards Manilla? The Barraba and Manilla traffic will largely go to Tamworth.

2240. For a short distance north of Barraba the trade would go to Tamworth instead of Moree? Yes.

2241. We have evidence to the effect that it is not intended to carry the proposed line further than Inverell. It will stop there and will not go to Glen Innes? Yes.

2242. That would leave a considerable break between the terminus and the main northern line? Yes. If you take it to Glen Innes, as I said before, you go into keener competition with the coast again.

2243. Do you not think that the coast people are entitled to railway communication if it is not so expensive? But the coast people already have communication by sea. If Grafton were a large seaport, from which you could send ships to all parts of the world, there might be a good deal in what has been said about centralisation or decentralisation, but seeing that it is merely a question of route to and from Sydney or Newcastle, the matter of centralisation does not seem to me to come into consideration at all. All the traffic drifts either to or from Newcastle or Sydney. It is simply a question of whether it should come or go direct by rail or by team to the coast and then by sea to Sydney. It all focuses around Sydney or Newcastle.

2244. You have already stated that goods can be taken by sea from Sydney to Grafton, and then by drays from Glen Innes to Inverell at a lower rate than what the railway authorities can charge? As I said before a large proportion of the best paying goods by railway, which go to Glen Innes from Sydney, are sent by sea to Grafton and carted across.

2245. But if the proposed line is continued to Glen Innes, do you not think the large population on the coast—80,000—are entitled to railway facilities in the same way as other parts of the Colony? As I say it is simply a matter of Government policy. You will load the railway capital with 110 more miles of railway in addition to the working expenses, and you will take away the bulk of the revenue, say from 422 or 324 miles, to put it on to 110 miles. In other words we shall simply take the traffic to the steamers to let it run to Sydney. Consequently a line between Grafton and Glen Innes could not fail to be a formidable competitor with the main northern line between Sydney, Newcastle, and the table-lands of New England.

2246. I suppose you know it is the policy of all the Colonies—including Victoria, South Australia, and Queensland, to have railway communication from their table-land to all the available ports on the coast? Yes, but I do not think that there is a great deal of it in either of those Colonies.

2247. Particularly in Queensland? With Queensland the circumstances are different. They have a number of disconnected railways, and cannot help themselves.

2248. You have stated that if there were a large port on the northern coast where shipments could be sent by Australian vessels to any other parts of the world there might be some reason for taking the railway to the coast? I do not think I put it in that way. I said that if there were large ports like Sydney or Newcastle along the coast, there might be some reason for constructing the railway to the coast, not necessarily to Grafton or any particular point, so as to ship traffic direct to England or elsewhere instead of bringing it all the way down to Sydney.

2249. Are you aware that at the present time there are about 17 feet of water on the bar at the Clarence? I am not aware.

2250. And that when the breakwater is completed there will probably be 20 feet? Yes.

2251. If that is so would you consider it a good port? Yes.

2252. *Vice-Chairman.*] Do I gather from your evidence that, either from Glen Innes, or from Moree, the construction of a railway to Inverell must be attended by a loss? That of course it is impossible to say. It will depend entirely upon the rates we will be able to charge. If the present team carriage is to continue, we shall have to make competitive rates in order to secure the business.

2253. What is the present truck rate to Moree? When the line is opened it will be £6 14s. 8d. per ton—say, £6 15s. a ton for general goods.

2254. Then how will it be possible for you to carry 100 miles further than Moree, in competition with the sea-board, with goods delivered as you say at Inverell, *via* Grafton, at £4 15s. per ton? I do not see how we can do it unless we cut down the rates.

2255.

- D. Kirkcaldie, 2255. Can you venture to cut down the rates to Inverell below the truck rate from Sydney to Moree?
 Esq. We have not been doing that kind of thing of late years; but once we used to do it.
2256. Do you think it probable that the Railway Commissioners would carry to Inverell *via* Moree for less than £5 a ton? I do not.
2257. I suppose there would be an immediate agitation if you were to carry to Inverell for £5, and still charge £7 to Moree? Yes.
2258. That being the case, where is the revenue to come from? It is impossible for me to say; I have not been able to go through Mr. Harper's figures, and I have had no opportunity of talking the matter over with him. I am only speaking from general deductions. According to the present scheme of rates, as between Sydney and Grafton, and Grafton and Glen Innes and Inverell, I do not see how we are going to secure the traffic unless we quote exceptionally low rates.
2259. And is it your opinion that you could not venture to quote even minimum rates which could compete against the existing rates between Inverell and Sydney *via* Grafton? I do not think we could.
2260. Then excepting that Inverell, in your opinion, should have connection with the existing railways, there can be no reason urged from a commercial point of view for constructing the line? Not from anything which has been before me.
2261. I take it that you have such a general knowledge of the working of the railways that you are capable of expressing an opinion for the guidance of the Committee? Yes. If I express an opinion, I say we must quote very low rates; otherwise we will not get the business from Sydney or Newcastle.
2262. Then, in arriving at a conclusion, the Committee must regard the expenditure upon the proposed railway as likely to prove unprofitable for a considerable time—in fact, so long as the present low rates between Inverell and the coast continue? I think so, unless, of course, there is a great future before the district in the shape of developing intermediate traffic. That I am not in a position to express an opinion upon.
2263. All you say is that if Inverell is to be connected with the existing system of railways it will be better to connect it by way of Moree than by way of Glen Innes, because the present loss would only be increased by connecting with Glen Innes? That is so.
2264. *Mr. Wright.*] You say there is no chance of your competing with the Sydney-Grafton traffic by the Moree-Inverell extension, unless at specially low rates? Yes, for general goods.
2265. Those specially low rates would, I presume, seriously affect Mr. Harper's estimate of the revenue to be derived from the line? Unless he has taken all these things into consideration; and I have had no opportunity of talking the matter over with him.
2266. Is it not more likely that Mr. Harper has based his estimate upon existing rates than otherwise? I think it is very likely.
2267. Would he be justified in basing his traffic returns on some imaginary rate to which he might think the Commissioners would come down? I think not.
2268. Therefore we are right in assuming that the estimates placed before us by Mr. Harper are based upon the traffic which he thinks is likely to ensue over the line under existing rates? I should think so.
2269. Then, if the Railway Commissioners have to obtain the traffic at a specially low rate, it will reduce Mr. Harper's estimate of revenue? Yes.
2270. Do you think the old system can ever be revised;—do you think it will ever be in the power of the Railway Commissioners to pass Moree in the long extension from Narrabri to Moree, and carry goods more cheaply to Inverell than to Moree? The public have had to submit to it before; but the object of the Commissioners has been to get rid of these anomalies.
2271. Would it not lead to considerable agitation, and antagonism to the Commissioners' proposal? No doubt it would.
2272. I believe the result of the opposition to the system previously adopted was that the Commissioners abandoned it and gave a through rate over the whole line? Yes.
2273. Have you considered what effect on the northern line the construction of the Moree-Inverell line will have? No.
2274. I suppose you are aware that it will rob the northern line of a great deal of the traffic it now has? It will to an extent.
2275. Therefore, am I right in saying that the proposal to construct 96 miles of railway, which the Department says will not be self-supporting, will rob the existing northern line of a good deal of traffic, and we shall have to spend £2,000 or £3,000 a year to obtain that traffic;—in other words, you will have the same traffic on the two lines as you now have on the one, and you will have to spend a considerable sum of money to obtain it? I do not know that it will rob the main line of a great deal of traffic, because at the present time the best-paying traffic is to and from the coast, and we do not get it.
2276. Still it will rob the main northern line of a large quantity of wool traffic which it now receives? No doubt it will rob it of some.
2277. What is the distance from Deepwater to Werris Creek? 191 miles.
2278. And all the traffic diverted from the northern line to this line will be taken off the main northern road for a distance of 191 miles? There will be a certain amount, but I do not think it will tap the line so far down as Werris Creek.
2279. You will find all the traffic 25 miles west of the northern line will be diverted to the Moree-Inverell extension if carried out? No doubt.
2280. Therefore the existing northern line will be robbed of that traffic? To a certain extent it will.
2281. The Government propose to construct a line of railway 96 miles in length, to cost the country a few thousand pounds more per annum to run than it will pay, and whilst doing that they rob an already impoverished and poor-paying line—the northern line—of a good deal of its traffic. Not only have we this £2,000 to pay, but a portion of the traffic on the main line will be lost? That is a matter of policy.
2282. Are we not justified in adding to the annual loss on the Moree-Inverell line the additional loss which will be incurred on the northern line? There will be a certain amount of loss to the northern line.
2283. It is quite possible for the Commissioners, if the line is constructed, to at any moment issue a regulation to the effect that goods carried 507 miles or over are to be carried at a certain rate? Yes.
2284. But you do not think that plan will be adopted? I do not think so; it is against the Commissioners' policy.
2285. And unless they reverse their present policy the proposed line will be worked at a loss per annum? Yes, I think so.

2286. And they will be increasing and accentuating the loss already incurred on the northern line? Yes, D. Kirkcaldie, Esq.
2287. Do you, as an old railway expert, think that if a man puts his wool on a truck at Inverell he will take it off at Glen Innes, and convey it by team to Grafton? No. 23 Sept., 1896.
2288. Therefore the chances are if the line is constructed between Glen Innes and Inverell nearly all the traffic will come through to Sydney? I would not say that, because a large quantity of goods go from Grafton to Glen Innes and Inverell. The teams which carry those goods take back wool. They take the wool from Inverell to Grafton at very low rates. As a matter of fact I am told they carry it at about £2 10s. per ton.

THURSDAY, 24 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

Charles Edward Rennie, Esq., Chief Draftsman, Department of Lands, sworn, and further examined:—

2289. *Vice-Chairman.*] I understand you have prepared a map showing all the information you were asked to furnish to the Committee when you were here last? Yes; it is on a larger scale than the one I had here last week. It shows the whole of the land comprised within 15 miles north and south of the proposed railway, instead of 30 miles as shown by the previous map. C. E. Rennie, Esq. 24 Sept., 1896.
2290. *Mr. Wright.*] What is the number of conditional purchases and other areas on the proposed route? The conditional purchase holdings number 1,297, with a total area of 336,600 acres.
2291. What is the number of leases and the area? Conditional lease holdings 225; area 138,450 acres. That, of course, is within a limit of 15 miles on either side of the proposed line. The area held under pastoral lease (that includes scrub and improvement leases) is 220,500 acres. The land at present available for settlement is 270,800 acres.
2292. Does that include reserves? No.
2293. Can you give us the area of reserves? 359,000 acres.
2294. *Mr. Lee.*] What is the nature of the statement you have in your hand? It is a statement of the area of each portion severed by the proposed line as per book of reference.
2295. Will you state in giving that evidence the dates of the alienations—that is under conditional purchase? I could not give you that.
2296. You are aware that under the Railways Act there is power to resume land within so many years at a stated price, after it has been alienated? Yes.
2297. Have you any data which will enable us to obtain that information? The dates of the conditional purchases, of course, can be got.
2298. *Vice-Chairman.*] Have you prepared a statement which you can put in as portion of your evidence? Yes; it might require some explanatory note to make it intelligible.
2299. *Mr. Lee.*] Your detailed return shows the alienations under conditional purchases, homestead selections, and absolute alienations? The return shows the lands severed by the line.
2300. But they are alienated under different conditions; some under conditional purchase, some homestead selections, and some by purchase at auction? Yes, they are all specified.
2301. All these areas are severed by the railway survey? Yes, the total length of line which traverses each holding is given approximately.
2302. The length of line through conditional purchases will be 34½ miles? Yes. Conditional leases, 5 miles; homestead selections, 1½ mile; settlement leases, nil; land under pastoral lease, 10½ miles; reserves, 19½ miles; alienated land, 19 miles; land available for settlement, 6 miles; total, 96 miles.
2303. Have you any knowledge as to whether there are applications pending for settlement or homestead leases in the vicinity of the proposed line? Yes; an area about 22 miles from Moree, and extending from the railway survey back a distance of 15 miles, is now being measured into blocks for homestead selections, settlement leases, and improvement leases.
2304. Is there a probability of the country being settled upon in the near future? It is expected so.
2305. And under that form of settlement, residence is compulsory? Not on improvement leases. It is on homestead selections and settlement leases.
2306. Do you contemplate having many improvement leases? I could not say—I have not the details. All I can say is that this area is now being subdivided for that purpose.
2307. Then the only available Crown lands along the railway survey appear to be within the vicinity of Moree? No. There are about 70,000 acres, the centre being about 30 miles from Moree.
2308. How far from the railway survey? It stretches from within a mile of the railway survey back to about 15 miles.
2309. And that is looked upon as waste or third-class land? Inferior land. It is thickly timbered and scrubbed.
2310. Under any circumstances it cannot carry a large population? No, it is not anticipated that it will.
2311. What is the character of the land to which you have already referred as being near to Moree;—is it suitable for agriculture? I have not the description here, but the fact of its being designed for homestead selection and settlement lease shows that it must be regarded as fairly good land for settlement.
2312. With those two exceptions, is not the whole of the rest of the land alienated? Close to Warialda there are several blocks of about 5,000 acres each.
2313. Is that inferior land? That I could not say. I have not been over the country.
2314. Is there any available Crown land between Warialda and Inverell? Within the 15 miles limit there are two large areas.
2315. That would be almost in a line with Warialda? Yes; almost due south of Warialda there is an area of about 12,000 acres.

- C. E. Rennie, Esq. 2316. But that would be no nearer Inverell? No.
2317. You might call it within the radius of the Warialda traffic? I should think so.
- 24 Sept., 1896. 2318. Going east from Warialda, what available land is there between that point and Inverell? There is a block of 16,000 acres about 25 miles from Inverell, and about 7 miles from the railway survey in a straight line to cross.
2319. Would it be fair to assume that any Crown lands unreserved at the present time in the vicinity of Inverell must necessarily be inferior land? I should think so. It is highly probable that it is so.
2320. Looking at the map, and seeing where the land has been alienated in the vicinity of Inverell, would it not appear that any unreserved land must be very inferior indeed, if it is vacant? That is extremely probable. There are a few small blocks not vacant. There is one of nearly 2,400 acres.
2321. I suppose the future settlement must be more towards the Moree end than that of Inverell? Yes, there is more land near Moree than Inverell. That is at present.
2322. Moree, and intermediate about Warialda? Yes; the bulk of the vacant land is from Moree to Warialda at present.
2323. There appears to be a large area reserved in the radius you have given;—is it necessary to perpetuate those reserves? That would depend upon investigation and report. The probabilities are that they could be reduced to some extent after inspection.
2324. I should like to direct your attention to the reserves south-east of Inverell? That is a large gold-field reserve.
2325. Covering a very large area of country? Yes.
2326. Has any action been taken to examine those reserves with a view to their readjustment? I only know, generally speaking, that efforts have been made from time to time throughout the Colony to reduce reserves as much as possible, but I could not say if any definite action has been taken lately about this one.
2327. Is not the present practice to let those reserves on annual lease? Yes, to some extent.
2328. Is it not held by many authorities that these very large gold-field reserves are not required? I could hardly answer that.
2329. Has any application been made to your office to have them geologically examined with a view to their reduction and readjustment? There have been applications from time to time of that nature.
2330. Is not correspondence going on between the Department of Lands and your office at the present time? I could not say.
2331. What area is included in that gold-field reserve? I should think there must be between 80,000 and 90,000 acres.
2332. I suppose the smaller reserves going west and north-west are camping, timber, and water reserves, other than stock routes? Yes; they are mostly travelling stock reserves. There is one forest reserve close to Warialda.
2333. Is Warialda, Bingara, and that country within a gold-field reserve? Bingara does not come within the scope of the map.
2334. Is that country included in a mineral reserve? I could not say without consulting a map showing Bingara.
2335. West of Warialda you are outside the mineral belt? Yes.
2336. *Mr. O'Connor.*] You say there are 270,000 acres now available for settlement? Yes.
2337. I understand that towards the end of this year, and probably early next year, there will also be a considerable quantity available for settlement? Yes; I was going to mention that within the leasehold areas in 1897, there will be about 52,000 acres available for settlement through the expiry of the pastoral leases.
2338. *Mr. Lee.*] What position is that in? I have not located it. Then in the year 1900 there will be 145,000 acres more within the same belt. I find I have the dates of expiry on the map. The lease of the pastoral holding No. 681 expires in 1897; leasehold area No. 30 expires in 1897; No. 576 expires in 1897—that is close to Moree.
2339. *Mr. Wright.*] Is there any man with a longer tenure than 1897? Yes; some of the leases are up to 1900.
2340. *Vice-Chairman.*] Will you mention the number of acres available in each period? 52,000 acres in 1897; 149,000 acres in 1900. That makes 201,000 acres in all. Of course that is within the 15 miles limit.
2341. *Mr. O'Connor.*] Is that nearer to Inverell or Moree? It is pretty well divided. There is a large leasehold No. 706, Myall Creek, which expires in 1900, and it is pretty near to Inverell. There is another leasehold, No. 140, close to Warialda; and number 395 immediately south of that.
2342. Between now and the end of four years there will be about 470,000 acres available? Yes.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and further examined:—

- P. Scarr, Esq. 2343. *Mr. Roberts.*] On a former occasion I questioned you as to the merits of the two lines, namely, from Guyra to Inverell, and Glen Innes to Inverell? Yes.
- 24 Sept., 1896. 2344. I think you said that, all things considered, you were inclined to favour a line from Glen Innes to Inverell? Yes.
2345. Are you impressed with the necessity of Inverell being connected with the railway system of the Colony? With the railway system somewhere, undoubtedly.
2346. You think, owing to its settled population and the fertility of the soil, and its undoubted suitability for wheat production, it ought to be connected with the railway system of the Colony? Yes; in some direction.
2347. Have you formed any opinion as to the connection of Inverell with Moree? No; only from my general knowledge of the country. It appears to me to be a very good scheme.
2348. Do you think it preferable to the Glen Innes-Inverell route? Yes, for this reason: First of all, it seems to be a very much cheaper line, and can be got through more quickly; besides that it will give the Inverell people access to a market which they have got to the westward, and which they have always had.

had. I should like to say that a great deal of what they produce in Inverell could be got rid of out in the west. For that reason it would be a good line to build. P. Scarr, Esq.

2349. Which is the most fertile part of the country about Inverell—to the east, west, or north? To the west and north—that is, out towards Warialda, and then out to the north-west towards Boggabilla. 24 Sept., 1896.

2350. How would the market to the west extend? I take it that there is an unlimited market as far as distance goes, but as to quantity I could not say. Their products could be taken right out to the far interior if they could make it profitable to take them there.

2351. Right out to the Queensland border? Yes.

2352. Do you not think the traffic from Inverell, or I should say the greater part of the traffic, whether Inverell is connected with Moree or Glen Innes, would be most likely to go by road to Grafton, and thence by sea to Sydney;—do you think if a railway to Inverell is constructed, or even if a railway is constructed to Glen Innes, the traffic will be drawn away from the road; I think you will admit that a large amount of traffic now goes by teams from Grafton and thence to Sydney and *vice versa*? I understand there is a good deal of traffic there, but what proportion of the whole it is, I could not say. Some information came before me a short time ago, which led me to think that there was not so much traffic on the Grafton-Glen Innes route as has been reported. I had that information casually some time ago from one of our officers, but I cannot call to mind the figures, nor the occasion on which it arose, but I think I could find it if I had a little time. It left the impression on my mind that there was not such a large proportion going from Grafton to Glen Innes as has been reported to us.

2353. How far back does it refer to? Three or four months, I think.

2354. You gave some consideration to the Uralla and Kentucky lines? Yes.

2355. But your inquiries did not lead you to prefer either of those routes to any of those I have mentioned? No; we could hardly see anything in favour of those lines at all, and put them out of consideration very soon.

2356. Would not a line from Guyra to Inverell be very much nearer to Sydney than a line from Glen Innes to Inverell? No doubt.

2357. And the line could be constructed at less cost? Considerably less cost.

2358. But, notwithstanding that fact, you prefer the Glen Innes route? Yes, for the reasons stated in our report.

2359. On account of the land being superior? Yes; but one very strong point which weighed with me was, that we considered the Casino and Tenterfield line would have to be constructed before many years were over, and assuming that it was constructed, and that there was much traffic to take to Inverell from that direction, that traffic would have to be taken to a height of 4,500 feet above the sea, instead of something like 3,000 feet at Glen Innes and Tenterfield. It would have to be taken to the top of Ben Lomond, then down again to Glen Innes, and it would be very many miles out of the way.

2360. Having been over the New England district, are you firm in your belief that a connection should be made with the coast—between the coast and the table-land of New England? Some day. I do not think it is a very urgent matter at the present date.

2361. What are your views with regard to the proposal to connect Glen Innes and Grafton by railway? I should like to speak with all respect to those who advocate that line, but I think it is simply a piece of madness, for the reasons which were given very plainly in our report.

2362. I suppose you think it is impracticable? Commercially impracticable.

2363. That is owing to the rugged and mountainous character of the country? Yes; and there would be no produce to be carried on the line between Grafton and Glen Innes.

2364. It would, I suppose, be entirely dependent for its traffic on the products of the country west of Glen Innes? That piece of line, 53 miles from Glen Innes to Inverell, would have to earn the whole of the money on the 150 miles.

2365. Do you favour the proposal to connect with the coast from Guyra *via* Don Dorrigo;—I suppose you favour it under the assumption that it is considered absolutely necessary to get to the coast? Yes. Our instructions included the following:—

The second branch of the inquiry will embrace the consideration of the question as to the best means of connecting the Great Northern railway with the proposed coast line.

Our instructions were not that we were to say which we considered was the best line, and which connection with the coast should be first made, but the best means of connecting the Great Northern line with the proposed coast line, taking it for granted that the coast line was to be constructed.

2366. Is that the line from the Hunter to Grafton? Yes.

2367. Assuming that that were to be constructed, you would recommend it to go from Guyra, by way of Don Dorrigo? In the first instance.

2368. During your visit to New England you went as far as Tenterfield? Yes.

2369. And thence to Casino? Yes.

2370. Do you think a line should be made from Tenterfield to Casino, and that it should join the line at Lismore? Some day no doubt—as soon as they can find the money for it.

2371. That would be rather a big order? I think it would. It is put down at £1,000,000.

2372. If that north coast line should not be carried out, do you think the line from Tenterfield to Casino is one which might be favourably considered? Yes, I think so.

2373. If a coastal connection were deemed necessary at the present time, what route would you be inclined to suggest? The Casino and Tenterfield line.

2374. How many miles would that be? I think it is 86 miles from Tenterfield to Casino, and 17 miles from there to Lismore.

2375. What would be the nearest shipping port? Lismore is the head of the navigation on the Richmond. The ocean-going boats come up to Lismore.

2376. What draught of water is there at the entrance to the river? I suppose there will be 12 or 13 feet. The Tomki goes up there regularly.

2377. I suppose a steamer of 500 tons could go up there? I should think so.

2378. Would not Byron Bay be a better shipping place than Lismore? If they make the harbour which was talked about. I understand vessels of all sizes can go there if a harbour is made.

2379. And if a line from Tenterfield to Casino were made, it would be necessary to make a harbour at Byron Bay? I do not see that that follows. I do not see the necessity for a harbour at Byron Bay.

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2380. You think the Richmond would afford all the depth of water necessary? I do not say that. What I mean to say is this: assuming a harbour is not to be made at Byron Bay, it need not block the Casino and Tenterfield line.

2381-2. But if the line were constructed, you would want the Byron Bay harbour? There is no doubt it would be a strong argument in favour of the harbour, because it would be a fine shipping port for all that western country.

2383. How far would Inverell be from the shipping port then? I think the new distance on the Inverell and Glen Innes line is 53 miles. The distance from Glen Innes to Tenterfield is 60 miles. If that be so, that would be 53 plus 86 plus 17 plus 60, in all 216 miles.

2384. Seeing that Inverell by way of Moree is 509 miles from Sydney, and the coast could be reached by way of Glen Innes and Tenterfield in 216 miles, would it be fair to assume that that route would be largely availed of by the Inverell people? It is only fair to assume that.

2385. *Mr. Black.*] I suppose there is no likelihood of the proposed line being carried beyond Inverell? That I could not say.

2386. Have you any idea of any direction it might afterwards be thought advisable to carry it? No; not unless it is carried on to Glen Innes.

2387. I suppose you think that that is a very remote contingency? I should think so, if the Moree-Inverell line is carried out. That, of course, is only my own idea.

2388. *Mr. Lee.*] Independent of your special visit to the district in 1890, to report upon the various railway routes, you had a prior knowledge of the country? Yes.

2389. And you are well acquainted with the whole of it? I am.

2390. I suppose your long connection with the Roads Branch of the Department of Public Works gives you a complete and detailed idea of the district? Yes. Apart from my personal knowledge of the district, I also obtain a good deal of information in going through the papers, and so on, in connection with the business of the Department.

2391. You have been able to watch the progress and traffic of those districts for many years? Yes; it has been my business to do that.

2392. We have it in evidence that the proposal to construct a line from Moree to Inverell has been made for the purpose of directing the traffic west of the Great Northern line to the metropolis, in lieu of any prospective coastal connection. That is to say, the proper way to take the traffic is by the west *via* Moree, and not to the coast;—does your general knowledge of the district lead you to the conclusion that that is the proper way to take the traffic? It seems to me to be a question first of all as to the initial expense of getting the traffic, and secondly whether the traffic could be worked at a cheaper rate on the steeper grades on the descent from the table-land to the coast.

2393. There would also have to be taken into consideration the reduced cost of carriage to the producers? Yes.

2394. The proposed line to Inverell *via* Moree will make Inverell 500 miles from Sydney, and the truck rates, which include all classes of trade, are £8 7s. per ton. If the drays from the Clarence can deliver goods from there at Inverell at from £3 10s. to £4 per ton, do you think it would be possible for the railway to compete with them? That is a question I hardly know how to answer. It seems plain that they could not do it.

2395. If the railway could not compete with that traffic, would it lead you to believe that that is the proper way to take it? Looking at it from that point of view only, I should say not;—that is speaking of the goods carried from Sydney to Inverell or *vice versa*. Then the question would come in whether there would not be so much traffic on the way apart from the through traffic as to justify the construction of the line.

2396. You know that Glen Innes is 427 miles from Sydney? Yes.

2397. And you know that since the railway was opened the drays from the Clarence to Glen Innes and Inverell have taken a large amount of traffic which should have gone along the Great Northern line? Exactly.

2398. To the extent of £6,000 or £7,000 worth of freight per annum? Yes.

2399. If it is found impossible to control that coastal traffic at Glen Innes—a distance of 427 miles—how is it to be controlled if it has to be carried 509 miles? They might be able to carry that 509 miles at a cheaper rate than they can work the 427 miles.

2400. But what if the rate is £8 7s. a ton? They might be able to take it at a cheaper rate than that. They might be able to land a ton of goods or a truck load of goods at Inverell *via* Moree at a cheaper rate than they could land it at Glen Innes *via* the Great Northern line.

2401. Why? Because of the extra working expenses on the steep grades going up there.

2402. It is held by the Department that grades are not considered in working the traffic—that there is a certain amount set apart per mile for working traffic irrespective of what the grade may be? I am not a railway expert, and am not intimate with these matters.

2403. Did your visit to those districts lead you to the conclusion that there should be some connection between the table-land of New England and the coast? Yes; but I do not think that it is an urgent matter.

2404. Did you form the conclusion that it would be a desirable thing? Yes.

2405. If the proposed line were carried out, and if the north coast line were carried down the coast with no coastal connection, the residents of New England would be no nearer to a port than they are at the present time? Certainly not.

2406. And that would mean that for all time they would have to carry their produce either from the extreme north, 491 miles, by the Great Northern line, or from Inverell, 509 miles? Yes.

2407. Whereas in a direct line to the coast they could go by one route by way of Tenterfield from Glen Innes, 216 miles, and by way of Guyra and Don Dorrigo, about 150 miles? No; it is 150 miles from Guyra to Grafton *via* Don Dorrigo.

2408. That is so; and it is 55 miles from Guyra to Inverell, making 205 miles? Yes.

2409. In any case, no matter which way it goes to Inverell, the people would be less than half the distance from the port? Yes.

2410. And Inverell is only one portion of New England? Yes.

2411. The people of the main range of New England, such as Armidale, Glen Innes, and Tenterfield, are as much, or even more interested in getting to the coast than the people of Inverell? Yes. There is one point

point I should like to mention. You speak of the distance from Inverell to Sydney as 509 miles. Sydney, however, is not the nearest port. You pass through Newcastle which is 100 miles, so that you would have 409 instead of 509 miles. P. Scarr, Esq.
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2412. But to all intents and purposes, Sydney is the port for the station produce of the country, such as wool, tallow, hides, &c. It is the saleroom and the port? I presume so.

2413. If it can be shown from the figures placed before you that the cost of getting to the Inverell country is so much in excess of what it would be by going by the Great Northern line as at present, or by the coast by dray, in what respect could you approve of the extension of a line from Inverell by way of Moree to Sydney? I still think it is an open question, so far as my knowledge goes as to what rate the Railway Commissioners could afford to carry the stuff. Besides that, when you have the stuff landed on the northern coast you have to add to it the freight to Sydney whatever it may be.

2414. Can it not be accepted as a fact that if the carriage by rail to Inverell is 33 per cent. more than stuff can be conveyed from the coast for, it is more likely to go by way of the coast than by rail? I presume so, if there is so much difference as that.

2415. I presume when you were in those districts you did not go north of Tenterfield? I went as far as Wallangarra on the railway line.

2416. Have you ever been in that portion of the Tenterfield district known as Woodenbong, Killarney, Acacia Creek, and Tulloom? No.

2417. Are you aware that there is some of the richest land in New South Wales there? I understand there is some good land there.

2417½. Carrying large forests of valuable timber? So I understand.

2418. And are you aware that a grade could be obtained from Tabulam *via* Woodenbong to Tenterfield, and entirely miss the Richmond Range? I have no information on the subject.

2419. Since you made your report, the cost of construction has been greatly reduced? I believe so.

2420. And the construction of branch lines has, to a certain extent, materially altered the railway policy—was the line from Murwillumbah to Lismore constructed at the time you made your report? It was being constructed when we were up there.

2421. Had you in view the importance of connecting that piece of railway with the main railway system of the Colony? Yes.

2422. Were you of opinion that, as a separate railway, it could not be run with any prospect of paying? That was our opinion, and I think it must have been patent to everybody.

2423. Therefore, it would only be justifiable if ultimately made a portion of the railway system? Yes.

2424. As a separate railway it was a mistake? It seemed so. I may say that at the time I had very little knowledge of it.

2425. Therefore it became a necessity to make a connection? Looking at it from that point of view, and desiring to make the Lismore and Tweed line pay, it would have a better prospect of paying if it were connected with the table-land. Of course that is a matter of policy.

2426. If, as you assume, a connection will have to be made some day between the north-east coast railway and the railway system of the Colony, then it would naturally point to the fact that the connection should be made somewhere in the direction of Tenterfield,—I do not say at Tenterfield, but somewhere in that direction? Yes.

2427. That would be the nearest point, and the most accessible? I should say that, apart from the proposed north-coast railway, the Tenterfield to Casino line is a proper connection to make, for these reasons:—that it connects with a very rich and fertile piece of country, and it would afford, by connecting with the Brisbane line at Southport, an unbroken gauge from Brisbane to Albury, if the Brisbane people would alter their gauge from Brisbane to Southport, a distance of 50 miles, and then about 17 or 20 miles from Southport to the border.

2428. But if a connection were made between the Great Northern line and the coast line at Lismore, you do not hold that it would follow, as a matter of course, that a harbour would have to be constructed at Byron Bay? No.

2429. That would be a matter for subsequent consideration, when the trade sufficiently developed to admit of direct ocean traffic? Yes.

2430. Apart from that, the facilities offered to steamers running to the Richmond River would be sufficient to meet the ordinary traffic? At present.

2431. And, if necessary, in order to embrace the whole of the north-east districts, Grafton could be connected by a branch line to Casino? Yes.

2432. You do not wish to convey the idea that if the connection is made, Byron Bay harbour will have to be made? No. The railway having been made, it will be an argument in favour of the Byron Bay harbour being constructed.

2433. You express the opinion that if the trade is brought in from Inverell to Glen Innes it will have to be lifted over the highest point, 4,500 feet, that is Ben Lomond? On the way to Sydney.

2434. Are you aware that it would not have to be lifted 4,500 feet? No.

2435. It would have to be lifted scarcely 1,000 feet? I think it is more than that, something like 2,000 feet.

2436. Ben Lomond is 4,500 feet, and Glen Innes is 3,500, so that the lift really would be 1,000 feet? From Glen Innes; but from Inverell it would be more than that. Inverell is 2,000 feet, or thereabouts.

2437. The steepest grade in that lift would be 1 in 40? So I understand. That is the existing grade on the northern line.

2438. You attach much value to these lifts? As I have said before, I am not a railway expert. But the railway people seem to attach considerable importance to them.

2439. I suppose it would matter very little whether you lifted your traffic at Ben Lomond or the Hawkesbury? I do not know of any place about there which is anywhere near the height of Ben Lomond.

2440. The lift from the Hawkesbury to the top of the hill—7 or 8 miles—is between 600 or 700 feet, and the grade is 1 in 40? Yes, that is the grade.

2441. And you have the same grade there as on Ben Lomond? Yes, the same grade, but not the same height to lift. Six or 7 miles of grade would not be so bad as 20, 30, or 40 miles of grade.

2442. You do not find 20 or 40 miles of grade together? I take it that it amounts to the same thing. You burn the same coal, and have the same wear and tear.

P. Scarr, Esq. 2443. Have you seen anything since you made your report which would induce you to alter your opinion? I should like you to keep in mind the instructions we received. We were to report on a connection with the proposed north coast line—not as to the best means of getting to the coast. That tied our hands very materially.

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2444. You see no reason to alter your report at the present time? No. We recommended the Don Dorrigo connection as the best one under those instructions. Had we not been tied down, as far as I am concerned it might have been different.

2445. That must be observed in your examination, because it is so clear what your instructions were, and no one could read them without coming to the conclusion that you were tied down? Yes.

2446. *Mr. O'Connor.*] Do you know the district between Moree and Inverell? Not the whole of it. I know Inverell fairly well, and I have been out as far as Goondiwindi, but not to Moree.

2447. Do you know anything of the country from Guyra to Inverell? Yes; there is some very good land on the road.

2448. What is the distance? Fifty-six miles.

2449. Is it occupied at the present time? Yes, but only sparsely. There is a good deal of farming as you get towards Guyra, where the land is good.

2450. Are the people there pretty well off? It did not strike me that they were. They all seemed to be struggling, and I understand they are not very prosperous at the present time.

2451. Do you know the country between Inverell and Glen Innes? Yes; there is some very fine land there.

2452. It is fit not only for pastoral but for agricultural purposes? Yes.

2453. We have had some evidence to the effect that if the line is constructed from Moree to Inverell it should be extended to Glen Innes;—have you formed any opinion with respect to that extension? I cannot say that I have. But it seems, looking at the matter in a broad way, that that connection would have to be made. I think it would be a benefit to have that connection, but then the question of expense comes in, whether the game is worth the candle, so to speak.

2454. I suppose you know the country well from Glen Innes to Tenterfield? Yes.

2455. Do you know the country from Tenterfield to Lismore? Yes.

2456. What kind of country is it? There is some fine country below the ranges—from Tabulam to Lismore. Of course it would be very natural to consider whether the table-lands of New England should be connected with the sea as soon as possible.

2457. I think you have expressed the opinion that the construction of a line between Glen Innes and Grafton is to be regarded at present as a wild-cat scheme, on account of the nature of the country? Yes; and on account of the enormous expense of constructing the line.

2458. What is your opinion with regard to the construction of a line between Tenterfield and Lismore to the sea coast? I am altogether in favour of a line from Tenterfield to the coast, and have been from the first day I saw the country.

2459. I believe that nature has largely endowed that portion of the Colony, and has made it available for settlement, and it is already thickly populated? Yes.

2460. And it is a very prosperous district? Yes.

2461. And the seaport of Lismore is a very fair one? There is a good navigable river. The Tomki seems to have no difficulty in going up there regularly.

2462. *Mr. Clarke.*] In the report which you and Mr. Price made in 1890, you expressed a decided opinion as to the impracticability of a line from Glen Innes to Grafton? Yes.

2463. Do you still adhere to that opinion? Yes; very strongly.

2464. For what reason? First of all, because of the enormous expense of constructing the line. If you made it, there would be nothing to carry upon it, so far as the intermediate country is concerned.

2465. Are you aware that a very large quantity of goods is carried by team from Grafton to Glen Innes and Inverell? I think the expression "a large quantity" is a comparative term. I do not know what the total quantity would be; but I feel pretty certain it would not be sufficient to make a railway pay even working expenses.

2466. I believe at the time you reported in 1890 the estimated cost was about £2,000,000? It was £19,000 a mile.

2467. I believe it has been found since then that a railway could be made for half that amount? I am not aware.

2468. At the conclusion of your report you stated:

Being, therefore, convinced that soon after the completion of the Guyra to Grafton line the Tenterfield to Casino railway must also be constructed, we are of opinion that the general interest of the whole country would be better served by the line from Glen Innes to Inverell than by the line from Guyra to Inverell, for the reason that Glen Innes is between the two points of connection with the coast.

Finally you say:

And on these grounds we found our disposition to favour—

1st. The construction of the Glen Innes to Inverell line.

2nd. The construction of the Guyra, *via* Don Dorrigo, to Grafton line.

And at a later date that from Tenterfield to Casino.

Do you still adhere to that opinion? As I informed Mr. Lee a short time ago, it is necessary to bear in mind the instructions we receive. The connection was with the proposed north coast railway line, and not with the coast; that makes all the difference. Our recommendation was that that was the best way to connect with the proposed north coast railway. We were not asked to say which was the best way of connecting with the coast.

2469. You still believe in the construction of a line from Inverell to Glen Innes? As the best way of connecting the northern line.

2470. And do you approve of the proposal to construct a line from Moree to Inverell? I must speak with a good deal of reservation, because I am not acquainted with the country and do not know much of the circumstances.

2471. You have stated that you are not acquainted with the whole of the land in the immediate neighbourhood of the proposed line? Yes; I was never at Moree.

2472. Do you think the Moree-Inverell line, if constructed, would be of benefit in getting a portion of the Queensland trade? It would intercept a large traffic from the northern border. A very large traffic

traffic now comes down by team through Bingara on to Tamworth, and it would intercept the whole of P. Scarr, Esq. that traffic.

2473. Will not the Moree line, now almost completed, intercept a good deal of that traffic? A good deal of it. 24 Sept., 1896.

2474. The proposed line would, no doubt, obtain the traffic in wool as far as the Queensland border? I should say so.

2475. Can you give us any idea as to the nature of the country from Moree to Inverell? Only as far as Warialda.

2476. What is it adapted for growing? The district as far as Warialda will grow anything. I may mention that I saw in an orchard at Inverell apples, grapes, and the olive; these, of course, grow over a wide range of climate.

2477. Would much of the wheat find its way to Sydney over such a long distance? I should say it would depend very much on the rate of carriage.

2478. From a commercial point of view, would we be justified in spending so much money on a line which will entail a loss of £2,800 per annum? As far as the carriage of wheat is concerned, I may point out that the distance from Sydney to Berrigan, where they are now constructing a line almost entirely for the carriage of wheat, is nearly the same as from here to Inverell.

2479. Can you say whether much of the wheat grown there would be required for local consumption? At the time we were at Inverell the farmers complained that they had a surplus which they could not get rid of. They also pointed out that if they had means of getting to the west they would get rid of it and grow a great deal more.

2480. I notice in part of your report that you refer to an extension to Bingara? Yes.

2481. This Bingara extension would run through one of the most fertile parts of the Inverell district. Are you aware that the Public Works Committee have recommended an extension of the railway from Tamworth to Manilla? Yes.

2482. Are you aware that at present it is not intended to carry the line further than Manilla? Yes; but at that time we did not assume that the Manilla line would be carried out at all. We were asked to report on the Manilla line which we did to a very slight extent, and our opinion was against the construction of it.

2483. You have stated that if a line is to be constructed to the coast you prefer the line from Tenterfield to Lismore? Yes; as a means of getting to the coast.

2484. I believe the navigation of the Richmond River has been very much improved of late? Yes.

2485. As well as the navigation of the Clarence? Yes.

2486. And the probabilities are that ultimately some portion of the produce of those districts, if the railway is completed either to Grafton by the direct route or by Guyra, and then through the Don Dorrigo country, will go direct from these rivers to any part of the world without coming to Sydney? Provided the rivers will admit ocean-going ships.

2487. On the whole, from what you know of the district, you think the proposal to build a railway from Inverell to Moree should be carried out? I do not care to express a decided opinion upon it, but it seems to me a good project as a means of assisting the Inverell district.

2488. Still if it should be carried out it would be the means of blocking the line to Glen Innes? I presume it would have that effect.

2489. And that would be contrary to what you recommended some few years ago? I do not say that, because the circumstances have altered.

2490. *Mr. Wright.*] Do you not think the north should have communication with the west and the interior? I think it should, but whether the time has arrived for it is another matter.

2491. In view of your belief that ultimately there must be a coastal connection, is there any opinion in your report which you would like to alter? No; I am still of the opinion which is expressed there, but the Moree and Inverell project is entirely new, and was never spoken of at the time we were there.

2492. You say you do not desire to alter any portion of our report, that you believe that, sooner or later, there must be a coastal connection, and that you adhere to the recommendation you made? As to connecting with the north-coast line, I think the shortest way to put it would be this. If I were asked which was the best connection to make with the coast, I should say the Tenterfield to Lismore line.

2493. Whilst believing that the northern districts should have coastal connection, you also believe that a railway should be constructed from Glen Innes to Inverell? Yes; the Glen Innes line is the proper one to make to connect with the north coast and the northern line.

2494. I notice from your report on the Glen Innes and Grafton line that you went over the country, but did not get much off the road? It is not easy to get off it.

2495. You did not follow the railway route at all? No one could follow it when we were there.

2496. Have you heard that considerable deviations have been made, and that the grade has been reduced from 1 to 33 to 1 in 60? I have heard that the grade has been very much reduced.

2497. If new routes have been discovered, and the grades reduced to 1 in 60, it should modify your hostile opinion? Not at all. Our opinion was formed in consequence of the nature of the country we passed through, and the hopelessness of getting any produce on the way to carry on the line.

2498. You did not follow the route? No; but we knew what it was.

2499. Would it be news to you that for 30 miles out of Grafton the railway passes through splendid country? It depends upon what you mean by splendid country. I saw none.

2500. Were you on the river? Yes.

2501. Is not that good country? Yes, along the banks of the river; but directly you get away from the Clarence you get into very poor country. I do not know where the deviations referred to have been made, but I understand that they are in the upper part of the line.

2502. I am told that the upper part is very good country, but I am speaking of the lower part? Unless we can get away from the valley of the Mann River, I do not see how they can improve the country. We climbed to the top of a very high mountain—2,500 feet high—and could see nothing but mountains.

2503. If a new route has been discovered, avoiding the bad belt of the Mann River, and considerably altering the grades, would not your opinion necessarily alter? I should have to see it again first. All I wish to adhere to is that, in my opinion, it is not possible to get through good country there. The good country is not there to get through.

- P. Scarr, Esq. 2504. What is the country like from Tenterfield to Tabulum? It is hilly almost throughout.
 2505. Do you consider it first-class agricultural country? No.
 24 Sept., 1896. 2506. What is the country like from Tabulum to Casino? There is a good deal of good country from there. For almost the whole of the distance there is good land.
 2507. What is it like from Casino to Lismore? There is good country there.
 2508. Do you consider it first-class country? There is a good deal of hilly country between the two.
 2509. Are there not considerable hills? Yes.
 2510. And is not nearly the whole of the rest of the country a swamp? Hardly that; but even swamps are valuable.
 2511. You do not consider it good agricultural land? I think a good deal of the swamp country could be made good agricultural land by drainage.
 2512. Would you consider the country from Casino to Lismore good country? There is a great deal of good land between the two; but there is also a considerable proportion of hills.
 2513. Do you consider the flat land good for agriculture? A good deal of that land is fit for agriculture.
 2514. I suppose you have a general knowledge of the country between Casino and Grafton? I have always understood it was poor country.
 2515. Did you go to Byron Bay? Yes.
 2516. I suppose it is all good country from Lismore to Byron Bay, except a little nearer the coast? Yes, nearly the whole of it.
 2517. And you think eventually there will very likely be not one but two connections with the coast? I should say so eventually.
 2518. Do you think a connection with the coast *via* Tenterfield will be of material assistance to the New England district? It would in enabling the people to get rid of their produce.
 2519. Would it be as good as the Guyra route *via* Don Dorrigo? That would only enable them to get to Grafton.
 2520. But it would tap the railway at a very central point at Llangothlin? Yes.
 2521. That is nearly half the way on the New England plateau, and divides the district with the Queensland border on the one side and the top of the Moonbi Ranges on the other? About half way, I should say.
 2522. Looking at it from that point of view, it would be a better distributing centre than Glen Innes or Tenterfield? No; I hardly think that.
 2523. If there is a considerable traffic springing up between the western portion of the Colony and the coast, would not a place in the centre on the northern line be better as a depôt for this particular trade than one at the extreme end? It would in one sense. I think it would tap the coast more centrally, but I do not think it would be likely for many years to tap the population. There would always be larger population on the Richmond and the Tweed than on the rivers further down.
 2524. It would tap the coast centrally, and would be the best place for the western trade to converge to. It would bring the western country nearer to the railway than any other junction? I suppose it would.
 2525. You have been on the proposed line as far as Warialda? Yes.
 2526. Is it fairly good country? It is some years since I was there; but as far as my recollection goes, there is some good country.

FRIDAY, 25 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

THE HON. CHARLES JAMES ROBERTS, C.M.G.
 THE HON. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

Percy Scarr, Esq., Principal Assistant Engineer, Roads and Bridges Branch, Department of Public Works, sworn, and further examined:—

- P. Scarr, Esq. 2527. *Mr. Wright.*] You have stated that the country around Warialda is not first-class country? My recollection is that immediately around Warialda it is not very good.
 25 Sept., 1896. 2528. Have you been north of Warialda? Yes; I went from Inverell to Goondiwindi. There is a lot of good country down there.
 2529. I suppose you consider the land all the way from Inverell to Warialda, with the exception of a few miles, is fairly good? Yes.
 2530. What is the nature of the land east of Inverell—about King's Plains? A large proportion of that is very good land.
 2531. The whole of the land between Glen Innes and Inverell is good? Yes.
 2532. What is the nature of the country between Tingha and Ollera? Almost worthless.
 2533. And from Ollera to Guyra? There is good land there almost the whole way.
 2534. With the exception of that piece of land, is there any good land between Guyra until you get to the Plains? There is one fine estate—Stratten—where there is some excellent land. That is to the south of Ollera.
 2535. You stated in answer to Mr. Lee that nearly all the land on the surveyed route from Guyra to the coast is good? It is good land right down to Guy Fawkes. With the exception of 3 or 4 miles approaching Guy Fawkes, and then there is good land through Guy Fawkes, through the Don Dorrigo Scrub.
 2536. What is the altitude of Guy Fawkes? About 4,400 feet; and Coghlan's Plain, in the Don Dorrigo, is 2,200 feet.
 2537. Guy Fawkes is about the same altitude as the railway line at Ben Lomond? About.
 2538. And the proposed survey is over Guy Fawkes? Yes.

2539.

2539. What is the distance from Guy Fawkes to South Grafton or Coff's Harbour? It is about 70 miles from Guyra to Guy Fawkes, and we estimated the distance from Guyra to South Grafton at 145 miles. I understand, however, when it came to be measured it was found to be a little more. P. Scarr, Esq.
25 Sept., 1896.
2540. Then you have to get down over 2,000 feet in a short distance of line? It is not a short distance. It is 25 miles from Guy Fawkes to the centre of Don Dorrigo.
2541. The difference in height between the two places you have mentioned is over 2,000 feet? Yes.
2542. And the distance is only short? Yes.
2543. Would that involve steep grades? As the distance is 25 miles, the grades should not be very steep.
2544. Have you any idea what is the length of the survey from the top of the hill at Guy Fawkes to the foot of the range into the Don Dorrigo Scrub? Twenty-five to 30 miles, and it is a uniform descent.
2545. You mean to say there is a steady descent from the top of the hill to Coghlan's Plains? Yes; and then you have a pretty uniform descent to Glen Ray.
2546. Whichever route is adopted, it is patent that you have to get something like 4,000 feet above mean water-level? Yes.
2547. Then the only difference in regard to the route is the question of a gradual descent in place of an abrupt one? Yes.
2548. You think the route from Guyra to the coast offers the best natural grade? I should hardly like to say that, because I do not know the various grades on the line very well; but I know there is a uniform descent from Guy Fawkes towards the coast.
2549. At the time you made this report had Mr. Simpson's survey been made? He had been through the country, but had not made a survey. I understand the survey has never been completed.
2550. Is it not a fact that from the top of Guy Fawkes through the Don Dorrigo Scrub the survey has never been made—only an exploration? When we were there the survey had not been carried through the Don Dorrigo. There was a surveyor working on the ranges above the Orara, and one near Guy Fawkes.
2551. Were they working from east to west in order to form a junction? Yes.
2552. It is quite evident that you consider this route with rather a favourable eye, and you think a survey should be made? I think it would be well worth the expenditure.
2553. I notice that you give it the preference over the other two routes? As a means of connecting with a coast railway, not otherwise. I might explain why I think so. If you have the coast railway right up to Grafton and then on to join the Lismore line you bring stuff down from the table-land, and the Guyra line would form the best point of junction, because you could then distribute north and south; but if the coast line were not carried far north, it would not be the best connection. Assuming that the coast line was carried as far as Coff's Harbour, it would only be a partial connection. You would only be able to send stuff from the table-land to the southward.
2554. That applies almost to any of the coast lines; you cannot get a distributing centre from the coast unless you have a coast railway? That is so.
2555. So that in the event of the line going from Tenterfield to Casino, and thence to Lismore, it will supply the Richmond and Tweed Rivers, but will not be useful for the Clarence and Macleay unless the coast railway is constructed? Exactly.
2556. Have you been to Coff's Harbour? Yes.
2557. What are your views as to the possibility of making that a good harbour? I have been told by men who know something about it that it is not a good place for a harbour.
2558. Was Captain Howard there when you were there? Yes; he was surveying.
2559. The country from Tenterfield to the coast is partially good and partially bad? Yes.
2560. How would a railway from Casino to Tenterfield suit the New England district as a means of getting produce away? The people would have a good market in the northern rivers district—the Richmond and the Tweed.
2561. Do you think it is desirable in the interests of the producers on the table-lands and the coast-lands that a railway should be constructed from the northern table-lands to the sea-board? I do not think it is an urgent matter at the present time.
2562. Do you think it is a policy the country will eventually have to adopt in order to give facilities to the people to interchange their commodities with the northern settlers and *vice versa*? I should say so, especially when we get the northern line connected with the interior.

Edmund Lonsdale, Esq., M.P., sworn, and examined:—

2563. *Vice-Chairman.*] What electorate do you represent? Armidale.
2564. *Mr. Black.*] What form of railway communication do you favour? If you intend taking any evidence as to the coast connection, I, of course, favour the Guyra-Inverell connection, and a continuation from Inverell to Moree as one continuous line. The continuation, of course, could go from Glen Innes all the same. I hold that for the interior of the country we want a railway on the eastern sea-board. The trouble is the want of a harbour. Having decided upon a port of outlet, we could go for that port; but from my local knowledge, I would favour the Coff's Harbour scheme.
2565. Then it is of no use deciding on a coastal railway until a port has been decided on? No.
2566. You know the country? I know the country on the Guyra route to some extent.
2567. Have you ever been through from Guyra to Grafton? I have been from Armidale to Grafton and from Guyra to Armidale.
2568. Is there a good road from Armidale to Grafton? A very fair road.
2569. Where does it connect with the Glen Innes to Grafton Road? They never connect. They come in at Grafton. There is a cross-road from Nymboida to the Newton Boyd Road junctioning somewhere near Buccarumbi.
2570. How do you get across the rivers? You punt across the Nymboida.
2571. You do not cross the Orara Bridge? No.
2572. Does the Guyra Road run into the Armidale Road? The road goes direct from Grafton, and the Guyra Road comes down to Armidale. If you went direct from Guyra you would junction somewhere by Guy Fawkes to the main road.
2573. If that is so, is it fair to suppose the Guyra people go to Grafton through Armidale because that is the best road? They are the made roads. You descend into Armidale, and then have to rise on the road; but by keeping from Llangothlin you keep on the range and run down by Guy Fawkes.

- E. Lonsdale,
Esq., M.P.
25 Sept., 1896.
2574. How is it you do not favour a railway from Armidale to Grafton? Because the difficulties in getting from Armidale to Grafton are, in my opinion, greater. A survey was made from Armidale by which they got some hundreds of feet higher, 40 or 50 miles out, than they were when they started.
2575. It would appear, looking at the natural contour of the country, that the Armidale people in going to Grafton should go through Guyra? No, because there is a much longer distance to go round.
2576. Do you know the Inverell country? No; but I know the country between Inverell and Glen Innes.
2577. Do you think the wants of Inverell, and the fertility of the soil between Inverell and Glen Innes, in spite of the heavy grade, warrant the construction of a railway line? I do not favour the construction of that line.
2578. A line being constructed between Guyra and Grafton, how would you connect Inverell with the coast? You would connect Inverell by a line from that place.
2579. Would not the grades between Inverell and Guyra be almost as great as the grades between Inverell and Glen Innes? About the same.
2580. Is the soil any better between Inverell and Guyra than between Inverell and Glen Innes? No.
2581. Is it as good? Not continuously.
2582. Is one half of it as good? I should say about half of it.
2583. The surveyed distance between Inverell and Glen Innes being 53 miles, and the surveyed distance between Inverell and Guyra being 55 miles, and there being, as is computed, between Inverell and Glen Innes 40 miles of excellent country, and there being, according to the statements of the surveyors, on the 55 miles between Guyra and Inverell, only about 25 miles of good country, and you having admitted the grades in each case are about equal,—can you give the Committee any reason why you prefer the Guyra to Inverell route to the Inverell to Glen Innes route? The junction at Glen Innes would mean coming over Ben Lomond, where there are heavy grades. The junction at Guyra avoids that altogether. If we junction at Guyra the distance from Inverell to that junction would be further.
2584. You mean that the extra distance to be travelled on the main line by the Inverell and Glen Innes route would counterbalance any other advantages to be gained? Yes. Besides you have the extra grade over Ben Lomond which you avoid the other way.
2585. Have you formed any opinion as to the advisableness of constructing a railway between Moree and Inverell? I think it should be constructed. If you take the Glen Innes route there is a difference of 36 miles to Sydney, but the traction from Inverell to Sydney, so far as I can ascertain, will be very much lighter by the Inverell-Moree line than by way of Glen Innes. The cost of the line would be less, and there would be less interest to pay. The Commissioners would make more profit by taking goods to Sydney by the Moree-Inverell line than by the Inverell-Glen Innes line. I think the western country is, to some extent, the market for Inverell. It would be the market for the potato country about Guyra. I am told the Moree country will scarcely ever be a country for cultivation, because it has no subsoil. Consequently there will always be a market for Inverell produce in that direction. I cannot see how it will affect the Inverell or Guyra line being made from Inverell, because if a line were made to either place it would, in the interests of the country, have to be continued. It appears to me that whilst this battle of lines is being fought, with the knowledge that the line ought eventually to be made, it is not a wise thing to keep that community out of railway communication with the centres of population and with their own natural market. The Inverell-Moree line is not in any way an antagonistic line to the two lines mentioned.
2586. Do you think the railway being constructed from Moree to Inverell, which would have the effect of increasing the amount of traffic over the main line to Sydney, it is at all likely that means of communication will be given to the coast, which, a suitable harbour having been discovered, would eventually, without doubt, have the effect of lessening the amount of traffic over the main line? The Commissioners might probably raise an objection to a line going that way, but in my opinion the Railway Commissioners do not control the railway policy of the country.
2587. I suppose you are inclined to agree with me that if you connect Inverell with Moree, and afterwards connect Inverell with the coast, the traffic will be diverted from its basin, which is now Sydney, and will run in a contrary direction towards the nearest coastal port? Yes; the people will send produce to the places which suit them best. If it suits them best to send it to the coastal port they will send it.
2588. I suppose you agree with me that the construction of the proposed line will not afterwards prove prejudicial to coastal connection? I think it will not. It will, no doubt, be used as an argument; but if we use our common sense, I do not think it will affect us. You will have a stronger force behind you for a coastal line than you have to-day. Personally, however, I see no reason why the line should go to Grafton. I take up this position: This must be a great exporting country, and to handle your stuff over and over again is ridiculous. You must get a port somewhere which will take you out to the deep sea so that your stuff can go straight to the markets.
2589. The railway has been a national asset, and the people of the country being necessarily interested, pecuniarily and otherwise, with the construction of every line, do you not think that the construction of any line of railway, no matter how successful it may be, or how good its prospects, which would inevitably entail a lessening of the amount of traffic on some already-constructed line, and therefore a loss to the country—do you not think that in such a connection a fact of that character must always be a strong argument, not only with Members of Parliament but with the people outside, against the construction of such a railway? Your question is this: that if one line is successful and you build another line to take the traffic away from it, would not that be an argument against that line. Of course it would. But the question is, "Is the argument one which should have any weight." It all depends on what the new line may be. The argument will be used, but it all depends on whom you address it to. I cannot say whether it would have any weight or not, but it would not have any weight with me. I should consider the whole question. The running of the railway to Moree and bringing the goods to Sydney will, of course, create traffic. The making of the coast line will reduce the traffic on that line and put it on the coast line. But before that is done you will have developed a much larger traffic on the other line which will take its place.
2590. At the same time you decrease the general volume of traffic over the main line, and carrying the stuff a lesser distance over a line constructed to the coast, you do not create a counterbalancing volume of traffic? If the argument is worth anything, it is against making a line to the coast at all, as we could come to Sydney or Newcastle for all time. Any line you make to a new port must take traffic from the main line.

2591. But you do not consider that the argument is now being used in connection with a line which is not yet made. The argument now is with reference to the construction of a railway from Moree to Inverell. If you do not construct a railway from Moree to Inverell, and you connect Inverell with the coast, you do not lose the traffic of the trunk lines of the Colony and the traffic to Sydney very much; but if, having connected Inverell directly with Sydney, you then connected Inverell with the coast, you would lose to the railway that amount of traffic being carried from Inverell to Sydney, and you would also tap the country—Moree and Narrabri—and divert all that traffic to the coast? The traffic from Moree to Inverell runs down the trunk lines to-day. If the coast line were made up to Inverell first, and you then extended it, you must stop the proposed line at Inverell for good. The moment you extend it beyond that you take the traffic off the trunk line. The moment you take the line from Inverell to the coast you take the traffic off the main trunk line to Sydney. If you started from Byron Bay or Grafton with a railway to Inverell, it would at once reduce the traffic on the main trunk line. Then if the argument is worth anything it is against building a line to the coast.

E. Lonsdale,
Esq., M.P.
25 Sept., 1896.

2592. But is it not an argument against building a line from Inverell to Moree? No; because that traffic comes upon the main trunk line.

2593. Yes, but if it does that it is not at the expense of the people constructing a railway there; it comes there in spite of the fact that there is no railway communication; it is taken by teams, and does not entail the cost of railway construction and maintenance? Under our present system, instead of the dray carrying it the train will carry it, and you will get paid for it.

2594. But if you construct two lines, one taking the stuff direct to Sydney by train, and all the money for the carriage going into the pockets of the people of the country, and if you then construct another line which takes it direct to the coast, and the goods are not carried perhaps for more than one-third of the distance that they would be carried if they went direct to Sydney there is a loss entailed, first in the matter of railway construction, and then from the fact that revenue is lessened over the trunk line;—if you are going to construct a railway to the coast would it not be better not to construct the Moree-Inverell railway at all, but to ask the Inverell people to wait until the line from Inverell to Guyra and thence to Coff's Harbour is constructed? No.

2595. *Mr. O'Connor.*] What is the character of the country between Inverell and Guyra? About one-half of it is good country.

2596. What is it fitted for? The good land is fitted for agriculture, and the other for grazing. Some of it is mining country.

2597. Have you formed any opinion as to the desirableness of a railway between Guyra and Inverell? I think it should come that way. If you can get a good port, which means that it should go by Glen Innes, it should go that way. With my present knowledge and information I think the line should go from Inverell to Guyra and from there to Coff's Harbour.

2598. Do you know of any harbour on the coast from which you could send ships to the outside world? I have read the report of Captain Howard on Coff's Harbour. He states that you can get a harbour of 174 acres at a cost of £280,000, with a depth of water of from 30 to 54 feet, an entrance to it of 800 yards, with a depth of water going in of from 5 to 9 fathoms. It appears to me that if you can get a harbour of that kind that is the place to go for.

2599. Do you know the country between Inverell and Glen Innes? Not very well, but I believe it is good country.

2600. If the line is constructed from Moree to Inverell, would you see any objection in it being continued to Glen Innes? Some people talk of Byron Bay as a port. If you can get the best deep sea harbour there—and all other things being equal—it seems to me that the line should go to Glen Innes. If, however, as I believe, Coff's Harbour should be selected, the line should go to Guyra.

2601. Do you know the country to Grafton? I know part of it—it is very rough.

2602. *Mr. Lee.*] How long have you resided in the New England district? Thirty years.

2603. And you are acquainted with the continuous agitation which has been going on for railway connection with the coast? Yes.

2604. Are you of opinion that for the better development of the New England country it is desirable that traffic should be taken west of the Great Northern line to Sydney, or should communication be given to some port on the coast? If you could get a good port on the eastern seaboard by which you could get out to the open sea it should go to that port.

2605. Are you of opinion it would be in the interests of the country to decide the question of a port first before the question of coastal connection is entertained? Yes.

2606. In other words you think that ought to be the base of operation for connection with the coast? Yes.

2607. I suppose you are of opinion that an effort should be made to get a port? Yes.

2608. You offer no definite opinion as to where that port is likely to be, although personally you appear to favour Coff's Harbour? That is so.

2609. You say the country should determine on a port of shipment, and base its place of shipment accordingly? Yes.

2610. Whilst that matter is being considered, and in view of the proposal now before the Committee to extend the railway from Moree to Inverell, do you think it would be wise—holding the views you do—that that extension should be made? Yes.

2611. You are aware, of course, that it ought to take the Inverell trade? It will, I suppose, so far as it can.

2612. You know the distance from Sydney will be 509 miles? Yes.

2613. Do you not think that in view of the existence of the Great Northern line upon which there is such a great loss every year, an endeavour should be made to bring that traffic upon the existing line instead of taking it away from it? Not with the idea of going to the coast. If you selected Coff's Harbour the line could not go to Glen Innes. Until you select your port it appears to me you cannot govern the line. If you made a line to Guyra, and then decided that Byron Bay should be the port, it would be ridiculous.

2614. Glen Innes is 422 miles from Sydney. Ever since that line was constructed the traffic by way of the coast has competed with it as far as Inverell. The estimated loss of freight to the railway is between £6,000 and £7,000 a year. If the railway authorities cannot control the traffic with a railway 422 miles long, how can they control it with a railway 509 miles long? Because the traction on that line is easier than on the 422 miles.

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2615. But the distance is long, and a rate per mile is to be charged? That is a matter for the Railway Commissioners. The traction being easier, they might afford to run goods on that line for less money.
2616. But if we are assured that the rates will be truck rates—and that is a reduction on tonnage rates—and that the estimated cost of landing goods at Inverell *via* Moree from Sydney will be 8s. 7d. a ton, how are they to secure that traffic which is now going to the coast, and which they would depend upon as traffic for this railway? I believe the extra speed will obtain a portion of it.
2617. If the Inverell people can land their goods at Inverell from Sydney at £5 a ton, and can send wool as back loading, do you think they are likely to pay £8 7s. a ton? No, unless there is an advantage in speed.
2618. If we are not likely to secure the trade of Inverell, what is the justification for constructing the railway? I believe the trade which Inverell sends out west will go on the line.
2619. But there is no population out west to offer a market for what Inverell produces? That will be their market as far as they can use it, and the surplus produce will go south.
2620. Last year there were 75,000 bushels of wheat produced at Inverell, consequently there can be no market out west to consume the whole of that; having such a long distance to travel, how is it possible the Inverell people will be able to use the line? They are bound to use it to some extent.
2621. There are other parts of the Colony, on the south and the south-west, where the wheat-growing lands are from 180 to 250 miles from the seaboard; the country under consideration will lie 509 miles to seaboard, therefore the line cannot offer much attraction in the shape of drawing wheat to the metropolis? No.
2622. If it were the policy to bring the traffic west of the Great Northern line to that line, it would, of course, be logical to bring it to the nearest point, consequently Guyra would be the nearest point to Sydney; as a matter of fact, Guyra would be 71 miles closer to Sydney than by the Moree line? Yes.
2623. So far as the development of the New England country is concerned, it would be a most desirable thing to do? So far as getting the stuff to Sydney is concerned, it would be best to come by Guyra.
2624. Do you not think that if Inverell were cut off altogether from the main northern line it would lose its intermediate market, such as Glen Innes and Armidale? There is very little market at Armidale at the present.
2625. Armidale is the capital of New England, and although it produces a little it purchases a good deal, and it is the largest freightage depôt north of Tamworth? There is a larger market about Armidale and that district for the products of Inverell than there is Glen Innes way.
2626. With regard to the probable passenger traffic, the passenger traffic for any portion of New England, or to within an easy approach of Werris Creek, could not possibly use the Inverell line? No one would use that.
2627. If people wanted to go from Inverell to Armidale, would they go round by Moree to get there? No.
2628. Therefore, there is that passenger traffic which the trains would not get? Yes.
2629. Supposing it costs from £1,200 to £1,300 a year more to deliver the mails at Inverell by train than it costs now to deliver them, and supposing they can be delivered three hours quicker, what then? If your supposition is good, I presume they would send them around by Glen Innes.
2630. Does not that point to the conclusion that the Moree line will not grapple with the whole of the traffic? No line will, I do not care where you put it. The western country between Inverell and Moree should have some means of communication.
2631. The population of Inverell is small? Yes; but the stations are large.
2632. Between Inverell and Moree, there are 210 different holdings; but the population is very small, notwithstanding that the land is alienated? I know that the population is not large; but the want of means of carriage has, to a large extent, caused that.
2633. Under all the circumstances, do you think it would be wise in the interests of the country to proceed with the extension from Moree to Inverell, or to allow it to remain until the question of a coastal port has been determined? We have been years in settling the question of the coastal line, and we have not settled it yet. Meanwhile, these people are waiting for communication.
2634. It appears pretty probable now that the point of possible connection with the coast will be Tenterfield, Glen Innes, or Guyra? I think so.
2635. If a line came to Glen Innes from Inverell it would be about midway between Tenterfield and Guyra? Yes.
2636. Therefore, if a line were made from Inverell to Glen Innes, it would be part of a possible future coastal connection? It would have to be then. Of course, if you built the line to Glen Innes it would be midway; but if the line went from Guyra to Coff's Harbour it would be a mistake to put it there. You would not, however, tear it up again, and you would send your inland traffic over the Ben Lomond line, a further distance, to get to the connection.
2637. The only difference it would make would be 37 miles? Yes.
2638. Therefore, it would be as near as possible midway—but, if anything, nearer to Guyra. If it is desirable to bring the western trade in to the coast, and the coastal connection is in the dim future, do you not think it would be wiser to bring that portion of the western traffic at once to the main northern line from Inverell to Glen Innes, and thereby feed the main northern line, instead of taking trade from it? If you make the line from Inverell to Moree it does not affect the northern line at all; it takes the dray traffic.
2639. *Mr. Clarke.*] You appear to be in favour of the line to the coast from Inverell to Guyra? Yes.
2640. What is the nature of the country between Inverell and Guyra? There are mining lands which are not very good. Near Ollera and Tenterden some of the land is agricultural and some grazing. Closer to Guyra it is good land. It is a mixture of good, passable, and indifferent land.
2641. Is the population from Inverell to Guyra large? I think there is a larger population that way than the other.
2642. I think it is admitted that the entrance to the Clarence is the best on the coast north of Port Stephens? It may be. I know Mr. See told me they have now 18 feet on the bar, which I suppose is the best that can be done for Grafton; and if they can only get that it does not seem to me to be a port to which to take produce from the western country. I discard it altogether for that purpose.
2643. But when the improvements are completed, according to Sir John Coode, the depth would be 20 feet? Even that depth will not do for ocean-going vessels.

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2644. You are aware that the country of the table-land is only fit for growing cereals—wheat, oats, and in some cases maize—and that it will be an advantage to the growers to get to a port on the coast, whether it be Coff's Harbour, Grafton, or the Richmond? Yes.
2645. And it will also be an advantage to the people on the coast to get their goods to the table-land in exchange? I do not think there will be much exchange in that way.
2646. What is your objection to the railway going from Glen Innes to Grafton? As I have already said I discard Grafton because of its port, and I believe the country between Glen Innes and Grafton is very inferior. I have travelled from Glen Innes to Glen Elgin about 30 miles, and it is very poor country.
2647. *Mr. Roberts.*] Do you think the work of connecting the table-land of New England with the coast should be undertaken without delay? It seems to me to be a large amount of money to spend for the advantage to be derived. But there is no doubt that if you can get a port and a line to it you will develop production to a large extent. There is a large amount of settlement taking place towards Guyra. A quantity of land is being cut up there for homestead lease. The land down to the Don Dorrigo Scrub is magnificent land for cultivation. I would not urge haste in connection with the matter. The people there told me that the largest amount of land upon which a man can live there is 300 acres, and they are cutting it up into 320-acre blocks. I am satisfied that if the line is made that way there will be a large amount of settlement.
2648. If the line were made by way of Don Dorrigo, would it not lead to the expenditure of a very large sum of money? Yes, over £1,000,000.
2649. Holding that opinion as to the cost, would you feel justified in recommending the construction of such a line at the present? I would not go very strongly for it just now. I think it might be done in sections. The point of the whole question is whether you can get a good harbour.
2650. Have you formed any opinion as to which would be the best harbour to connect with the table-land? I am not a professional man, but my opinion is that Coff's Harbour is the best.
2651. Was not a survey made some years ago from Armidale to Trial Bay? They surveyed from both ends, but by some means the man who surveyed at one end got higher than the place he left, and the survey was discontinued. I have been told, however, that a route could be discovered to Trial Bay.
2652. You are aware that several routes have been surveyed, namely, Inverell to Glen Innes, Guyra, Uralla, and Kentucky, and moreover the proposal which is now before us. Of those five routes which do you think in the interests of the country should be adopted, that is putting aside the coastal connection altogether? I think the Moree line would be the best. It would give Inverell a western market, and of course I prefer the Guyra line in the event of a coastal connection.
2653. You are aware that the cost per mile of a line between Inverell and Guyra would be considerably more than that between Inverell and Moree? Yes, the capital cost of going to Moree would be less and the cost of traction would be less.
2654. You know as a matter of fact that there would be a large market to the west of Inverell for Inverell produce? Yes.
2655. Do you think the construction of a line from Inverell to Moree would lead to any large amount of settlement? From what I have seen there is a good deal of Government land about there, and I think it would.
2656. You certainly prefer it to the line by way of Glen Innes? Certainly. I do not think there are two questions about it.
2657. Are you aware that merchandise can be taken from Sydney to Inverell by way of Grafton and Glen Innes, first by sea and then by team, at a lower rate than it can be taken from Sydney to Inverell by rail? Yes, and *vice versa*.
2658. Having that in view, do you think that it is likely that the line will be made to pay? I think so. I think it will develop traffic.
2659. *Vice-Chairman.*] Is it your opinion that Inverell will be fully served for all practical purposes by the construction of the line under consideration? I think so.
2660. Are you able to say whether it would assist the movement of stock? I should think it would; but I cannot speak from personal knowledge.
2661. You are unable to say whether that would be a source of revenue to the railway? If it assisted the movement of stock I suppose it would be.
2662. Assuming the line was constructed, would Inverell be served 25 miles east or midway between Glen Innes and Inverell? Yes; the construction of the line would practically bring the people between Glen Innes and Inverell and between Glen Innes and Guyra, the one within 20 miles of railway communication and the other within 27 miles of railway communication.
2663. It would bring them within touch of railway communication? Yes.
2664. I suppose, in expressing your opinions, you have borne in mind the estimated cost of the two proposals—between Inverell and Moree less than £3,000 a mile, and between Inverell and Glen Innes £6,000 a mile? Yes; I have taken that into consideration.
2665. But in expressing your views you have not been wholly influenced by the cost of the railway? No. I may say that when giving evidence on the Guyra and Glen Innes lines at different times I have done so in the direction that I thought that the market of Inverell was out west.
2666. When the proposed railway was not in contemplation you expressed views similar to those you have expressed to-day? Yes.

TUESDAY,

TUESDAY, 29 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.
 The Hon. DANIEL O'CONNOR.
 HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
 GEORGE BLACK, Esq.
 FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John Robert Smith, Esq., Tucka Tucka Station, Warialda, sworn, and examined:—

- J. R. Smith, Esq.
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2667. *Vice-Chairman.*] Do you know the district through which the proposed railway line passes? Yes. I have been living in it for about 20 years.
2668. Where is Tucka Tucka? It is south of Bengalla, and adjoins it.
2669. What is the character of the country between Moree and Inverell? It is all grazing country from Moree until you get near to Inverell.
2670. Is the country between Moree and Inverell adapted for purposes other than pastoral? No. You might get little pockets along the rivers and the creeks upon which you might get a crop; but you cannot depend on the crops. The proof of that is that we get the whole of our produce from Inverell.
2671. Have you any statement to make with regard to the proposal? Before the Moree extension was constructed our wool went to Glen Innes, and we got back corn, potatoes, and things of that kind. Now the wool goes to Moree, and the teams come back empty.
2672. Do you know the country between Inverell and Glen Innes. Only by travelling over the road.
2673. Have you any knowledge of the nature of the country? It is grazing and agricultural country.
2674. Which country do you think is the best for agricultural purposes—the country between Moree and Inverell, or the country between Inverell and Glen Innes? There is no doubt that the best agricultural land is between Inverell and Glen Innes.
2675. Do you think the railway should be constructed between Inverell and Moree? Most decidedly.
2676. Why? If you made a railway from Glen Innes to Inverell, you would not have a truck of produce going from Inverell to Glen Innes in 12 months, simply because the Glen Innes market is always a lower market than that of Inverell. The Inverell market is to the west. Everything grown in Inverell goes west by team. They are not likely to send their produce to Glen Innes if they can get 2s. per bushel for their corn in Inverell. The price in Glen Innes is generally 1s. 6d. That is the difference in carriage between the two places,—about 1s. per cwt. If you load in Inverell it makes a difference in Glen Innes of 1s. per cwt. for the stuff coming down.
2677. Supposing there are squatters or selectors at Warialda, is their only market Moree or Inverell, or do they go further towards Sydney? They send their wool to Sydney, but they cannot send their produce to Sydney. The carriage would kill it. Very little produce is grown about Warialda. What produce there is there comes from Inverell.
2678. How does the wool go? From Warialda to Tamworth by team.
2679. They would not send wool to Glen Innes? No, it never went from Warialda to Glen Innes. It goes by the road to Tamworth.
2680. The meaning of that, I suppose, is that the carriers are more moderate in their demands for carriage than are the Railway Commissioners? I do not know that. The road between Warialda and Tamworth is, to a large extent, macadamised. The carriers live along the road, and go to Tamworth and get the back loading from the storekeepers.
2681. It pays them because of the back carriage? Yes, they get loading both ways. Yallaroi station, 40 miles from Warialda, always sends its wool to Tamworth.
2682. Do you think, when the line from Narrabri to Moree is opened, the people will send their wool to Tamworth by road? No, they will send it to Moree then. Between Moree and Narrabri there is heavy black soil country, and if it rains, you do not know when the teams will get to the end of their journey. The railway will get all that wool.
2683. Supposing a railway is constructed between Inverell and Glen Innes, do you think the wool would be sent to Glen Innes? No; decidedly not. It is not likely to be sent all round the country.
2684. Then when the Moree line is opened, the people will continue to send wool by road to Tamworth? The line is practically open now. The contractors are running it, and they are sending wool and everything else by it.
2685. Supposing a railway is constructed between Inverell and Glen Innes, do you think the selectors or pastoralists about Inverell or Warialda will send by the road to Tamworth, as distinguished from sending by rail to Glen Innes? I do.
2686. Where is your station? On the Macintyre.
2687. How many miles from Warialda? About 66 miles, towards Boggabilla and Goondiwindi.
2688. Are you of opinion that the construction of the proposed line will be a good thing in the interests of the country? I am certain of it. If you had a railway from Inverell to Moree you would get rid of a large amount of stock, whereas if you had a line from Inverell to Glen Innes, you would get no stock at all. The proof of that is in the fact that they cannot fatten enough stock up there for themselves, except at the latter end of the year and the beginning of winter. The butchers come down our way, buy the stock, and distribute it about New England.
2689. Do you know whether there is any desire on the part of pastoralists in the district to slaughter the meat, freeze it, and export it for the home market? I do not know. There are freezing-works at Narrabri, and I suppose if they find the venture pay, the works will be extended.
2690. Is there a sufficient number of pastoralists in your district to be able to erect freezing-works, export the meat to Europe, and make the railway pay? No.
2691. Supposing you had an opening to the coast—no matter where—do you think the erection of freezing works for the purposes of exportation would be undertaken amongst the pastoralists? No.
2692. *Mr. Lee.*] What are the adjoining stations to Tucka Tucka? Yetman, Benall, Myall Downs, and Bengalla. I reckon that after you get below Benall it will be just as easy to hit the railway at Moree as at Warialda.
- 2693.

J. R. Smith,
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2693. Is there a track across there? Yes.
2694. Your nearest point, then, would be Warialda? Yes.
2695. Then you would have 66 miles to start with to Warialda? Yes, instead of 120 to Moree. I may say you would get a lot of trucking about Warialda. There are fattening stations about there. If a man has 2,000 head of bullocks, perhaps only 200 or 300 would be fit to travel by road, whereas at least half of them would be fit to be trucked, and they would land in better condition than the stock which travels by road.
2696. How far is Tucka Tucka from Inverell? Ninety-four miles.
2697. And it is a greater distance from your station to Inverell than it is to Moree? No; it is more from my place to Moree; but still, by going into Moree, I get out of going into that bleak country about New England.
2698. Which way do you go with your stuff to Tamworth? By way of Manilla.
2699. Supposing a line were constructed, what prospect of freight would there be other than wool and live stock? You would get the whole of the farmers' produce from Inverell, and you would give the Inverell people a market west. The Mungundi and St. George people get some of their produce from Warwick; and some from Inverell. It depends on the teams which are running.
2700. How far is it from Goondiwindi to Warwick? About 150 miles.
2701. How far is it from Goondiwindi to Inverell? 120 miles.
2702. So far as your district is concerned, rich as it is for pasture, there is not much prospect of agriculture? No; the land is good enough, but the seasons are too uncertain.
2703. Is there any tendency for pastoral properties to go out of wool? I think they are more likely to go into wool.
2704. As you know, wool is the great freight for a railway, and the Committee would like to know what is the general tendency in that part of the country? All the stations are going in for sheep.
2705. What is the prospect of future settlement down there.—is there any valuable land? I think it is pretty well taken up. There are some reserves which, I think, are going to be cut open.
2706. You are in the Central Division? Yes.
2707. And the land is very largely secured there? Yes.
2708. And there is not much room for future small settlement? No, all the best land is gone.
2709. Therefore, what that part of the country is to-day it is likely to be in twenty years' time, so far as settlement is concerned; but so far as the getting of your produce to market, and the taking advantage of Sydney and other markets is concerned, you think the extension of the line from Inverell to Moree would assist you? Yes, far better than by going the other way.
2710. Because you would have to travel a long distance the other way? It would not matter if it were a shorter distance, because the country the other way is sour.
2711. You are aware that Inverell produces a large quantity of wheat and hay? Yes; and I am also aware that they supply all the country about my way with flour. It all comes from Inverell. The season before last the people were supplied with Newcastle flour, but that was owing to the failure of the season.
2712. But, in a general way, the produce of Inverell is considerably larger than can possibly be consumed in the immediate district? Yes, a long way.
2713. I suppose you look upon Inverell as the best agricultural district in New England? Decidedly.
2714. And there are great possibilities there? Yes, if they had good farmers.
2715. After supplying the western market, how would they get their surplus produce to market? They would not have any; the west and the north-west would consume it all, because they would come into Narrabri.
2716. Would they not then be brought into direct opposition with Tamworth? Tamworth could not compete with them. It is not as good a district as the Inverell district. Then there is the railway carriage from Tamworth to Narrabri. They have to fetch the stuff to Werris Creek, and then go up the other line.
2717. Supposing the Inverell people wished to get their produce to the Sydney market, would they not be prohibited by the length of the line? No doubt that would handicap them.
2718. You will be aware that, if the line is constructed, it will be the longest in the Colony; consequently, if the Inverell people wish to get their surplus stuff to Sydney, they will have an extremely long distance to travel? But they could never bring their stuff to Sydney to compete with the stuff which is grown on the Clarence, the Richmond, and other places. They could send it from Warwick to Brisbane and knock them out of the Sydney market, because Warwick beats them by 10 to 1.
2719. In the growth of wheat and maize? Yes.
2720. I believe they can produce maize cheaper in Warwick than any other part of the Colony? I have bought tip-top maize from the storekeepers in Warwick for 6d. a bushel.
2721. *Mr. O'Connor.*] When was that? Three years ago. As a rule, it is seldom over 10d. or 1s. At the end of the summer you can get it for nothing. They will give you a bonus to take it away.
2722. *Mr. Lee.*] Do you know Warialda? Yes.
2723. What is your opinion as to the advisableness of carrying the line into Warialda? I would not think of such a thing unless it were the cheapest and best way to run it. Warialda is a little place, and it is "Coogee Bay country" all round the town.
2724. Have you any opinion to offer as to the route which has been surveyed between Inverell and Moree? No, although I was talking to the Chairman of the Land Board about it the other day. My idea would have been to have brought the line out north across the Gil Gil, then to have shot up and gone through Tulloona and Blue Nobby. The Chairman of the Land Board, however, said that that would increase the length of the line by 27 miles.
2725. What is the distance from Moree to the Gil Gil? Twenty-five miles. I proposed to continue the Moree line 25 miles north-east, and from that point to go through Tulloona.
2726. By taking that route you would avoid Warialda altogether? Yes; you would leave it about 35 miles to the south.
2727. But you would go through the very heart of the producing country? You would go through the heart of the best country. Another thing is this: from Moree the Mungundi Road comes into the road about 25 miles north of Moree, so that there would be a junction there. Instead of coming to Moree, they would touch the main Moree-Inverell line.

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2728. That is to say, they would touch the present survey, and thence go on to Moree? Yes.
2729. Is the country of such a nature that a direct route could be obtained? I do not know.
2730. What is the country like along the line you are describing? It would traverse the parishes of Bulloeroo, King, Ardgowan, Paramellowa, Yackobe, Eales, and Hadleigh.
2731. Then it would hit the original survey at 361 miles? Yes.
2732. Or as near as possible half-way? Yes.
2733. But it would be considerably south of Warialda? Yes.
2734. Supposing a more direct route than the present survey cannot be obtained, do you think it would be advisable, in the interests of the country, to adopt the one proposed rather than none at all? I should think so.
2735. *Mr. Clarke.*] I suppose you are aware of the nature of the country between Moree and Inverell? Yes.
2736. What traffic would be likely to use the proposed line in order to bring produce to Sydney, with the exception of wool and cattle? Sheep and wool. I do not think there would be any produce coming that way. I should think the produce at Inverell would stop at Moree.
2737. Is there a market at Moree, and north-west of Moree, for the produce likely to be grown there? Yes, I am certain there is.
2738. In that case there would not be much freight for the railway, except between Inverell and Moree? Not so far as produce is concerned. Some of it might, in dry seasons, come to Narrabri.
2739. Hitherto the wool north of the proposed line has come to Tamworth *via* Bingara, Barraba, and Manilla? Yes.
2740. Are you aware that the Committee have sanctioned the construction of a railway from Tamworth to Manilla? No, although I saw something about it in the newspapers.
2741. In the event of that line being constructed, will some of the wool between the proposed line and Warialda go down to Manilla or to Moree? I think it will go to Moree, because it is the shortest route.
2742. And the produce of the country, north and north-west, as far as the Queensland border, would still come to Moree? Yes, and from over the border too.
2743. You do not approve of the construction of a railway from Inverell to Glen Innes? No.
2744. Why? Because I am certain it will never pay for grease.
2745. Is there no good land along that route? There is fair land along it; but what are they going to do with their stuff when they grow it? It will not pay the people to send their stuff upon the line to Glen Innes, because the Glen Innes market is always a cheaper market than that of Inverell. All the produce grown there goes west.
2746. In the event, at some future time, of a railway being constructed to the coast, either by way of Guyra, Grafton, or Tenterfield, would it be fair to shut out the people who wish to go from Inverell and Glen Innes to the coast with produce? I know they get a lot of goods at Glen Innes from Sydney, by team, cheaper than by rail. Salt and iron, for instance, are transhipped at Grafton.
2747. Will they continue to do that if the proposed line is constructed;—will they be able to carry their produce cheaper from Grafton and Inverell by team, even if the railway is constructed from Moree to Inverell? Of course. The railway from Inverell will make no difference to that part of the country at all. The things they get at Glen Innes, such as iron, salt, and wire, are sent by steamer to Grafton, and are carried cheaper by team to Glen Innes than they would be carried by rail to Glen Innes from Sydney.
2748. In view of the fact that the proposed line to Inverell will be the longest in the Colony from Sydney, do you think there will be much traffic upon it, with the exception of wool and stock? No; it would not pay to send produce to town. They can get a price for it up there, and they could not compete with the stuff which is grown on the rivers.
2749. Is it not necessary in the public interest that there should be an interchange of products between the table-land and the coast, and *vice versa*? That depends on what the produce can be carried for. People will always get it where it is best and cheapest.
2750. *Mr. Roberts.*] What is the extent of your holding? 65,000 acres.
2751. Is it all leasehold? No, most of it is freehold.
2752. What proportion is freehold? About one-half.
2753. Do you confine yourself to the breeding of cattle? No; I buy stores and fatten them, and I also breed racehorses.
2754. If the proposed railway were constructed, would you be a large customer to it? If I could sell locally I would go to New England. We generally get the same price there as at Sydney at this time of the year; but after Christmas we have no sale in New England. Then we should send to the Sydney market. I dare say I could enter into a contract to take 150 trucks a year, if the rates were favourable, and if the Department of Railways would allow me 10 per cent. discount.
2755. What would you send? Cattle.
2756. To whom do you send your cattle now? At this time of the year I send nearly all to New England; afterwards I send to Sydney. There are two buyers—Messrs. Onus and Baker—who have the whole of the trade in their hands, and the cattle go to them, and they distribute them. They buy 600 and 1,000 at a time, and take them up in lots of 200. We generally give them three weeks or a month in which to lift 200 head. They take them up and distribute them among the butchers about Emmaville, Glen Innes, Inverell, and the little towns.
2757. You sell in large lots, and the buyers supply the small butchers? Yes.
2758. Will the proposed line go through any part of your property? No; it will not go within 60 miles of it.
2759. I suppose Warialda would be your nearest railway station? Yes.
2760. Would large quantities of stock be sent from Warialda to Sydney? It all depends on the price stock are fetching in Sydney; but I should say that 600 or 700 trucks a year would be a small estimate. You can fatten a lot of cattle which would never stand the trip by road, but they would be plenty good enough to put into trucks.
2761. I suppose that at the present time the stock go to Tamworth? As a rule, we travel them right in; it is very seldom we truck. Otherwise Breeza or Quirindi would be the place to truck them.
2762. But how about other graziers who have large flocks of sheep? They would truck at Breeza or Quirindi.

Quirindi. About Warialda there is Gragin, which is a fattening run, Reedy Creek, Coolati, and Gundi-windi. Yallaroi would send to Moree under any circumstances. Blue Nobby, Yetman, Tucka Tucka, and Benall would use the Warialda station for trucking. Of course, if the line is not made in that direction, they will go to Moree. J. R. Smith, Esq. 29 Sept., 1896.

2763. Have you any land under cultivation? I have about 35 acres, which I use for home consumption.

2764. Is the land out there suitable for the production of cereals? In good seasons black soil will grow anything; but you cannot depend on the seasons. In the river bends you can always depend on a crop.

2765. Do you favour the construction of the proposed line? I favour it, because it will give the Inverell people a chance of getting their produce to Moree, and it will give the people west of Moree a chance of getting produce at Moree. Formerly, when the wool went to Glen Innes from Inverell, we could get our produce and corn as back loading; but now the wool will not go that way. If you want corn from Inverell you have to get teams, which have to return empty.

2766. Is there a large market for Inverell produce to the west? Yes, they do not grow anything out there at all—it is not agricultural land. Of course, in good seasons, out our way they feed nothing; but in bad seasons they have to feed their working and team-horses.

2767. If the line is constructed, do you think it will lead to increased settlement along it? I do not know that it will lead to much increased settlement, because the country up there is pretty well settled.

2768. Have you any knowledge of the holders of the land between Moree and Inverell? Yes.

2769. Have you ever heard the question of giving the land required for railway purposes discussed? No.

2770. Do you know whether the people would be likely to give the land? I could not tell you.

2771. *Mr. Wright.*] Are you a wool grower? No.

2772. As a rule, cattle raisers are not great patronisers of railways? Excepting for the purpose of sending fat cattle to market.

2773. They do not consume anything like the amount of stores which sheep producers consume? No.

2774. I think you stated that wool from Yallaroi and Yetman's which formerly went to Tamworth would still go to Tamworth, if a line were constructed from Inverell to Glen Innes? Yes.

2775. Do you know the rate of road-carriage between Yallaroi and Tamworth? About 4s. 3d. per cwt.

2776. What is the rate for wool between Tamworth and Sydney? I could not tell you.

2777. Do you think they would pay £4 5s. a ton for the carriage of wool to Tamworth if the railway were constructed? You forget that you have to get your wool from Yallaroi, in order to get it on the railway, and they would charge just as much to take it from Yallaroi to Inverell as from Yallaroi to Tamworth.

2778. How far is Gragin from Inverell? About 30 miles.

2779. And it is about 40 miles from Inverell to Glen Innes? Yes.

2780. Do you know that wool is carried from Gragin to Inverell at the present time for 30s. a ton? It is pretty cheap if it is. I never heard of it being done for that price.

2781. Do you know that Pindarry wool—Pindarry being 40 miles from Inverell—is taken from the station to Grafton for £2 10s. a ton? No railway can compete against those prices.

2782. If a railway is constructed between Inverell and Glen Innes, will it not secure all the wool from Myall Creek, Reedy Creek, Yallaroi, Yetman, and all that country? I do not think so.

2783. To where would they send it? Moree.

2784. Why? Because it is a shorter distance. I know they are cutting a road now at their own expense from Yallaroi to Moree.

2785. What is the distance? Forty-one miles.

2786. And how far is it from Yallaroi to Inverell? About 70 or 75 miles.

2787. Would that apply to Myall Creek and Reedy Creek? No. Reedy Creek is near Inverell.

2788. And where is Gragin? It is between Warialda and Inverell.

2789. And nearly the whole of these stations would send their wool to Inverell? I daresay you would get the Reedy Creek and Gragin produce there.

2790. And the Myall Creek produce? No, it would be better for them to send to Moree.

2791. How far is it from Moree to Myall Creek? About 60 miles.

2792. And how far to Inverell? A little shorter, I think.

2793. What does it cost you a ton to get stores from Sydney to the station? I can tell you what it costs to get them from Glen Innes to the station—about 4s. a cwt.

2794. Is not that a high rate? Sometimes it is cheaper—3s. 6d., but never under.

2795. What distance is your place from Warialda? About 64 miles.

2796. So that if the line is constructed, you will, at any rate, be within 70 miles of a railway station? Yes.

2797. And what would it cost you to get your produce over that 70 miles? About 2s. per cwt., I expect. If you could get it by a man who was bringing wool back, it would be cheaper.

2798. I think you have stated that a good deal of goods are brought in from Glen Innes and on to Inverell, *via* Grafton, in opposition to the railway? No; I said there was a good deal of heavy stuff.

2799. You are wrong in your assumption. Iron and salt go by rail. Groceries, oilmen's stores, draperies and hardware, go *via* Grafton. The people in Glen Innes and Inverell give the Railway Commissioners the benefit of carrying the cheap stuff; but the other stuff is taken by way of Grafton? I know that I wrote to Mr. Utz two months ago about some iron and salt, and he told me he could supply me with it cheaper than I could get it by railway, because he got it up by the coast.

2800. I think he got one consignment of salt and iron very cheaply; but as a rule salt and iron are more cheaply carried by rail than are grocers' and oilmen's stores, and hardware. I suppose you know that a great deal of goods are conveyed from Grafton to Glen Innes and Inverell? I have always been under that impression.

2801. The distance between Glen Innes and Sydney, by rail, is 420 miles? Yes.

2802. The distance from Sydney to Inverell by the proposed line will be 509 miles? Yes.

2803. If Inverell can, at the present time, get goods *via* Grafton by road, cheaper than by railway, is the inference possible that they will get them still cheaper when they have nearly 150 additional miles of railway carriage? They would get them by the cheapest way, no doubt.

2804. If the Railway Commissioners cannot carry goods 420 miles to compete against Grafton, will they be able to carry them 509 miles? The distance would be 460 miles. You have to add the distance between Inverell and Glen Innes.

- J. R. Smith, Esq.
29 Sept., 1896.
2805. As a matter of fact we know that at Glen Innes itself, where the railway runs, the railway is eaten up by the teams on the Grafton road; and is not the inference very strong that the same thing will occur when the railway is constructed from Inverell to Moree. We have it in evidence that freight can be landed in Inverell from Sydney, *via* Grafton, for £4 10s. a ton. The railway charge to Glen Innes, is, at the present time, £5 a ton, truck rate. If they are going to charge the same to Inverell—and they can scarcely charge less—will not the competition by teams be as active as it is now? I should think so.
2806. Would it be correct to state that it is proposed to construct the line round by Moree for the purpose of enabling the Inverell farmers to send their wheat to Sydney? No: I do not think they can afford to send wheat to Sydney by rail, unless the Railway Commissioners carry it for nothing.
2807. You have stated that Inverell's great market is in the north-west? Yes.
2808. Of course, they cannot cross into Queensland? But they do; any quantity of them cross into Queensland.
2809. Notwithstanding the fact that they can produce stuff on the Downs for nothing? Notwithstanding that; because they get the back carriage.
2810. The wool does not come across this way now? Yes, it does.
2811. With £2 10s. a ton duty? Yes; and the Railway Commissioners pay it for them.
2812. Do you know that of your own knowledge? That is what I am told.
2813. What if the Railway Commissioners deny it? Then I believe the Railway Commissioners.
2814. Can you give the Committee any idea as to the population west and north-west of Inverell which is likely to be served by the proposed line? No; but I should imagine that you could obtain the information from the electoral rolls.
2815. You are aware that Inverell has an immense area of valuable wheat-growing land? Yes.
2816. If the railway causes the occupation of those lands, is there a population west and north which would consume the produce? If they put it all into wheat, I have no doubt the supply would be greater than the demand.
2817. Three years ago, when Inverell produced a very heavy crop of wheat, it nearly all went to Glen Innes; therefore that, to a certain extent, combats your argument that their great market is in the west. On the east of Inverell we have Glen Innes, Armidale, Tamworth, and all the population of the northern line of railways? But the Tamworth people grow more than they can consume themselves.
2818. As a rule, the great market of producers is not in the sparsely, but in the thickly-populated country? Yes.
2819. On the North, from the Macleay to the Richmond River, we have a population of between 80,000 and 100,000 souls, and they cannot grow one bushel of wheat. Would it be possible for the wheat-producers around Inverell to send their wheat to the coast to feed these people? No; I think you could get Adelaide wheat cheaper. They can land Adelaide wheat in Brisbane more cheaply than they can bring it from the Downs and land it in Brisbane.
2820. But, if the proposed railway is constructed, will it open the great wheat lands of Inverell, and enable the producers to send wheat to the metropolitan market? I do not think they can do that.
2821. Therefore you think their only available market is north and north-west of Inverell? Yes.
2822. Having supplied that market and their own wants, their consumption is stopped? I should think so. I should think the carriage would kill them for anywhere else.
2823. And you do not think there is any hope of their successfully catering for the trade towards the northern sea-ports? No, I think the only market Inverell has got is west.
2824. Do you think it is fair that the people where you reside, and in the northern and north-western country, should be, for all time, compelled to drag their produce to Sydney in preference to taking it by a more direct route to the seaboard? No, I think it would benefit them to get down in the cheapest way.
2825. You are aware that in other colonies they have not one port alone, but a number of railways running inland from the coast? Yes.
2826. Do you not think that that would be a good policy to adopt in this Colony? There is no doubt it would scatter the traffic.
2827. From your place you would be about 200 miles, if the railway were constructed to the seaboard? Yes.
2828. You believe in the general principle that the settlers on the soil should be offered the most direct and cheapest means of communication to a market which the Government can give them? Of course, the cheaper a man can get to market the greater profit to him.
2829. *Mr. Black.*] With regard to the consumption of Inverell wheat in Glen Innes—are you not aware that the Inverell climate is more suitable to the growth of wheat than the climate on the higher levels? No, I am not. I think they grow just as good wheat about Glen Innes as they do about Inverell. There is good farming land about Glen Innes, but Inverell is "the pick".
2830. Is the Warwick maize, which you were speaking about, as good as the maize grown about New England? Yes.
2831. Is it not inclined to be weevily? No; the land about Warwick is very high, and the Queensland Government have been cutting up tremendous tracts of country.
2832. Do you know Paramellowa? Yes, it is a small town.
2833. Is there any good country about it? There may be a little along the river frontage.
2834. I mean good country for grazing or agriculture? It is grazing country, excepting little bits along the river frontage, where they can cultivate.
2835. I suppose it is not a place of sufficient importance for the divergence of the line? No, I think there are only three houses in it.
2836. You say you think the construction of the line will not encourage population? I do not think so.
2837. You are of opinion, then, that it is not likely to divert any land now used for grazing to agriculture? I do not think it is.
2838. Is that because the land is more suitable for grazing than for agriculture? Yes; it is not agricultural land. You might get one good season in three or four if you tried it, but that would not pay.
2839. I suppose it is the climate and not the land which is objectionable? It is the climate. The rain does not come at the right time.
2840. It is not sufficiently regular? No; the black soil wants a tremendous lot of rain—twice or three times as much again as the red loamy soil.

2841. You are speaking of the land between Moree and Inverell? Yes, between Moree and Warialda, and towards Inverell. The nearer you get to Inverell it becomes more loamy.
2842. The black soil is inclined to harden on the top? Yes, and it cracks; if you could put water on black soil you could grow anything.
2843. Then, no matter how good the soil may be, the climate is not suitable for agricultural purposes? No.
2844. Do you know the bore at Moree? Yes.
2845. What kind of water is there? It is good water, although sulphurous.
2846. Is it inclined to be alkaline? I do not think so. It is rather peculiar to taste, but the stock will drink it readily.
2847. You do not anticipate any excess of population between Moree and Warialda on account of the construction of a railway? Nothing worth mentioning.
2848. There may, however, be some increase of population between Warialda and Inverell, or even beyond Inverell? Yes; no doubt there will be at Inverell.
2849. Then, the railway commends itself to you more on account of present prospects rather than on any future development? Yes.
2850. *Vice-Chairman.*] Do you think the proposed line between Inverell and Moree is likely to be largely used for the removal of stock? Yes.
2851. Sheep as well as cattle? Yes.
2852. Do you not think they will travel by road to Moree or to Glen Innes? They will never go to Glen Innes to be trucked to New England.
2853. Assuming there is a connection between Inverell and Glen Innes, would fat stock be sent to Inverell to be trucked to Sydney? No, never.
2854. What if the connection were made between Moree and Inverell? Fat stock would be trucked.
2855. *Mr. O'Connor.*] If a railway be constructed from Inverell to Moree, will it not encourage settlement? A little; but all the land which is any good is pretty well alienated.
2856. But it would offer facilities for settlement? Yes; but I do not think it would improve it. I do not think any more people would be settled there.
2857. In the event of the line being constructed between Inverell and Moree, would it not induce settlement, and if it did, and there were a larger product in the country than would be locally consumed, would it pay to bring it to the Sydney market? Not by railway, although that, of course, depends on the railway charges. If the railway brings it down for next to nothing it will pay, but it will not pay at the present rates.

J. B. Smith,
Esq.
29 Sept., 1896.

Edward Bellingham Price, Esq., M. Inst. C.E., Assistant Engineer, Department of Public Works, sworn, and examined:—

2858. *Vice-Chairman.*] Along with Mr. Scarr, you made an inspection of the country through which the proposed railway will pass, and on to the coast? We made an inspection between Glen Innes and Inverell, and out as far as Barraba.
2859. But not between Inverell and Moree? No; we went as far as Bingara and Barraba.
2860. And to the north of Warialda? No.
2861. Then you are not familiar with any portion of the country between Inverell and Moree, either north or south? I have been over the first 20 or 30 miles out from Inverell. We drove out from Inverell in different directions, but I do not know Moree, nor any of the country about there.
2862. Mr. Scarr and yourself made a joint report? Yes. I may state that Mr. Scarr went up to Warialda and Moree before I joined him.
2863. Did you accompany him? No. We went together to Bingara and Barraba, and came down by way of Manilla.
2864. Did you visit the coast together? Yes.
2865. Will you briefly state what portion of the coast line you inspected? We inspected a line from Tenterfield to Casino, a line from Glen Innes to Grafton, and a line from Guyra to South Grafton, through the Don Dorrigo Scrub. We went over five different lines between the Great Northern railway and Inverell.
2866. Have you recently read your joint report? I read some of it.
2867. Do you wish to add anything to it? No.
2868. Are the views you then expressed still held by you? Yes; of course that country has altered a good deal in the last 6 years.
2869. In what way? There is a little more settlement, and it seems to be going ahead. I think the views expressed then are the same as I hold to-day. I still think there is a great want of communication between the Great Northern line and the coast.
2870. Have you given any consideration to the proposal before the Committee to connect Inverell with Moree by rail? Yes.
2871. Do you think that is the best connection which can be made to give Inverell communication with the railway system? I do not think so. I still think the railway ought to go to Glen Innes.
2872. Will you state your reasons for thinking the connection should be made with Glen Innes in preference to Moree? I think the market for all that district is with the coast, and that a connection with Glen Innes is one link in it. If connection is made with Glen Innes, I have no doubt a connection will be made some day from Tenterfield to Casino, or from Guyra to South Grafton, and then the people of Inverell would get an outlet to the sea.
2873. Assuming that the object is to give Inverell connection with one of our railway systems—the northern or the north-western system—and that the coast railway is not at present under consideration, which do you think would be the better connection? Glen Innes.
2874. That is without regard to the cost? Yes; I think it would be more useful to Inverell.
2875. Why? I think the Inverell people will want to communicate with Queensland more or less. There is the traffic towards Queensland, and with Armidale in that direction.
2876. And you think the Glen Innes route would afford greater facilities than the Moree route? I think so. Of course the line being made from Narrabri to Moree is something in favour of the proposed line being constructed; but that was not proposed to be constructed when we made our joint report.

E. B. Price,
Esq.,
M. Inst. C.E.
29 Sept., 1896.

- E. B. Price,
Esq.,
M. Inst. C.E.
29 Sept., 1896.
2877. In view of the line having been constructed to Moree, are you disposed to modify the views you expressed with regard to the Glen Innes connection? No; I still think the connection with Glen Innes would be more useful to the Inverell people than the connection with Moree. It is a very roundabout way for people to travel from Inverell to Sydney. They turn a sharper angle than a right angle. I have no doubt, from the Railway Commissioners' point of view, it is a better line, and it has easy grades. They could carry heavy loads more cheaply. You would not have to go up the heavy grades which you would have on the Glen Innes line. I do not know whether the Railway Commissioners make any allowance for that in the rates they propose to strike.
2878. You are aware that the rate of carriage from the coast to Inverell, by steamer and team, is much lower than it is by rail? Yes; when we made inquiries we obtained evidence to that effect.
2879. So that, from a commercial point of view, neither the Moree nor the Glen Innes connection is likely to show earnings sufficient to pay interest on the cost of the railway and the cost of maintenance? I do not quite agree with that evidence. We went into the matter very fully.
2880. Tell me where you differ? If a line is made to Glen Innes I do not think the carriers will carry the whole way to Inverell. They might carry from Grafton to Glen Innes and put their goods on the railway. I do not see how it would pay them to carry them the other 45 miles by road.
2881. The evidence before us shows that the cost of carriage from Sydney to Grafton, and Grafton to Inverell, would be about £4 10s. a ton, against about £8 by rail? Those are the ordinary rates.
2882. Why do you think a connection between Glen Innes and Inverell will lead to a reduction of the cost by rail? I think the carriers would discharge goods there unless they were going beyond Inverell. If they were going a good distance beyond Inverell, it would not pay them to off-load at the railway. If they were bringing stores to a storekeeper at Inverell, it would be cheaper to land them at Glen Innes, and let them go on by rail.
2883. Do you think they could be carried for less by rail than by steamer and team? If the carrier brought them from Grafton to Glen Innes, and then put them on the railway, I think it would be cheaper than bringing them the whole way through by team, unless the carrier had again to take them off the railway waggon at Inverell, and bring them to a station 20 miles away.
2884. Have you considered the matter during the past six years? No.
2885. In point of fact, you are not prepared to give the Committee any information not contained in your and Mr. Scarr's joint report? No. I know we were satisfied, when we made inquiries, that if the railway were constructed to Glen Innes the Inverell farmers could send wheat to Sydney at a profit, but in that year wheat was at a high rate. We made out that they could send it to Sydney for under 6d. a bushel. Wheat was so high that year that it would have paid them to do so. The Railway Commissioners were then carrying it at 6d. a bushel.
2886. You are of opinion that the ordinary price of wheat would be insufficient to cover a charge of 6d.? I think it would be this year. It was 4s. 6d. a bushel then—exceptionally high. I think there was a failure in the Argentine wheat at that time. I think, if the line were made from Moree to Inverell, the people would be rather inclined to take the coach from Inverell to Glen Innes. They would certainly go that way if they wanted to get to Armidale.
2887. *Mr. Lee.*] You found Inverell to be the largest centre west of the Great Northern line? Yes.
2888. The largest producing centre and the largest population? Yes.
2889. Consequently, in connection with railway extension, it is a place which will have to receive some consideration? I certainly think it ought to be connected with the railway.
2890. That being the case, did it occur to you, when you were reporting, that as the Great Northern line was already constructed, and that it offered a close and ready connection, it would be the best means of facilitating the transit of produce to market? Yes; the question submitted to us was "What is the best connection from the Great Northern line to Inverell."
2891. And, amongst other routes, you had to inquire as to the Inverell to Glen Innes, the Inverell to Guyra, the Inverell to Uralla, and the Inverell to Kentucky routes? Yes.
2892. The Uralla and Kentucky routes you practically abandoned? Yes.
2893. You considered the question of connection with the Great Northern line? Yes.
2894. That was the dominating question with which you had to deal? Yes.
2895. And after taking distances into consideration, you came to the conclusion that the most suitable point in every way was Glen Innes? Yes; and I may mention that since then the line has been altered and improved. It was since our report was made that the line was re-surveyed and the grades reduced from 1 in 40 to 1 in 60. The cost of the line was also considerably reduced.
2896. And since then the cost of carrying grain on the line has also been considerably reduced? I do not think that it has been reduced since then. It was whilst we were there that the notices were put up at the railway station bringing it down to 6d. per bushel.
2897. You based your calculations on the new rates? Yes; about 17s. a ton, I think it was.
2898. Of course if you had had the question of the construction of a line from Moree to Inverell to consider at that time you would have made a report upon it? Yes; but it was not submitted to us at all.
2899. As far as the matter which was referred to you was concerned, you had no hesitation in coming to the conclusion that the point of connection ought to be between Inverell, and Glen Innes? For a long time we were undecided as to which was the better connection—Guyra or Glen Innes—and the amount of good land on the connection with Glen Innes turned the scale.

WEDNESDAY, 30 SEPTEMBER, 1896.

Present:—

THE HON. FREDERICK THOMAS HUMPHERY (VICE-CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

William Alexander Manning, Esq., Solicitor, Parramatta, sworn, and examined:—

2900. *Vice-Chairman.*] How long were you residing at Grafton? Six years.
2901. *Mr. Lee.*] How long is it since you left the Grafton district? Eight or nine months.
2902. Are you acquainted with the nature of the proposal before the Committee, which has for its object the extension of a line of railway from Moree to Inverell, with the object of carrying the traffic west of the Great Northern railway, and in lieu of any coastal connections? Yes.
2903. From what point of view do you desire to give evidence? I want to explain that from my knowledge of the country, and the people and its needs, the proposed line, and the way of carrying the traffic, will not be of material use to the people served.
2904. You mean the people at Inverell, and in that vicinity? Yes.
2905. What has led you to adopt that conclusion? My personal knowledge of the district, and the routes in which its traffic runs.
2906. Are you of opinion that the portion of the New England country known as Inverell, should have railway connection? Most certainly.
2907. And with what point? From the coast.
2908. You think its natural outlet for its produce, and for the receipt of supplies and return is by way of the northern coast? Certainly.
2909. Do you confine yourself to any particular port on the coast? I confine myself to the Clarence or Coff's Harbour—one or the other. I do not think it is very material which, although the shortest route is to Grafton, and therefore it will give the least haulage.
2910. Do you think any ports outside those two should be taken into consideration in connection with a coastal extension? I am quite sure that further north than that would not be nearly so serviceable. I am not so well acquainted with the possible connection at the Macleay, which, I believe, has been mooted. I have never been on that route; but I know the other route.
2911. You know the north-eastern railway from Murwillumbah to Lismore? Yes.
2912. Do you discard the port of the Richmond, or possibly Byron Bay? Entirely.
2913. Why? It is too far, I think. You have to drag your produce fifty or sixty miles further north, only to bring it back again down south. Your haulage is doubled by that means. Assuming that Sydney is the ultimate depôt for the produce to be hauled, the further you go north the less service you do to the interior.
2914. Have you been over the road from Grafton to Glen Innes? Yes, several times.
2915. Are you aware of its difficult nature for railway construction? No, I am not.
2916. Do you consider it to be a good route? I am quite sure of it.
2917. From what point of view? There is no difficulty whatever in it, except in ascending the mountains. All the rest is very simple work. There are a few miles of heavy work in it in the same way as there was between Penrith and Katoomba.
2918. But is there not a succession of mountains from the dip of the table-land to the coast until you get in the vicinity of the Clarence River? Nothing of the sort. It follows the river track mainly the whole of the way.
2919. Then the surveys must be wrong? I do not say the whole way, because it has to get into two or three different water-sheds, but they all trend the same way. The foot of the mountain—what was called the Big Hill, and now called Lord Hampden Hill, I believe—is 80 miles from Grafton, and I believe it is not more than 1,000 feet above the sea. Therefore, you have not much height to rise in 80 miles.
2920. Have you had an opportunity of examining the surveys? No.
2921. Supposing the surveys show that which is contrary to what you have stated? I know the country it passes through. I know it is impossible to say that up to that point there is any great difficulty. Up to this moment I have never heard that there was any great difficulty, except in regard to the mountains.
2922. Your opinion has been formed without any reference to detailed surveys? I am not a surveyor.
2923. But it has been surveyed more than once? Yes. It is not that part which has ever caused the surveyors any trouble. The part which has caused the surveyors trouble is from the 80-mile end up to the tableland.
2924. What is the settlement on the line? There is not very much.
2925. In fact, there is no land to settle upon? The land along the route is not particularly good.
2926. It may do very well for pastoral, but not for agricultural, purposes? Yes.
2927. Do you know Coff's Harbour? Yes.
2928. Are you personally acquainted with it? Yes.
2929. What are the possibilities of converting it into a harbour for ocean-going vessels? I can give you the generally received opinion, namely, that it is only a matter of money to make it one of the best ports on the coast.
2930. Anything can be done, from an engineering point of view, with plenty of money? But you have so many natural advantages there. You have two or three main islands right in the front to assist you in your work.
2931. But would it not require a very large expenditure of money to make it a convenient and safe harbour? I suppose so. I do not know much about the cost of breakwaters; but I do not think the cost of the breakwater works at Coff's Harbour would be materially greater than that in other parts.
2932. Where—in this Colony? Yes. For instance, the Wollongong works, which have been constructed for coal purposes, must be very nearly as costly. The breakwaters at the Clarence, I am sure, have cost more money than those at Coff's Harbour would require.
2933. Coff's Harbour, at the present time, is in a state of nature? Yes.

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2934. And if it were necessary to make a port there, a very large expenditure of money would be required inasmuch, as everything would have to be done? It is a partial port already. There is a fine jetty there, and shipping is continually carried on.
2935. For small steamers? Vessels up to 23 feet of water.
2936. Alongside the jetty? Yes; right alongside.
2937. Approachable in all weathers? In all weathers, except the severest.
2938. Compare that with the entrance to the Clarence at the present time; is not the Clarence a very much better port at present? Very much.
2939. Supposing it became a choice between Coff's Harbour and the Clarence, would not the weight be in favour of the Clarence? Certainly, for harbour purposes.
2940. Therefore, if it were necessary to extend the line to Coff's Harbour or to the Clarence, it would be better to take it to the Clarence? That is the direct route, and it is the route to the best port. The reason I put Coff's Harbour in the running is, because the line would run through such splendid country. If you go to Coff's Harbour all the arguments you would use against the Glen Innes-Grafton line are done away with, because you would have to go through such splendid country.
2941. That would be from Guyra *via* the Don Dorrigo Scrub? Yes, the Don Dorrigo and Orara Scrubs, which are of as fine land as can be found in the Colony.
2942. If a line were extended from Guyra to Coff's Harbour, then, so far as offering a convenient outlet for the produce of the Clarence to the table-land of New England is concerned, it would be of no value at all? Yes; because the Coff's Harbour country is part of the Clarence.
2943. But the bulk of the produce is raised on the Clarence River? Yes. You want to know a great deal about the way the surveys run to assist you in the matter. The only survey which has been considered to be really good and feasible comes off the table-land by a spur, which is half way between both places—about 30 miles from Grafton, and 25 miles from Coff's Harbour. That is the survey which has been accepted as the best so far known to pierce the Dorrigo, and to bring the produce down by that route through good country. If that be used, it comes to a point equi-distant from either port, and then diverges like a T piece. I explain that so that you cannot think that Grafton is out of the running with the Coff's Harbour line.
2944. But the more direct route to Coff's Harbour would be by way of Guyra? It comes to the same point.
2945. But it is shorter, and more direct? It is longer than the Grafton and Glen Innes line.
2946. It is longer to Grafton, but not longer to the point you speak of? It is 25 miles further as against 40 miles. Even so, it is shorter to that point to bring it to Grafton. I understand that the total length of the line through Guyra has been put down at about 140 or 150 miles, whereas the Grafton-Glen Innes line is 110 miles. If you add an extra 25 to your 110 miles, you still have a lesser length than 140 miles.
2947. Anyhow if you wanted to get to Coff's Harbour pure and simple from the nearest point on the Great Northern line, Guyra would be the nearest point? Yes.
2948. It only happens to be that the survey from Glen Innes to Grafton is the best known route in that direction. If it could be taken direct from Glen Innes to Grafton it would be very much shorter? Yes. The surveyed line from Glen Innes to Grafton is 110 miles. The surveyed line from Guyra to Coff's Harbour is about 150 miles. I know the line from Grafton to Glen Innes is the shortest line.
2949. Grafton *via* Newton-Boyd to Glen Innes is 102 miles? Yes.
2950. Guyra *via* Don Dorrigo Scrub to South Grafton is 145 miles? That is exactly the same distance to Coff's Harbour, because it touches a point of deviation half way between Grafton and Coff's Harbour.
2951. But the survey you are speaking of was not completed at the time Messrs. Scarr and Price's report was made in 1890? That was the survey upon which that report was made. The distance from Guyra to Grafton if reported as 145 miles is the same distance as from Guyra to Coff's Harbour. The line strikes a point of equal distance between both places, and there is no shorter way yet found to Coff's Harbour, because the country will not allow it.
2952. At that time the connection between the Grafton-Guyra line and Coff's Harbour had not been explored? Yes; it had, and so far they have not found anything better than the line Mr. Scarr reported upon.
2953. Have you been over the tract between Tenterfield and Casino? No.
2954. You have no doubt heard that there is a lot of excellent country between those two points? Yes.
2955. Have you ever heard of that country lying to the north of the surveyed line deviating, say at Sandilands, and going north from there to Tooloom, Acacia Creek and that country? Yes.
2956. Are you aware that there is an area of country there equal in every respect to the land on the Don Dorrigo, both in regard to its quality and its forest of timber? I should imagine that the extent is greater, but I believe it is grazing country.
2957. No, it is first-class land? It is first-class station country.
2958. I am speaking now not of the whole portion, but of the land which would be suitable for agriculture, and which is largely settled upon about Acacia Creek and Tooloom? That is near to the Queensland border.
2959. Lying between there and Casino? Tooloom is partly in Queensland.
2960. Although you speak so favourably of the Don Dorrigo and Coff's Harbour line, you do so because you happen to have a personal knowledge of it? Yes.
2961. At the same time you are prepared to admit there may be equally as good country at the other end? I should imagine so.
2962. You are aware that there has been large dray traffic between Grafton, Glen Innes, and Inverell for some years—in point of fact, ever since the line was opened to Glen Innes? Yes.
2963. And that the opening of the line to Glen Innes has never been able to secure the whole of the traffic to the north? Yes.
2964. They have always had a competitor in the teams from the coast? Yes; I have seen them myself.
2965. If the line were to start from Glen Innes and go round by Moree, and thence by Narrabri to Sydney, which would be the longest length of line in the Colony, do you think it would have the effect of securing the whole of the Inverell traffic? No.
2966. Why? Because the bullock teams would always compete with the line.
2967. In point of freight? Yes.
2968. Therefore you think that will not secure the traffic now being lost to the Great Northern line? Certainly not.
2969. If a connection were made the other way—from Inverell to Glen Innes—do you think that would have the effect of securing it for the railway? As far as Glen Innes it would.
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2970. Do you think any extension from Inverell to Glen Innes would secure the Inverell trade to the railway? Certainly, for that length of line to Glen Innes.
2971. Do you wish to convey the idea that they would use the railway as far as Glen Innes, and then tranship to drays? Yes.
2972. Once on the railway trucks? Yes; they would take them off and send them down the mountains. They can get them from that point by railway and steamer cheaper than you can carry to Sydney by the line.
2973. Then there would be no justification in extending the line even from Inverell to Glen Innes, unless it were decided to continue it to the coast? That is a matter of policy. It is commonly held that the line must go down once it is joined with Glen Innes. What you want to know is whether or not that line as at present proposed, being an extension of the Narrabri line, will secure all the Inverell trade as against the trade which now goes to Grafton, and I say it will not.
2974. And on the other hand, if brought from Inverell to Glen Innes, you think it would part company with its trade at that point? A good deal of it. Plenty of people when once the goods are on the truck would rather let them remain there. At any rate, along that section of the line—the non-paying section—the common opinion is that if the trade were carried by a line to Glen Innes, the teams would be able to compete successfully with the line from Glen Innes to Sydney as they do now.
2975. You think that between Glen Innes and the coast the same amount of traffic will continue to go on as it goes on now? I do.
2976. Then it becomes an open question as to whether the Inverell traffic would be diverted at that point and go there, too? Undoubtedly, you would get the use of the line into Glen Innes; and I have no doubt you would get a large increase of trade to be carried down, but you would also lose some.
2977. I take it that your opinion is that a line should be constructed from Inverell to Grafton? I have not the slightest doubt about it. It is a national line, and it should be constructed.
2978. Supposing it is decided that a line shall not be taken from Glen Innes to the coast, but that it shall go from Guyra to Coff's Harbour, or from Tenterfield to Casino, would that affect your ideas of connection between Inverell and Glen Innes? No. The connection from Inverell to Glen Innes should be made no matter which of those lines is constructed, because it is the nearest possible route for the Inverell produce to get upon the line.
2979. Whether you go north, and start down the hill from Tenterfield to Casino, or whether you go straight ahead down the hill to Grafton, or whether you go south again and get off it at Guyra, and go to Coff's Harbour, it is equally the same thing—that is to say, you consider that is the most central part, and, therefore, will be the most desirable point to which to bring the western traffic to the Great Northern railway? Yes. In the interests of the western people themselves.
2980. Then in the event of coastal connection being made in the future from any other points north or south, or at Glen Innes, that line would equally serve you? Yes.
2981. Do you think the prospective traffic between the coast, from any point, and the table-lands of New England, will be sufficient to justify a coastal connection within the next twenty-five years? Yes; but whether you ever bring a line to the coast or not, you ought to connect the Inverell country with Glen Innes, as it is the nearest point of haulage.
2982. Your opinion, no matter what the coastal connection may be, is that the western traffic should be brought upon the Great Northern line at the point which you believe to be the most suitable, and that is Glen Innes? That is what I believe.
2983. And if it is attempted to take the traffic west of Glen Innes, by way of Moree to Sydney, it will be a mistake? I believe so.
2984. Is the district of Grafton and the Clarence, generally, increasing in importance? It is at any rate holding its own.
2985. But the products of that country have been materially increasing of late years by the establishment of butter factories? Yes; they are likely to bring about a very large trade.
2986. And the production of sugar is also very large on the rivers? Yes, it has been; but for the last two or three years there has been a great deal of frost to contend with.
2987. Have you considered the question of the connection by way of Inverell and Guyra? Yes, incidentally I have. I know a little of the country, having been through parts of it. I have been through the Tingha country, which will be partly pierced by the connection.
2988. Do you favour that connection? I would not like to pass an opinion upon it, because I do not know the nature of the country sufficiently. I have already said I think the Glen Innes connection better, because of the cheaper haulage and shorter distance.
2989. But as a matter of fact, it will be a longer distance to Sydney? A little longer.
2990. But under a system of extremely low rates for grain, a difference of 30 miles will not prove a bar? I should think not.
2991. Do you think it is a wise policy in the interests of the country to bring the western traffic to the Great Northern line with a view of making the Great Northern line pay better than it is paying, rather than constructing lines to take traffic away from it? The answer to that is that if the lines have been constructed in wrong places we must suffer for it. The lines should have gone to the coast.
2992. But we must deal with them as we find them. The Northern line was made for the express purpose of going to the metropolis of Queensland; it is now said that from Tamworth to the border it is a non-paying line;—having that in view, would it be in the interests of the country to construct a line which would still further take the traffic away from it, such, for instance, as the Inverell to Moree line? If the construction of that line will have a tendency to decrease the traffic on the existing line, you certainly ought to consider that as a bar to it, because your duty is to construct lines which will increase your present traffic on existing lines, and it is an undoubted fact that a line constructed to Glen Innes will do so.
2993. Once having brought the traffic of the west to the Great Northern line at that point, would it not have the opportunity of going south to its market, and going north, if necessary, to the Queensland market, or in the future going to the coast? Yes; that is the great merit of the Glen Innes-Inverell connection.
2994. But if that connection is not made between Glen Innes and Inverell, I presume that trade cannot be expected? I imagine so. I do not think, if you take it round by Moree, it will make any material difference to the Glen Innes trade.
2995. As things at present exist, the produce of the country is placed on drays and sent from Inverell, *via* Glen Innes, to the coast? Yes.

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2996. Consequently the return loading is brought by the same route. Your argument is that, so long as there is a gap left between Glen Innes and Inverell, the same sort of thing will go on? Yes; notwithstanding the present railway construction.
2997. *Mr. Clarke.*] I understand you approve of a line from Glen Innes to the coast? I do.
2998. Is the land from Glen Innes, until you get within a short distance of Grafton, of a very inferior quality? It is ordinary grazing country—not very good.
2999. Is there much settlement there? Not a great deal.
3000. The distance from Glen Innes to Grafton is about 102 miles? One hundred and ten by the road, and 112 by the surveyed line.
3001. And from Guyra, through the Don Dorrigo country, to Coff's Harbour it is, I believe, about the same distance? It is more—over 140 miles.
3002. What is the distance from Coff's Harbour to Grafton? About 55 miles.
3003. I think you have stated that the land by that route is of much better quality than the land between Glen Innes and Grafton? Yes.
3004. Is there much settlement on that route? There is a good deal of settlement. It wants opening. It is dense scrub, and requires a great deal of labour before you can get a return from it.
3005. You refer to the Don Dorrigo Scrub, and the Orara Scrub? Yes.
3006. It is suited for growing anything? Anything in the world.
3007. Are the lower parts suitable for growing sugar? Yes; sugar is grown there now, also magnificent maize.
3008. Is it much of a dairying country? Yes; you could not beat it if you once got it cleared.
3009. Do you know anything of the country on the table-land between Moree and Inverell? A little of it. I have not been all the way to Moree, but I have been round Inverell a good deal.
3010. Are you aware that the Railway Commissioners do not intend to carry the line further than Inverell, and that there will be a break of 40 miles on which it is not intended to carry out the railway construction to Glen Innes;—do you think that will be advantageous to the country at large? No; I think it would be very improper to leave that country in its present state.
3011. You think that portion should be constructed even if that proposal is carried out? Quite apart from this inquiry it ought to be done.
3012. Do you know the rate of carriage by drays from Grafton to Inverell? No.
3013. It has been stated by some of the witnesses that it is £4 10s. a ton, and that the cost of carriage from Sydney by water is 15s. a ton? That may be. I know that the round freight by sea and team is cheaper to Glen Innes than it is by rail.
3014. Then, if a railway is constructed from Glen Innes to Grafton, would the carriage by drays be able to compete with the railway? No; they would never dream of competing with the railway.
3015. Would the carriage of goods be less than it would be by rail? No; the railway can carry much more cheaply than the team can on the mountain line.
3016. Some of those who have given evidence say to the contrary;—they say that even if the railway is constructed, it cannot compete with dray carriage? I have never heard that argument advanced against that route.
3017. You think, then, it would be desirable to have the line from the coast—either from Grafton to Glen Innes, or from Guyra to Coff's Harbour, and thence to Grafton, or from Tenterfield to Casino;—you think a line from one of these places is necessary? From one or other. I am very much opposed to the Tenterfield connection, because it will play so much into the hands of Queensland. It will practically annex our northern territory to Queensland. The whole of the country north of the Richmond would practically become Queensland territory.
3018. Is there much produce now going from the table-land to Queensland—I refer to hay, bran, wheat, chaff, and flour? I do not think so. Glen Innes does not grow anything; it is Inverell which grows it all.
3019. I suppose it grows something? Not very much; it is too cold, and the land is comparatively poor.
3020. But there would be an interchange of commodities from the coast to the table-land, and from the table-land to the coast? Materially so. There would also be a great increase of population, and an interchange of climate for health resort.
3021. I suppose you are aware that the harbour at the mouth of the Clarence River is much improved, compared with what it was a few years ago? Yes.
3022. What depth of water is there on the bar now? I think it is never less than about 18 feet. I have been over it several times, and it has always been that or more.
3023. I suppose that when the improvements are completed there will be a depth of about 20 feet? If they carry out the breakwaters, it is probable that they will deepen it still more.
3024. Coff's Harbour, I believe, is an open roadstead? Yes; with two small islands—natural breakwaters—in the front of it.
3025. If a breakwater were constructed from one island to the other, would it be a safe port? Yes.
3026. Would it be equal to the entrance to the Clarence? It would not have the size. Of course, nature's harbour is better than man's harbour.
3027. I suppose it would experience the effects of the easterly winds? Yes; of course in easterly weather no breakwater could keep the harbour smooth.
3028. *Mr. Roberts.*] How long were you resident at Grafton? Six years.
3029. Then you are familiar with the wishes of the people in that locality? Yes.
3030. Is there a strong desire on their part for connection with the table-land of New England? Very.
3031. And you think, in the interests of the public, such connection should be made? I think so.
3032. Have you been to Inverell? Yes.
3033. Are you well acquainted with the surrounding districts of Inverell? Pretty well.
3034. Do you happen to know that there is a large market for Inverell produce to the west of that town? There may be.
3035. Do you think an error would be committed if a line were constructed between Inverell and Moree? As a section of the existing line, I think it would be an error. As a section of the line from the coast to Inverell, I think it would be a very good thing.
3036. Believing there is a large market for Inverell produce to the west of Inverell, do you think it would be a mistake to connect those two points by railway? If I could believe that there is this large opening for the Inverell produce, I would say it would be a good thing; but I doubt there being that opening,

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opening, because the two countries are of the same nature, and their produce is also of the same nature. I doubt that there is any material opening for the Inverell produce westward. There is a large opening for it where you can get an exchange; but there is no exchange. Moree is practically a portion of the Inverell district; it is not radically different country.

3037. Do you think the money which would be expended in the construction of the line could be better expended by connecting Inverell and Glen Innes? I do—very much better.

3038. In arriving at that decision, have you taken into consideration the expenditure of money which would be necessary to connect Inverell with Glen Innes, and compared it with the necessary expenditure to connect Moree and Inverell? I believe that the Moree line is much cheaper.

3039. In round figures the one which cost £3,000 per mile and the other—Inverell to Glen Innes—£6,000 per mile—having those figures before you, would you be inclined to modify your opinion? Certainly not. I do not care what the expenditure is, you ought to connect Inverell with Glen Innes, and not the further west. Inverell wants to come east—never to go west.

3040. Do you not think that the cost is a matter for serious consideration? I do not think so if one is materially better than the other.

3041. But where is the state to get its return from for the expenditure of its capital? It will get a better return out of the £6,000 per mile than out of the £3,000 per mile, if you have the money to lay out. If you are a capitalist possessing sufficient money to lay out £6,000, it is better to lay out that amount for its return, than to lay out £3,000 for its proportionately less return.

3042. Are you making that statement after having gone into figures, as to the probable traffic and the interest which would be derived? I have not gone into any figures on the subject. I base my views upon the knowledge that Inverell wants to come to the east; to go first of all north to Queensland, secondly to go south towards Newcastle and Sydney, and thirdly, whenever she can, to go east to the sea. Those are her three natural directions. She does not want to go westward at all, and she will not go westward to any material extent, so as to give you a profitable investment.

3043. Assuming for the moment that your suggestion were adopted, and a line were constructed from Inverell to Glen Innes, do you think that without further delay the line should be taken, say to Grafton? Yes, in the interests of the western country.

3044. Irrespective of what it may cost? Yes, within reason.

3045. *Mr. Black.*] Do I understand you to say the summit of the Big Hill is only 1,000 feet above sea-level? The bottom of it.

3046. Therefore there could not have been any great rise between Grafton and the bottom of the Big Hill? No.

3047. Is it not possible there might have been two or three mountains between? But there are not.

3048. How often have you travelled there? I have been up and down three times in my own buggy.

3049. Would you call the Buckarumbi Range a considerable ascent? Yes, if you had to go over it; but you have not to go over it.

3050. Does not the road take you over it? Yes, but the railway would not.

3051. Are you quite sure;—would it not have to pass over some portion of it? Yes, portion of it; but it would skirt it. It would more closely follow the trend of the waters. The existing survey never went near the Buckarumbi Range. It is only under the new suggestions that the Buckarumbi Range will be skirted.

3052. The foot of the Big Hill being 1,000 feet above sea level, and Glen Innes being 3,518 feet above sea level, and the distance between places from Glen Innes and the foot of the hill being $32\frac{1}{2}$ miles, that means between the foot of the hill and Glen Innes there is an ascent of 2,518 feet? Yes.

3053. Along a distance of $32\frac{1}{2}$ miles? Yes.

3054. Do you not think that that is a considerable item in the way of an ascent? It is nothing to your rise on the Blue Mountains. It is no heavier than what has been done.

3055. Do you think the circumstances in the two cases are precisely similar—that of the construction of a railway over the Blue Mountains, and the construction of a railway from Grafton to Glen Innes? The physical and geographical conditions are the same.

3056. But I refer to the circumstances which demand the construction of the railway? I think so. I think that the circumstances are precisely the same, because you have as good if not a better country at the back of the proposed route of railway than you have at the back of the Blue Mountains.

3057. The difference appears to me to be this—that it might be possible to get to the coast from the Great Northern railway by some easier route, but I do not know that it would be possible to get across the Blue Mountains without making a considerable deviation? I do not know whether there are any further routes. It is possible some other might be found; but if you know the average height of the New England Range, and if you have to go off it to the sea level, you know in the rough what you have to do.

3058. Have you stated that you imagine a line from Glen Innes to Grafton is likely to pay? A Grafton and Glen Innes section itself would never pay, but an Inverell section would be the making of it.

3059. Do you think there will be sufficient traffic between Inverell and Grafton to make it pay? I am sure of it.

3060. Within what time? To give them time to open the country, say, four or five years. It is only a sheep-walk now, and it is all capable of growing wheat from end to end—that is from Glen Innes outwards.

3061. I thought you said it was poor country? It is poor country as far as Glen Innes. Once you get beyond Glen Innes you begin to get upon the table-land and the western slopes, and they are rich enough to justify the railway. It is the Inverell end and the Clarence end which justify the construction of the connecting line, although the intermediate country is not up to the mark.

3062. You surely would not compare the country, say from Mulligan's to the top of the Big Hill, with the land say 5 miles west of the Big Hill into Glen Innes? No.

3063. Do you not think the land around Glen Innes towards the Big Hill is very superior to the other? It is.

3064. You do not think the construction of the railway is likely to promote settlement on the valley country between Mulligan's and the Big Hill? I do not think it will very much. Those who know, say there are some fine belts of country to the north, but I have not been on it, and I do not know.

3065. Do you think there is anything in the idea of some people that there are likely to be large metalliferous discoveries there? It seems to me that they are gradually getting on to good reefing work.

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It is quite evident that Dalmorton must eventually become a mining centre—when they have had enough experience and capital upon it.

3066. *Vice-Chairman.*] Did I understand you, in answer to Mr. Black, to say that, in your opinion, the earnings between Glen Innes and Inverell would meet the interest upon the cost, and the maintenance of the line after four or five years right through between Grafton and Inverell? I think so.

3067. Have you any idea of the probable cost of the line between Grafton and Inverell? I think the estimates have been overrated. I suppose it would cost £1,500,000.

3068. £1,500,000 at 4 per cent. would, in round figures, mean £60,000 a year for interest alone;—would there be any probability of the earnings of the line paying interest as well as working expenses? I am quite sure that if you can populate the Inverell country sufficiently by means of that railway it will pay all that, and more.

3069. Assuming that a line between Grafton and Inverell is constructed, do you think the greater part of the traffic at present carried on the main northern line would then go by way of Grafton to Inverell? Yes.

3070. Commercially, the operation would be a very unfavourable one for the Railway Commissioners, because the line between Grafton and Glen Innes would deprive them of the earnings of the present main northern line? You say there are no earnings upon it.

3071. But they would be constructing a line practically in competition with the existing line? Yes.

3072. In what way would that increase the earnings of the railway? You would have all the earnings of the new line. You would have to set the earnings of the new line against the loss on the old line.

3073. Then you will have a large outlay of capital giving no return? Giving a return burdened by your present non-paying lines.

3074. But you see the commercial impracticability of spending £1,500,000 in competition with the existing railway system; therefore, unless you advocate the line from a national standpoint, it is not one which would probably be recommended? That is the only standpoint I recognise—the national standpoint. We cannot help the fact of the Railway Commissioners having bad lines to work. I say the national interest demands the other line.

3075. Is there anything you would like to add to your evidence? My desire is to emphasise the opinion that the construction of a line from Moree to Inverell will not be of material advantage to the country, nor to the Railway Commissioners, nor to the railway system of the Colony generally, because the Inverell produce will hesitate to go all that long way round when it can go by a very much shorter route—as it goes now. If you want to secure the Inverell trade to your existing railway system, you should connect it with Glen Innes; then its outlet would be either north to Queensland, south to Sydney, or eastward to the coast. That is the true interest of Inverell.

3076. *Mr. Wright.*] You know that the Great Northern railway runs from Werris Creek to the border? Yes.

3077. In the construction of the proposed line, you consider the Commissioners are advocating a scheme which will rob the northern line of a large portion of its traffic? I suppose it would. If any of the Inverell produce is to go by railway at all it will rob that line.

William McIntyre, Esq., Chief Electoral Officer, Chief Secretary's Department, sworn, and examined:—

W. McIntyre,
Esq.
30 Sept., 1896.

3078. *Mr. Clarke.*] Can you give the Committee any information as to the population along the proposed line of railway from Moree to Inverell? Yes; I have a map, showing the electorates in that portion of the country, and I have a return showing the population, in the divisions of those electorates.

3079. What, in round numbers, is the population about Moree, and a little distance from Moree which would benefit by the construction of the line? The whole of the people in the Moree division would benefit by it, and they number 3,350. I will give the population of the divisions adjacent to the proposed line—portions of three electorates, Moree, Inverell and Bingara. They include an area within about 30 to 35 miles on each side of the line. The total population within that area is 16,890. The electorate of Moree itself has a population of about 7,539, and the electorate of Inverell 8,124. I also give the population in the divisions of the electorates in the north-eastern portion of the Colony.

3080. What we should like to know is the population in the immediate vicinity of the proposed line, and who would be likely to benefit from it? I have taken the country in which I thought the people would benefit from the railway, and the population amounts to 16,890 in the divisions I have mentioned.

3081. *Mr. Wright.*] Do you include the Tingha division of Inverell? Yes.

3082. And the portion coming south? No.

3083. *Mr. Clarke.*] Can you give the number of people from Inverell to Glen Innes? I can give the numbers in the divisions along that line. The Inverell division itself has a population of 5,270—that is north of, and including Inverell; Elsmore division, 715; Glen Innes division, 3,420. The following is the statement:—

Electorate.	Division.	Population.	
		1895.	1896.
Moree	Moree	3,360	3,350
	Wariakda	1,800	1,955
Inverell	Graman	698	700
	Ashford	235	320
	Little Plain	646	646
	Inverell	5,260	5,270
Bingara	Elsmore	1,050	715
	Bingara	2,654	2,700
	Tingha	1,386	1,234
Total		17,179	16,890

Electorate.	Population.	
	1895.	1896.
Moree	7,141	7,539
Inverell	8,397	8,124
	15,538	15,663

W. McIntyre,
Esq.
30 Sept., 1896.

Electorate.	Division.	Population.			
		Division.		Electorate.	
		1895.	1896.	1895.	1896.
Armidale	Armidale	8,233	6,535	11,592	10,131
	Guy Fawkes	224	250		
	Hillgrove	3,135	3,346		
Ballina	Alstonville	2,011	2,060	7,146	7,100
	Ballina	3,875	3,980		
	Woodburn	1,260	1,060		
Bingara	Barraba	1,272	1,300	8,958	9,052
	Bingara	2,654	2,700		
	Bundarra	966	1,020		
	Manilla	1,650	1,680		
	Tingha	1,386	1,234		
	Wandsworth	1,030	1,118		
	Lawrence	3,000	3,000		
The Clarence	Maclean	4,227	4,200	8,527	9,046
	Ulnarra	1,300	1,846		
Glen Innes	Dundee	761	200	7,241	6,680
	Emmaville	1,750	1,660		
	Glen Innes	3,300	3,420		
Grafton	Guyra	800	800	9,685	9,615
	Kookabookra	630	600		
	Copmanhurst	975	970		
	Grafton	5,300	5,150		
	Newton Boyd	140	165		
	South Grafton	3,080	3,100		
	Yungilbar	190	230		
Inverell	Ashford	235	320	8,397	8,124
	Bonshaw	168	125		
	Elsmore	1,050	715		
	Graman	698	700		
	Inverell	5,260	5,270		
	Little Plain	646	646		
	Yetman	340	348		
Lismore	Lismore	5,216	5,266	6,456	6,516
	Wyrallah	1,240	1,250		
Moree	Boggabilla	450	450	7,141	7,539
	Garah	325	550		
	Moree	3,360	3,350		
	Meroe	556	434		
	Mungindi	560	600		
	Warialda	1,890	1,955		
	Bellingen	1,365	1,865		
Raleigh	Bostobrick	189	180	7,270	7,630
	Clybucca	1,318	1,409		
	Coff's Harbour	593	866		
	Dalmorton	340	250		
	Nambucca	2,310	2,270		
	Nana	715	850		
	Casino	3,240	3,215		
	Coraki	1,000	721		
	Myrtle Creek	430	427		
	Roseberry	383	385		
Tenterfield	Tabulam	170	226	7,524	7,562
	Toooloom	106	92		
	Woodburn South	2,405	2,520		
	Deepwater	682	700		
	Drake	1,440	1,359		
	Nine-mile	689	563		
	Tenterfield	3,790	3,800		
The Tweed	Wilson's Downfall	923	1,140	5,810	5,045
	Byron Bay	950	1,020		
	Cudgen	1,660	1,680		
	Mullumbimby	440	500		
Uralla-Walcha	Marwillumbah	2,770	1,845	7,761	7,295
	Bendemeer	938	932		
	Nowendoc	180	215		
	Uralla	3,263	3,326		
	Walcha	3,400	2,822		

3084. *Mr. Roberts.*] Are those figures taken from the last electoral roll which was compiled? No. They are taken from a return prepared by the police at the beginning of the year. They were asked to furnish the Chief Electoral Officer with the population in each electoral division.

3085. Then it is not confined to the electors, but it is the actual population? Yes, as near as the police can collect it.

3086. It is the latest information to hand? Yes; I think it was prepared in March last.

THURSDAY, 22 OCTOBER, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.	}	HENRY CLARKE, Esq.
The Hon. JAMES HOSKINS.		JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.		THOMAS HENRY HASSALL, Esq.
The Hon. WILLIAM JOSEPH TRUCKETT.		GEORGE BLACK, Esq.
The Hon. DANIEL O'CONNOR.		FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

George Alexander Cruickshank, Esq., M.P., sworn, and examined:—

G. A.
Cruickshank,
Esq., M.P.
22 Oct., 1896

3087. *Chairman.*] You represent the electorate of Inverell in the Legislative Assembly? Yes.

3088. Do you desire to make a statement, or shall we proceed in the ordinary way of examination? I should like to give my own evidence in my own way.

3089. The examination then will stand over till you have made such statement as you think necessary to prove your case? After repeated attempts to get a railway to Inverell, we have had several lines dealt with, and on two occasions had the proposal for a line from Glen Innes to Inverell submitted to this Committee. On each occasion it has been thrown out in the Legislative Council. Subsequently it was suggested to me that a more suitable line might be got by Moree. I then visited the district and made some inquiries, stating to the electors generally the information given to me as to the cost of the line and what the markets would be. On my return from England I found that a petition had been signed by 1,100 residents of Inverell, asking that the Moree to Inverell line should be submitted to the Works Committee. I wish to dwell steadily on this point, because many people have said that the majority of the district are against this line. I have taken this matter step by step. I have dealt pretty carefully with this petition, and I find it contains the names of the owners of nearly all the best agricultural land in the district, farmers, and the general public. I think it was presented to the Legislative Assembly during my absence in England; I should say about November, 1895. The next course I took when I came out was to look into the question of markets for the Inverell district. I took the population of the coast, of New England, of the western district, and of the southern district—that is, Newcastle, Maitland, and towards Sydney. I worked these out on a basis of carriage and communication. The next thing I did was to get from the Government Statistician a return of the three electorates of the table-land of New England—Armidale, Glen Innes, and Tenterfield—and the three electorates of the western portion of that part of the Colony—Moree, Narrabri, and Gunnedah—showing the population in each, what the consumption of grain would be, what the deficiency would be, where these districts would be supplied from, and what it would cost to supply them. The first district I took was Armidale. I find the area of the Armidale district is 897,400 acres; the population, 10,000 souls; and the distance to the boundary, $47\frac{1}{2}$ miles. The production of wheat—these returns are for 1894 and 1895, as the returns for 1896 are not complete—was 36,052 bushels; maize, 15,230 bushels; oats, 16,016 bushels. The distance from Tamworth is 77 miles. The consumption of wheat in that district is 64,300 bushels. The quantity grown in the district being 36,052 bushels, there is a deficiency of 28,248 bushels, to be annually imported into the electorate of Armidale. The consumption of potatoes is 933 tons, and the production 3,166 tons, leaving a surplus for export of 2,233 tons. I then took the electorate of Glen Innes. I wish here to be very emphatic, and point out that all my statistics are guaranteed by Mr. Ridley, the Acting Government Statistician. A lot of irresponsible figures have been given as to the required imports into the table-land of New England, which, if the Statistician's Department is to be relied upon, are not correct. The Glen Innes district has an area of 1,968,510 acres; the population is 6,680; and the distance to the boundary is 42 miles. The production of wheat is 28,476 bushels; of maize, 28,917 bushels; of oats, 26,432 bushels; and of potatoes, 2,157 tons. The consumption of wheat in the district is 41,750 bushels, leaving a deficiency to be imported into Glen Innes every year of 13,274 bushels. The consumption of potatoes is 608 tons, leaving a surplus of 1,549 tons for export. I then took Tenterfield, which has an area of 1,965,440 acres, and a population of 7,562. The distance to the boundary is 64 miles. The production of wheat is 34,195 bushels; of maize, 75,095 bushels; of potatoes, 912 tons; of oats, 1,896 bushels. The wheat consumption is 47,250 bushels, leaving a deficiency of 13,025 bushels. The Inverell electorate has an area of 2,309,840 acres; a population of 8,124; and the distance is 82 miles to the boundary. The production of wheat, 153,213 bushels; of maize, 106,812 bushels; of potatoes, 851 tons; of oats, 4,782 bushels. The wheat consumption is 50,750 bushels, leaving a surplus of wheat for export of 102,463 bushels. The consumption of potatoes is 739 tons, leaving a surplus of 112 tons for export. We can grow potatoes very largely about Inverell, but we have no market for them. It is too expensive to send them west. I now come to the Moree electorate, which has an area of 5,376,000 acres, and a population of 7,539. The distance to the boundary is 72 miles. The production of wheat is 7,782 bushels; of maize, 13,534 bushels; of potatoes, 94 tons; and of oats, nil. The consumption of wheat is 47,350 bushels, leaving a deficiency to be imported of 39,568 bushels. The potato deficiency is 586 tons. The Narrabri district has an area of 5,376,000 acres, and a population of 8,720; and the distance to the boundary is 72 miles. The production of wheat is 2,597 bushels; of maize, 12,820 bushels; of potatoes, 64 tons; and of oats, 18 bushels. The consumption of wheat is 54,500 bushels, leaving a deficiency of 52,003 bushels to be imported into Narrabri. I want to compare this western market with the table-land of New England, and to show that Gunnedah grows nearly sufficient for itself. The Gunnedah electorate has an area of 4,070,400 acres; a population of 7,500; and the distance to the boundary is 105 miles. The production of wheat is 43,389 bushels; of maize, 25,917 bushels; and of potatoes, 190 tons. The consumption of wheat is 46,850 bushels, leaving a deficiency 3,461 bushels. The consumption of potatoes is 679 tons, leaving a deficiency of 489 tons. I have put these three electorates in the western portion as the local markets in the west, and compared them with the local markets of the table-land. I take it that the country from Tamworth to Uralla is served from Tamworth. You could not serve it from Inverell at a distance of 110 miles, when the distance from Tamworth is only from 60 to 70 miles. I now wish to show exactly what the deficiency is in the table-land of New England as compared with the western portion.

portion. The basis taken by the Statistician was so many pounds of potatoes and so many bushels of wheat per man. I think it is 6 bushels of wheat for an individual. I have taken the town, the population, and the area of wheat and maize grown in all these districts. In three electorates in the Western Division—Moree, Narrabri, and Gunnedah—they import 1,800 tons of potatoes and 94,000 bushels of wheat. The districts of Armidale, Glen Innes, and Tenterfield have a deficiency in wheat of 54,675 bushels, and a surplus in potatoes of 4,006 tons. There would be no chance of Inverell sending these surplus potatoes to the New England district, and it could only send 54,000 bushels of wheat to supply the whole of that district, whereas to the west it has an opportunity of sending 1,800 tons of potatoes and 94,000 bushels of wheat.

3090. *Mr. Wright.*] Do you call Gunnedah to the west of Inverell; it is 100 miles to the south? Yes, but they have taken in further than that on the other side. I have merely put it in to take three electorates in the west. The average yield per acre from Inverell is 16 bushels. I then take the statistics that have been put in by the Glen Innes Committee, and I may say that I got these figures from Mr. Sinclair's evidence. He put in the coast population as 68,111.

3091. *Chairman.*] What are the boundaries? I will come to that in a moment. The difference in population between the district of New England and the Moree district is only 700.

3092. *Mr. Hoskins.*] Does that include Gunnedah? Yes. The coast population was given at 68,111. This included Casino, Ballina, Grafton, Kempsey, and the Bellinger. The population in the southern districts of Newcastle, Maitland, Singleton, Murrurundi, and Muswellbrook, as supplied by the Government Statistician's Department, is 100,974; for the Newcastle district, 54,006; Maitland district, 21,638; Singleton district, 10,675; Murrurundi and Muswellbrook districts, 13,260. That is the population which I say would be served with the surplus as against the population that would be served if the line went to the table-land. It is much easier to reach these 100,000 people than it is to reach any portion of the 68,000 who are down on the coast, unless by going to Newcastle and then coming back to Lismore and other places. The next point I took was the question as to how I was to get to these markets. I found out that by going to Glen Innes, in order to take the coast population, we would have to travel by team in every direction, and that would be costly. The rate for wheat sent from Inverell to Moree would be 8s. a ton, the rate from Inverell to Newcastle 12s. 10d. a ton, and only 13s. 6d. to Sydney. I was informed that probably the rates would be on much the same basis from Inverell as they are from Glen Innes. Greasy wool goes for the same price from Wallangara to Sydney as from Tamworth. The freight over the long distance of 414 miles would be 12s. 10d. to Newcastle; to Maitland and the other places in would be a little less. I think this only comes to 3½d. a bushel. In a wheat-growing district like Inverell we have only two points to consider—first, our local markets, and then our markets abroad. It matters not to us so long as we can get to the markets abroad which route we take. It is merely a question as to the cost of getting there. As far as Moree is concerned, if wheat can be landed there at the same price as at Newcastle, going by Glen Innes, it is immaterial which way we send our stuff. The only advantage is that in the Moree district, from a farming point of view, there is twice the consumption for our wheat that there is on the table-land of New England. It has been argued that we could not compete against the wheat-growing places between Inverell and Newcastle, but I find it would only cost us 2s. more a ton to catch Newcastle than it would cost the people about Tamworth. And the land about Tamworth being very valuable, they pay high rentals. Around Inverell land is of a nominal value, and wheat can be produced cheaper there than at Tamworth. The freight from Tamworth to Moree, a distance of 183 miles, would be 21s. a ton for wheat and flour as against 8s. a ton from Inverell to Moree.

3093. *Chairman.*] How much would it be from Tamworth to Narrabri? I am told in the office that the freight from Sydney to any inland town is pretty much double what it is the other way. It has been contended that the rates from Moree at the present being £6 a ton, if we added on the additional rate to Inverell we would have to pay so much more for goods that could be sent by Grafton. Now I find that wool comes from Bourke, 504 miles, to Sydney at £4 per ton, and the distance between the two lines would be only 10 miles, so what could be done by the Commissioners on one line could be done on another.

3094. *Mr. Wright.*] The freight from Narrabri is £4 5s. per ton;—Bourke is a competing station, therefore the rates are very low? I am informed that wool comes from Wallangarra at the same price that it does from Tamworth. I have always been a great advocate of the Glen Innes line, and am perfectly familiar with all the figures, as I have helped to compile them in every instance. Traffic will go to Glen Innes if the line goes from Glen Innes to Inverell, and will probably come over the ranges south. If, on the other hand, the line is made from Inverell to Moree, the traffic will go by the line to Moree. I have here the stock returns showing the position of all the stock on the pastoral lands which this railway line would go through, and I think you will see from the position where the wool is grown where the traffic will go. The Inverell district is not a great sheep place; there are only 586,000 sheep in the whole lot, and around Inverell there are only 240,000 sheep. Between Inverell and Glen Innes there are only four stations—Inverell, Newstead, Waterloo, and King's Plains. If the freights are £4 a ton, as from Bourke, all that wool must go on the train by Moree. Now this line passes through the Warialda district, which alone, according to the return of the Chief Inspector of Stock, contains 1,500,000 sheep. It has been contended by the other side that the wool of 400,000 sheep would not go by this line. I will take off, not only that 400,000, but I will take half a million sheep, and say that not a bale of wool from these sheep will go. We are prepared to take only what stock will come to the line. I tried to compare my figures with those of Mr. Harper, but I do not know how he has arrived at his figures. At some places I am over him, and at some places under. I have taken four or five ways of trying to prove what the population is, and the traffic of any particular district. I have done it at so much per head; I have got the returns of the traffic to the railway stations from the Government offices; I have my own knowledge of the stations I am interested in, and what loading we have; and having worked these all out together, I find that they pretty well all come to the same thing. I take, in the first place, this surplus of 100,000 bushels of wheat, and I say there is no doubt whatever that this would all go to the markets of the west. We would send, in flour and wheat alone, over 2,500 tons from the start.

3095. *Mr. O'Connor.*] Where would this 2,500 tons be sent to? To Moree; and we would immediately send 50,000 bushels of grain. One of my farmers told me that he had a thousand bushels of grain, and he is sending every bushel of it to Moree. We are paying £2 10s. a ton to send it there. The hides and tallow of the district and all the miscellaneous traffic in and out one way and another I am putting down at a thousand tons. The wool of 240,000 sheep, at fifteen bales to the thousand, I put down at £525.

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G. A.
Cruickshank,
Esq., M.P.
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The passenger traffic from Inverell to Moree, and from Moree to Inverell, I put down at 6,000 persons or £3,750. The live stock I put down at £450. That is a very small allowance for live stock. I think I could send that number away myself. The Bingara district is only 25 miles from Warialda, and has a population of 2,700. This, I understand, Mr. Harper has left out altogether. I have put down the conveyance of mails at £1,200; that being the Railway Commissioners' own estimate. Those figures were given to me by a clerk of the Postal Department. The country between Warialda and Bingara is an agricultural district; but I am only putting down that they would send 700 tons of flour a year, which would come to £245. There are 1,505,540 sheep in the Warialda district, but I am only allowing that the wool of one million sheep would come to the line—that is, we have taken off half a million sheep in the district through which the line would pass. That comes to 3,000 tons, or £2,250 at 15s. a ton. These rates that I am quoting I got from Mr. Harper's evidence this morning. Hides and tallow I put down at 300 tons, £150; 3,000 passengers at 5s., £750; 3,000 trucks at 25s., £3,750. So as to be within the mean in everything, I have halved the quantity of goods that comes to Inverell. These returns were made up from store to store when we were dealing with the Glen Innes line. I have allowed a very heavy discount. Then I have taken the trucking goods to comes into the Warialda district from Moree—that would be return loading. There is a population in the Warialda division of the electorate of 1955, and in the Bingara division of 2,700. I am putting down less than half the returns that are given to me by the different railway stations that I have collected evidence from. The total of the estimated value of the traffic between Inverell and Moree is £19,415. I have not tried to claim in any way traffic which I think would diverge elsewhere, and if it can be shown that the figures can be cut down three or four thousand pounds, it will not hurt our case.

3096. *Mr. Roberts.*] According to your figures, the line would pay? It would pay from the start, and leave a surplus. A good deal has been said to the effect that there is no settlement in this district, and no likelihood of settlement. I have a return showing that within about 30 miles on one side of this line, and 70 on the other, going north from Warialda to the Queensland border—a return which has been prepared by the Electoral Department—there are 2,700,000 acres of Crown lands. It has been given in evidence that it takes 20 square miles of this land to keep a man. I have gone to the trouble of getting a full return of every station and the number of sheep running on these Crown lands, and I find that there are no less than 2,000,000 sheep. That area includes freehold land, but we know that nothing like one half is alienated. This country is carrying on the basis of 2½ acres to a sheep. On a basis of 2,000 sheep to a small grazier—and any man can live on 2,000 sheep—this country will settle a population of 500 applicants—that is, representative people. The average number of a family being about four and a half persons, this would mean a couple of thousand persons. Then there is the general population which always increases. So it is no use saying that this country will not settle any one or will not be populated. Every year in the Western Division we get as many as from thirty to forty applications for each block, so it is not fair to say the land will not be taken up. I would say that the most prosperous body of selectors are in the Central Division round about Moree. Further than that, beyond Moree, about a million and a half acres of land are being thrown open which I have not included in this return. There is a very large area of Crown lands in this Moree district from Narrabri across to Warialda and right down to the Queensland border. That is where we can settle the people.

3097. *Mr. Black.*] How many acres do you think? In a great many instances the settlers are living on 2,560 acres, and doing very well; and they are running sheep on the land.

3098. How many acres are available? To be served by this line alone there are about four million acres. The Committee have a return, I believe, showing within 15 miles of each side of the line half a million acres of land, of which, speaking from memory, some 250,000 acres are reserved lands. These reserves were made in the early days, when people were afraid the land was to be selected, and they applied for a lot of their best land as watering reserves. These reserves are some of the richest lands in the Central Division. Again, with regard to the rates, the year I went to England I sold all the wheat I was interested in at 2s. a bushel. I asked for a return to show the price wheat was selling for in Sydney and Newcastle. The lowest return for wheat sold in Sydney was in the month of January, when it brought 2s. 4d. a bushel; in February, 2s. 7d.; in March, 2s. 7d.; in April, 2s. 7d.; in May, 2s. 10d.; in June, 3s. 6d.; in July, 3s. 9d.; in August, 3s. 9d.; in September, 3s. 7½d.; in October, 3s. 7d.; in November, 4s. 6d.; and in December, 4s. 3d. According to railway returns given to me, we can reach these markets at a cost of 3½d. to 4d. a bushel. If we have been selling wheat at 2s. in Inverell, that could come to a market here, varying from 2s. 6d. to 4s. a bushel, and if we have land that will grow from 15 to 20 bushels to the acre, I think we can fairly say that we could compete with any market in any part of the Colony. And we should not be forced to sell in a market that requires only 50,000 bushels, the products of a district yielding 153,000 bushels. And the Commissioners, I understand, will undertake to carry by Moree, over the low grade, as cheaply as they will over the mountain, by Glen Innes. For myself, I am fully alive to the fact that before we can get the coast population, we can much more easily reach the southern population. It is immaterial to me how we reach it, but that is the market we want to get. We do not consider there is an adequate market at Inverell for all our produce. After providing for local consumption, we would send the rest elsewhere, either by one line or the other, whichever line it might be; but a bird in the hand is worth two in the bush. I am strongly of opinion that the present settlement of the Narrabri and Moree district would prove a market for a great deal of the surplus produce of the Inverell district; that ordinary future settlement on the Crown lands affected by this railway must add materially to the population; the fact that the Sectional Committee have expressed an opinion that agricultural pursuits cannot be followed in these parts to any extent, is the very reason why Inverell wishes to be connected (and under the existing railway rates, she could not be cut out by any competition); that any traffic to Inverell at the present time would be the traffic of this line, the carrying rates being equal; that the evidence given by the District Surveyor, at Moree, shows the value of the land between Inverell and Moree (he valued it from £1 to £1 10s. an acre); that any insufficiency of market found at Moree and its surrounding districts would tend to Newcastle, Maitland, and probably to Sydney; and that the present longest rates for agricultural products will enable Inverell people to compete in those markets against the agricultural districts lying between all foreign products imported and the district between Inverell and the metropolitan area. I have some returns here of the different runs, showing the number of sheep on all the runs. Unfortunately I think some of them are lost.

3099. Do you think the return you are referring to now is of importance? I do not think so, because I can

can come at the figures in two or three ways. I have the numbers as given by the Chief Inspector of Stock; and I have the information confirmed in a book issued from the Government Statistician's Office. In fact, the figures are affirmed over and over again; so I am inclined to think the Committee will not doubt my word as to the numbers.

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3100. Would the return be simply a reiteration or proof of what you have stated? It would only prove that the returns in the Government Statistician's office are correct, and that the Inspector of Stock's returns are correct.

3101. There are one or two points you might make reference to in order to complete your case. In taking into consideration the present local market to the east, do you consider it is worth while to contemplate any possible trade with Queensland? I dealt with this matter very fully when I was working for the Glen Innes line. At that time there was no duty on the border. While the duties remain I do not think we could avail ourselves of the trade.

3102. What is the duty? I do not know what it is. I think it is about 6d. per bushel. As far as the Downs are concerned the seasons waver very much; the district around Allora is very good. I went into this matter, and the conclusion I came to was that a great deal of the wheat and flour imported into Queensland goes by Brisbane, and does not cross the border. As the distance from us to Brisbane would be 353 miles, and as there would be heavy railway freight and duty, I do not think we could compete in Brisbane with sea-borne wheat, although we might send a little in dry seasons.

3103. Is it your opinion that the competitor for the markets you have mentioned is Tamworth? It would be a very weak competitor; it would not affect us at all. I am prepared to admit that Tamworth is a large producing district. If they put the Company's land under wheat they could produce an immense quantity.

3104. What is the through rate from Inverell to the Clarence? I have always paid £3 10s. by team.

3105. And from the Clarence to Sydney? I do not know what wool is now. I used to pay £1 10s. right through.

3106. Right through to Sydney? Yes; the sea carriage is about 15s.

3107. By team to the Clarence, and from the Clarence to Sydney, you have about a £4 10s. rate? Yes.

3108. By analogy, compared with Bourke, you have a £4 rate the other way? Yes.

3109. Would it be a fair thing to take the wool rates as significant of all rates? I take it that the Commissioners are business men, and where they have no competition they put on higher rates.

3110. I was not asking that question. We have, for instance, a rate of £1 10s. for wool from Inverell through to Sydney. The question is, comparing that with a £4 rate by Moree by the proposed line, is that a reasonable rate for all goods or only for wool? I am only dealing with wool in this case.

3111. Would it be reasonable to take that as a fair comparison for all goods? I could not tell you. I do not want to send wool to Sydney, I want to send it to Newcastle.

3112. One class of product can reach Inverell for £4 10s. per ton by sea, or £4 per ton by land by the proposed line. A great number of other things go to Inverell besides wool; is it reasonable to suppose that would be a fair comparison for the other products? That is a question I do not think I am competent to answer.

3113. For instance, a teamster takes wool down; you add the teamster's rate to the sea rate, but a teamster carries not only wool but sugar, groceries, and other things; would it be a fair thing to say £4 per ton for these? I do not know; the goods that come from Grafton are principally wire, sugar, and salt.

3114. What is the rate? £3 10s., I believe.

3115. *Mr. Wright.*] These goods are carried cheaper by rail? Yes.

3116. *Mr. Hoskins.*] How long have you resided in the Inverell district? I went there on the 16 October, 1878.

3117. How long have you represented the Inverell district? I was returned on the 25th January, 1899.

3118. You have continued to represent the district from that time till now? Yes.

3119. Are you acquainted with the persons who signed the memorial to which reference was made to-day? Most of them.

3120. What are they, freeholders, farmers, or residents of the town of Inverell? Freeholders, farmers, men representing from 25,000 acres of land down to men holding an acre. Some are men with the largest area of land under cultivation in the district.

3121. They all express themselves by this memorial in favour of having a railway constructed from Inverell to Moree? I think you will find the wording of the petition is, that the railway would serve the district. I was away when it was got up.

3122. They express approval of the line, and expatiate upon the reasons why the line should be constructed? Yes.

3123. There is a difference of opinion among the residents of Inverell in respect of the construction of a railway to that town, some favouring connection with Glen Innes, and some with Warialda and Moree? Yes.

3124. You do not reside entirely at Inverell? About 4 miles out of the town.

3125. You mix a great deal with the residents of the country? Yes.

3126. Can you, from your knowledge of the opinions of the persons who produce wealth from the land by cultivation, or sheep-farming, or cattle raising, tell us whether the preponderating opinion is in favour of a railway from Inverell to Moree, or from Inverell to Glen Innes? I think the people have been so long wanting a railway that they would take it from anywhere. I think the preponderating opinion is in favour of a line by Moree.

3127. Do you speak from your own knowledge? Yes; when I addressed the electors I announced my intention of favouring a railway to Moree, and I was returned.

3128. No dissent was expressed to the view that the line to Moree would be desirable; your advocacy of that line was not considered a disadvantage in your candidature? No.

3129. Judging from conversations you have had with people on the subject, is it your opinion that the majority of the people in the district are in favour of the Moree to Inverell line in preference to a line from Inverell to Glen Innes? If they were polled to-day they would be in favour of Moree.

3130. Can you tell the Committee why they favour the Moree line? I think greatly because we have been fighting for the other line twenty years, and are very tired of it.

3131. Have you ever heard the residents say they have found from experience that there is a better market for the products of the soil to the westward, and that they can get higher prices for their produce from the north-west than if they sent them to Glen Innes? The best market for some time past has decidedly been in the west.

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3132. Judging from the statistics you have read as to the deficient quantity produced in Glen Innes, Armidale, and Tenterfield districts, and the large quantity required by the residents of Warialda, Moree, and the north-west districts, do you consider that for the surplus wheat grown in the Inverell district there would be a much better market, or as good a market to the north-west, than on the table-land of New England? It is exactly 100 per cent. in favour of Moree and Narrabri.

3133. Have you ever been to Moree? Yes.

3134. Although there is scarcely any agriculture carried on around Moree, yet I suppose Moree is the centre of a large district in the north-west of this Colony? Yes.

3135. If a line were made from Inverell to Moree, do you believe it would not only meet the requirements of the Moree district for agricultural produce, but would also serve the residents in a number of other townships bordering on Queensland? Yes.

3136. Can you tell me the townships that would be so served? Collarendabri, Mungindi, Yetman, Walgett; we serve Yetman at the present time.

3137. Will not Walgett be supplied from Newcastle as cheaply? No, because the rates from Newcastle to Moree would be just double the rates from Moree to Newcastle, and they would pay more than double rates from Inverell to Moree, so we would really start from Moree at an advantage of about 10s. per ton over any stuff sent from Newcastle or from the sea-coast. The rate from Inverell to Newcastle would be 12s. 10d. per ton, and from Inverell to Moree 8s. per ton. The rate is higher to go into the country than from the country into the town.

3138. Some years ago you gave evidence before the Public Works Committee in favour of a line from Glen Innes to Inverell? That is quite correct.

3139. Was it not alleged by you and other witnesses in favour of that proposed line, that you wished to get a better means of reaching the sea, or the navigable waters of the Clarence River, and that you also wished to have a railway constructed from Glen Innes to Grafton? Quite right.

3140. Do you not think the reason why the people, whether at Glen Innes or Inverell, are in favour of the construction of a line from Inverell to Glen Innes, as against a line to Moree, is that they are mainly influenced in their views by the desire to have a railway to the coast? You will find in the evidence of three or four of the principal witnesses, that their object was to get to the coast.

3141. But if a line were made from Glen Innes to the Clarence River, although it would cost an enormous sum to make, it would tend to divert traffic from the other line? That is correct.

3142. Do you not think that wool from the Queensland border would be brought over a railway running from Moree to the coast, and then to Sydney and Newcastle? They have £2 10s. export duty to pay on the wool going out of Queensland. If it were not for that we would get, in addition to the ordinary traffic, a great deal of Queensland wool.

3143. Evidence has been given before the Committee by gentlemen who are managers of stations on the Queensland border, and have stations in this Colony, that in spite of that duty they bring their sheep over to this Colony, have them shorn, and take them back again;—have you ever heard of that? It is probably done, but I never heard of it.

3144. I gather that, although you expressed a desire some years ago to have a railway from Glen Innes to Inverell, you would still prefer, in the interests of the producers of the Inverell district, the construction of this proposed line from Inverell to Moree? Personally I am a Glen Innes man, but we want to get these markets, and I think it is immaterial which of them we get.

3145. But I suppose you do not anticipate that for some years to come the Government will make two railways;—therefore, which line do you prefer, the line from Inverell to Moree or from Inverell to Glen Innes? The Moree line is the better for the farming interest at present.

3146. *Mr. Trickett.*] I suppose you are free to admit that the Committee are put in somewhat of a difficulty owing to the tergiversation of the people of Inverell in this matter? No; I think it is the Legislative Council which has put them and myself in a fix by throwing the line out.

3147. You have referred to a petition with regard to the Moree line;—I suppose you know Mr. Grainger, of Inverell? Yes.

3148. He is, I suppose, a pretty representative man? Yes.

3149-50. What do you think of this evidence of his:—

Ninety-five out of 100 of the farmers and landowners in the Inverell district were in favour of the Glen Innes route.

What do you think of that? Will you tell me what you think of finding his name on that petition.

3151. Then there was another statement that Mr. Stout was responsible for;—he said that trade with Glen Innes was increasing every day? I think there is a good deal of trade done with Glen Innes.

3152. And a very strong feature they put forward to the two Committees that have been to Glen Innes and Inverell previously was that, notwithstanding the 4d. a bushel duty on wheat sent to Queensland, the Colony of Queensland, having a deficiency in supply to the extent of 2,000,000 bushels per year, the acknowledged wheat-growing centre of Inverell would find a better market there than in the district you have mentioned? I think you will find there was no duty on at that time.

3153. Oh, yes; because Mr. Sinclair, whom I think you will recognise as a leading man in Inverell, was asked the following question: "Would you be able to compete successfully, not only against sea-borne wheat or flour which might reach Brisbane, but also with the wheat produced in the southern and western parts of Queensland, notwithstanding the duty of 4d. per bushel?" And his reply was, "Yes, I presume that it will apply all round." Is that state of things altered now;—can you expect to look to Queensland for a market for your wheat? That greatly depends upon what Queensland produces. If she has a bad season, she will have to import whatever duty she pays.

3154. But you recognise it is a very doubtful supply? Oh, yes; in the ordinary course of things the duty will be a great drawback to us.

3155. I understand that your evidence chiefly is that this line would really be a great source of revenue to the railway authorities, and that the Inverell people would sooner have it than wait for the prospects of another? That is it exactly.

3156. *Mr. Clarke.*] You stated that you are in favour of the proposed line for various reasons? Yes.

3157. I understand that you were formerly in favour of the line from Inverell to Glen Innes? Yes.

3158. Can you give any reasons why you have changed your opinion? Because I could not get the other.

3159. It merely means that you want a railway, wherever you can get it from? Quite right.

3160. You are in favour of the line from Moree to Inverell? I am quite prepared to take the Moree line.

3161.

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3161. Is the country about Moree and the north-west fitted for agricultural purposes? No.
3162. Is it a grazing country altogether? A very good grazing country.
3163. I suppose the principal drawback to its being an agricultural country is the uncertain rainfall? Well, they get a fair rainfall; but the quality of the land varies. Fifteen miles to the east of Warialda, I suppose, you can grow anything; 10 miles from Warialda you cannot grow anything. When you get into the clayey and sandy country you cannot grow wheat well.
3164. Do you think it possible that in the future the country around Moree will be largely populated? I think so. I think population will increase there faster than in any part of the country.
3165. But it was stated in evidence that it would take 2,500 acres to support a family in that country? More than that in most cases. I am taking it at about 2,000 sheep to a family; a lot of river flats will carry at least 2,000 sheep to that area.
3166. Considering it would take such a number of acres to support a family in grazing sheep, how is it possible that there will be a large population in that district? Because you have a very large area. I suppose in the Moree district there are 5,000,000 acres of land, in Warialda the same, and in Narrabri probably the same.
3167. Does Inverell, at the present time, supply Moree and the north-western country with flour, chaff, bran, and other articles of fodder? To a great extent; and you must understand there is a rate of £2 per ton for carriage.
3168. Do you think that in the event of the railway being constructed cultivation would increase around Inverell and Warialda, and that there would be a much larger area put under crop? A very much larger area.
3169. With reference to the rates, is it proposed by the Government to put on differential rates? Mr. Harper said so in his evidence.
3170. Are you aware that this line would leave an annual loss of £2,800? I am sure that it would do nothing of the kind.
3171. That is the evidence we have before us of Mr. Harper and other officials? Mr. Harper showed £7,000 a year loss on the Glen Innes line.
3172. But I am asking about the Inverell line? But if you take his evidence in the one case you must take it in the other.
3173. You think by the increased cultivation and the increased trade that that supposed annual loss would be wiped out in a few years' time? I will not admit any annual loss at all.
3174. You must surely take the evidence of the Commissioners, and they anticipate an annual loss? But Mr. Harper tells you that he left out Bingara, with a population of 2,700, right alongside the line. He took no credit for any population east of Inverell, which we have done.
3175. With reference to finding a market for your surplus, if the time should come when there would be a surplus, do you think it possible to compete with wheat grown in Riverina and the other parts of the Colony on the borders of Victoria? I think so.
3176. They, of course, would have the same differential rates as you are likely to have on the proposed line? Yes.
3177. The trade with Queensland you do not anticipate would pay much at the present time? Not with the duties on.
3178. *Mr. Roberts.*] Is it not a fact that within 20 miles west of Inverell there is a very large area of agricultural land? Yes, some of the best wheat land in the Colony.
3179. Capable of growing I might say anything? Yes.
3180. But more particularly famous and suitable for the production of wheat? Yes.
3181. Then, towards Warialda it is somewhat patchy? Once you get out to the Big Plain I do not think it is so good. Around Bingara some large areas are being put under cultivation. I hear they are doing some farming there; it is a nice piece of country.
3182. From Warialda to Moree may be described as good pastoral country? Yes.
3183. Is it not a fact that Moree may be regarded as a purely pastoral district? Yes.
3184. And the same class of country extends westward for over hundreds of miles? Yes.
3185. But owing to the uncertainty of the rainfall agriculture had very rarely been experimented upon? Well, I do not think it is agricultural land. My experience is that you cannot make land which is not agricultural grow wheat. If you get a good year the wheat runs too much into blade, it does not run well into ear.
3186. Is it not fair to assume that Moree and the surrounding district would be a large market for a good quantity of Inverell produce, if railway communication existed between Inverell and Moree? I have no doubt whatever we would control the whole market.
3187. Is not the carriage between Inverell and Moree £2 per ton at the present time? Yes.
3188. And if the railway should be constructed the freight I understand would be 8s.? Yes.
3189. And the fact of its being £2 per ton at the present time would probably account for the limited quantity of Inverell produce being sent there? It is too costly to send it. I was told the other day that out Mungindi way they are paying 9s. per bushel for corn; at Inverell it is 1s. 6d. or 1s. 3d.
3190. Is the land about Inverell suitable for the production of potatoes? Very suitable indeed.
3191. Would it be as suitable as Glen Innes? No. We grow very fine potatoes. The district all around Guyra and Glen Innes has the reputation of being a great potato country.
3192. Is that owing to the cooler temperature of the table-land? I do not know what it is. They say they get harder potatoes there. I have seen wonderful yields at Inverell.
3193. Still, although they may not be equal in quality I suppose they would be a good marketable vegetable? I have known splendid potatoes in the Inverell market all the year round grown in Inverell.
3194. It would not pay to send them by team? Hardly; the freight is very expensive, £2 per ton.
3195. But if railway communication existed probably there would be a large market? Yes.
3196. How far south from Moree might you look for a market for potatoes? I think some of our potatoes would find their way to Gunnedah, but not much further.
3197. Certainly to Narrabri? Certainly to Narrabri.
3198. Are any potatoes grown at Narrabri? Narrabri grows 64 tons, but it has a deficiency of 730 tons every year.
3199. How many tons of potatoes were produced at Inverell according to the last return in your possession? There was only a surplus of 112 tons, but we do not go in for them, as there is no place where we can sell them. I have seen them so plentiful that anybody could have them for the digging of them.

FRIDAY, 23 OCTOBER, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

George Alexander Cruickshank, Esq., M.P., sworn, and further examined:—

G. A.
Cruickshank,
Esq., M.P.
23 Oct., 1896.

3200. *Mr. Roberts.*] I think you said yesterday that a market for potatoes would be found west from Inverell as far as Gunnedah? Yes.

3201. Would potatoes be sent west of Moree, or would the trade be confined only to the railway line? I should think it would go further west and north.

3202. The market for potatoes would embrace an area somewhat similar to that for wheat? Yes.

3203. Can you say whether Moree and the surrounding districts are able to absorb all the surplus wheat in the Inverell district? The importations of wheat to Narrabri and Moree are 94,000 bushels, and the deficiency at Moree is 39,000 bushels.

3204. What is the annual production of wheat at Inverell? Last year the return was very small as it was a year of drought.

3205. What is the average production? The surplus of wheat for the year 1894-5 was 103,000 bushels.

3206. That would leave about 50,000 bushels for local consumption? Yes.

3207. Roughly speaking, Moree and surrounding districts would absorb the surplus? Moree and Narrabri at the present time could take the surplus of Inverell wheat.

3208. If this railway is constructed would a large area of land in the Inverell district be put under wheat? I have no hesitation in saying that it would be almost unlimited. My experience of farmers in a case of this kind is, that a marked increase takes place in the production and a marked demand for farms.

3209. Would there be any large quantities of stock trucked by Warialda? A large number.

3210. Can you supply any figures on that subject? I have put down live stock from Warialda to Moree 3,000 trucks at 25s.

3211. There would be a large quantity of wool sent from Warialda? Yes. In the Warialda district there are 1,500,000 sheep, and of that number I have taken only 1,000,000.

3212. *Mr. Wright.*] What country is represented by the district called Warialda? The sheep district commences at Little Plain, which is close to Inverell and goes right down to the Queensland border.

3213. How far, east and west, does this area run? The district extends for 20 miles to the east of Inverell; and about 30 miles to the south of Inverell; and from the railway line down to the Queensland border is about 60 miles. Along the border we start from below Bondshorc, and go down to Run 616. I have a return of every run in the sheep district, and the number of sheep on them, according to the owners' returns.

3214. It could not go very far west, because it would be nearer than to go to Moree. No. Evidence was given in Inverell, by Mr. Sinclair, that he thought 400,000 of these sheep would not go to the Warialda line.

3215. Where did he maintain that they would go? I do not know. I presume he meant that they would go to Moree. I take off 550,000.

3216. Some of them would go, as now, to Deepwater, and along there? I have left out the returns for down there. The country down below Ashford is in the Tenterfield stock district. I have left all that stock out to go to Deepwater.

3217. Is not some of that country included in the Warialda district? No.

3218. *Mr. Roberts.*] There would not be a large return traffic from Moree to Inverell? I think there would be a great deal of return traffic.

3219. Would it not be confined to general merchandise from Sydney, assuming that the rates were satisfactory? Yes. We take a great deal of salt and wire, and then there is generally a good deal of agricultural machinery coming to a district of that kind.

3220. As a matter of fact, most of the general merchandise would go by way of Grafton? That is quite a matter of rates.

3221. Where a storekeeper has sufficient time to await the arrival of teamsters, it would go by way of Grafton to Inverell? I think it is mostly heavy traffic which goes by that way at the present time.

3222. I think you said, yesterday, that according to your estimate of traffic, the line would show a profit from the start? Yes.

3223. What is your estimate for goods? From Moree to Inverell I have put down goods at 2,500 tons.

3224. Have you worked it out financially? Yes, in four ways. Sometime ago when there was an inquiry into a line, I heard Mr. Harper state that the ordinary traffic into a town is half a ton per head of the population. I got the returns from Narrabri, Inverell, Gunnedah, and all the different electorates to find out what the trade was. I got a return of the goods which went west from Glen Innes, and which, I take it, went to Inverell. I have only put it down at about one-half, so as to be well within the mark; in fact, for the whole of the Inverell district I have put it down at only 2,500 tons. I have excluded the Grafton traffic.

3225. Does that include the inward traffic and the outward traffic? No. I have put down 2,500 tons of goods for Moree and Inverell. From the Railway Department, I think in 1891, I got a return of the traffic from Glen Innes to Inverell, and I think it was stated at 5,000 tons.

3226. What is the rate per ton for 2,500 tons? I have put down 15s. When we were working up the Glen Innes-Inverell line we went from store to store, and found out what the people were getting in, and worked it out in that way. My estimate is well within the mark. Again, we worked it out by the number of teams travelling on the line, the number of journeys they made, and the average goods they carried,

carried, from the information we could get from the carriers. We worked it out in these many ways, and I think my estimate is well within the mark. On the 30th March, 1892, I asked in the House for a return showing the quantity of goods carried from Sydney and north of Sydney to Glen Innes and Guyra, also the quantity of goods sent from Glen Innes and Guyra respectively to Inverell for the twelve months ending 31st December, 1891. The Department gave the goods from Glen Innes to Inverell as 4,984 tons, which is without the Grafton traffic at all, and from Guyra to Inverell, nil. You will see that I have only taken one-half of that.

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3227. Does it say distinctly that it is without the Grafton traffic? It says the traffic from the railway station.

3228. Did you ask for a return of the Grafton traffic? No.

3229. Would not that be for goods which would come from Sydney to Grafton, and thence to Glen Innes? No; that is from the Glen Innes railway station.

3230. You have estimated the traffic from Inverell to Moree at 2,500 tons? Yes. I have another big return showing the goods outwards for all the different years, and putting that down again, it comes to about what I have given.

3231. I wish you to explain how you arrived at your estimated profit on the line;—will you be good enough to explain where you differ from the estimate of Mr. Harper, which shows a loss on the line? I only had his estimate in my hands for a few minutes. I have put down the estimated traffic and returns between Inverell and Moree. Mr. Harper estimates the goods traffic at 8,810 tons, and I estimate the goods traffic, inwards and outwards, at 5,500 tons.

3232. That would fall far short of Mr. Harper's estimate? If he includes wheat in his estimate I would add 2,500 tons to my estimate.

3233. He includes everything except passenger traffic, and the carriage of mails? Mr. Harper has wool 2,200 tons, and wool 1,000 tons, making a total of 3,200 tons.

3234. Where you have reckoned the charge on the carriage of goods at 15s., he has put down 10s.? I seem to have 3,600 tons where he has 3,200 tons.

3235. How does your estimate for wheat, hay, straw, and chaff, 5,000 tons at 8s., compare with his estimate? Wheat I have put down at 2,500 tons, 1,800 tons, and 1,250 tons.

3236. Mr. Harper puts down the wool at 1,000 tons? I have put down the wool at 600 tons from Inverell to Moree.

3237. Mr. Harper puts down the live stock at 250 trucks at 25s.? I have put the live stock down at 300 trucks at 30s.

3238. As regards the passengers to be carried, do you agree with his estimate? I have estimated the passengers at 6,000.

3239. Mr. Harper puts down the passengers at 5,600? He has left out Bingara which has a population of 2,700. It is only about 20 miles from the railway station, and yet he allows none of that traffic to the line.

3240. Are you aware that he has not considered any traffic which may be got to the east of Inverell, that is, towards Glen Innes? I understand that he has taken none to the east. We presume that the farmers will run down hill, because they do all their storekeeping, dealing, and banking with Inverell.

3241. If a line to Moree is constructed, how far east towards Glen Innes do you think people will be served with railway communication? I say, 20 miles. The carriers have a splendid metalled road running down hill. The farmer can run in with his load, and the probability is that he will not go back that day. Many of our farmers around Inverell have exactly the same distance to come in. They come in early in the day, do their shopping, and go out a little way in the afternoon.

3242. The distance between Inverell and Glen Innes is only 42 miles, so that half the people will be served by the Inverell station, and the other half of the people will go to Glen Innes? Yes.

3243. Having gone through Mr. Harper's figures, do you feel satisfied that they are under-estimated? They are under-estimated most decidedly. My figures come to £19,415.

3244. It would be very convenient if you would prepare an estimate on exactly the same basis as Mr. Harper has done, so as to show how your estimated profit is derived? I should be most happy to confer with Mr. Harper, and if he can show me where I am wrong in my estimate, to give way. I have taken out a great lot of stock between the Moree-Inverell boundaries. I have left out thousands of sheep which I feel sure would use the line.

3245. You have put down wool at 3,000 tons at 15s.? Yes; and he has put down wool at 2,000 tons at 13s. 4d.

3246. Then he has put down wool 1,000 tons at 17s. 6d.? Yes. I have estimated 600 tons at 17s. 6d.

3247. Roughly speaking, your estimate of the revenue is £6,000 in excess of his estimate? Yes. I had not the railway rates at hand when I made my estimate. I put down what I had been paying for my wool. I do not think I am very far wrong. I was surprised to see how close we are in places.

3248. If your estimates were realised, the railway would show an annual profit of about £3,000? Yes.

3249. That of course, would be exclusive of land resumptions, and any compensation which might be paid? Yes.

3250. Have you estimated what the State may have to pay for land resumption and severance? It is not very valuable land which it passes through. It will pass through a great deal of Crown land, I should think, and through land valued at from £1 to 30s an acre; and near the town, I suppose, it would not come to more than £5 an acre, unless at the railway station.

3251. Would it be fair to assume that in many cases the land would be given by the landowners? I would not altogether say that. I should think they would give the land at a nominal price. I should think the land resumption would be a very small item.

3252. Is it not a fact that pretty well all the farmers to the west of Inverell are favourable to the construction of this line? Yes, west and north.

3253. The farmers to the east, I suppose, would favour the Glen Innes connection? Most of them would.

3254. Having made such a thorough examination of these two routes, which route do you think, in the interests of the country, should be constructed? I think at the present time the Moree route.

3255. I wish you to bear in mind the commercial aspect of the question? I have dealt very fully with all this railway matter. I have been on their committees for about eighteen years. In advocating the Glen Innes line, our object always was a coastal connection. In the first resolution which was carried, the

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idea was to go from Glen Innes to Grafton, but lately at our meetings we have come to the idea that we are more likely to get a line from Casino to Tenterfield. We are fully alive to the fact that there is a very large market out west, and that our markets beyond the local markets of Glen Innes to the east, and Warialda to the west, for a number of years must be Maitland and Newcastle. On the lines between Inverell and Newcastle, and Inverell and Maitland, the carriage is exactly the same, so that when we put our wheat into the hands of the Commissioners, it is immaterial to us which way they take it. It is only a question of carriage. We feel that in time to come there will very likely be a line from Casino to Tenterfield or somewhere up to the coast; and then we think this gap will be completed, and we will have our coastal connection.

3256. If you had a coastal connection there would be a very large market at once for your cereals at Grafton, Lismore, and Kempsey? Yes.

3257. But at the present time that can hardly be taken into consideration on account of the cost of carriage to Grafton? No. We could not get to these markets if we had a line to Glen Innes tomorrow.

3258. Do you look upon Glen Innes as a good market for Inverell produce now? Tenterfield, Glen Innes, and Armidale together can only take 50,000 bushels of wheat.

3259. That is, according to your estimate, about half the quantity for which a market would be found in Moree? Exactly. These figures, I may mention, I got from the Government Statistician.

3260. Would you like to say anything about the carriage of general merchandise? Beyond wool and grain, I cannot say that I am an authority. The traffic managers say "We make a fresh schedule every year, we are business people; we look at the traffic in a district and we make our arrangements accordingly." They tell me that out Bourke way the Commissioners have carried goods in at as low as £3 13s. a ton for a distance of 500 miles. Mr. Harper in framing his estimate, has, I assume, taken all this into consideration.

3261. Large quantities of merchandise are now sent from Sydney, *via* Grafton, to Glen Innes, and thence to Inverell? Yes.

3262. Supposing a line be constructed from Glen Innes to Inverell, and supposing there be no coastal connection; do you not think it is very likely that the railway will be ignored, and keen business men will contract to have their goods taken from Grafton to Inverell, avoiding the expense of handling the goods at Glen Innes? Yes. In the first place they will take this course to save the reloading or unloading charge. In the second place many of the carriers are Inverell men dealing with Inverell stores, and it would suit the storekeepers, for that short distance, to give the carriers employment, as far as the Grafton goods are concerned.

3263. As far as the carriage of general merchandise goes, a line *via* Moree would be just as likely to get the merchandise traffic from Sydney as a line *via* Glen Innes? Yes.

3264. *Mr. Black.* How far does the Warialda sheep district extend south of Warialda? It goes down to Cobbedah, which is about 25 miles south of the line. It goes down into a peak containing three runs, namely, 373, 722, 733.

3265. It extends to within about 30 miles of Bingara? It goes 10 miles on the other side of Bingara, which is 20 miles from the railway line.

3266. How far east from Warialda does it extend? It has been altered this last month. On the east, it goes down to Little Plain; on the south it goes down to the river—I think you might almost say in a line direct from Moree to the north-western corner of Berongera Run.

3267. How far is that from Moree? About 60 miles. I am not claiming any of this country in my estimate.

3268. You are claiming some of the Bingara traffic? I am claiming that traffic.

3269. Do you think that the Bingara traffic will go to Warialda? I do.

3270. Even if a line be constructed to Manilla? I think a great deal of it will. All these wheat products will go west, I should think.

3271. Is there a metalled road from Bingara to Warialda? Yes; I should think it is as good as the Glen Innes road.

3272. Do you think it is likely to get a large proportion of the traffic? I think it must get a lot of the traffic from Bingara.

3273. With regard to the petition which has been presented, a number of the petitioners have signed petitions for a Glen Innes line at various times? Yes; I should think all of them in their time.

3274. There is nothing in the wording of this petition which binds anyone to prefer a Moree-Inverell line to a Glen Innes-Inverell line? No. I think you will find that both petitions are worded in that way.

3275. There is nothing to prevent any man who signed this particular petition from signing another petition in favour of the railway by another route? No; or *vice versa*.

3276. Even a man who has a preference for a Glen Innes-Inverell line may sign this petition without straining his conscience? Probably.

3277. Are you aware that there are a few signatures to the petition—not many I admit—from places which one would hardly think would be affected by the construction of this railway. For instance, how would any persons in Tingha benefit by its construction? Very materially, because they would send all the tin round.

3278. Do you think they would send their tin to Inverell? Most certainly, because they have 16 miles of a splendid road. If they go to Glen Innes they mostly come through Inverell. I think since some work has been done on the Elsemere Road they are not doing it so much.

3279. Do you think the Bingara people who signed the petition would also benefit by the construction of the line? I think so. There were some Inverell people working at a bridge down there.

3280. There are some signatures from Guyra? I think they would send potatoes to Inverell. Guyra potatoes go down as far as Goondiwindi.

3281. How is it the people of Guyra send their potatoes so much further than do the people of Inverell? You will have different cases of that kind. They have potatoes up there which they do not know what to do with.

3282. Is it not a fact that they cannot grow potatoes in Inverell as well as they can do on the high lands? Not as well—they do not keep so well.

3283. Did you advocate the Moree-Inverell line at the last election? No, before the election.

3284. You said yesterday that if a line from Glen Innes to Grafton were constructed it would divert the traffic from the existing railway? I did not say so; but I think it would.

3285. If your estimate of the traffic between Moree and Inverell is borne out, it will result in a proportionate reduction in the amount of the goods carried over the northern line to Glen Innes, and thence to Inverell? It would.

3286. The construction of a Moree-Inverell line would not mean an accession of traffic to the railway system, but a diversion of traffic from an old line to a new line? To an extent.

3287. As far as Werris Creek? Yes.

3288. You think there will be a return traffic from Moree to Inverell;—would that be goods from Sydney or Newcastle intended for consumption in the districts? Yes; mostly salt, sugar, and wire.

3289. Would there be no return of goods or products of the Moree district;—do they produce anything there which could be consumed in the Inverell district? No; there might be some traffic in a dry season with stock.

3289½. If your estimate of the goods carried to Inverell through Moree from Sydney should be discovered to be an over-estimate—if it should be found out that it is impossible for the railway to compete against the water-borne traffic to Grafton and thence by team, will there not be a constant return of empty trucks? No.

3290. Would there not be empty trucks running up from Moree to Inverell without goods in order to bring down the Inverell products to Moree? I say that they would get a return traffic.

3291. But I ask if they should not get a return traffic would not that take place? Probably.

3292. There will be no local traffic to take its place? Not much local traffic.

3293. In estimating the consumption of Inverell products at Moree, did you consider the competition with Warialda? Yes.

3294. What products have you attributed to the Warialda district? Practically nil, because they have no mill for flour. They have a mill at Bingara, and they had only 10,000 bushels of wheat in 1894-5, which was a good year.

3295. You do not apprehend that with the construction of the railway they may get a mill at Warialda? They may. There is a lot of good wheat country from about 15 miles east of Warialda. I have a lot of land down that way. Men have tried farming there a good deal, but they have not been very successful. The real good farming land is more about Reedy Creek.

3296. You do not think it possible that even if there be no flour-mill in Warialda, they may send their surplus, if they have any, to Moree? Yes, a lot of it; but I may tell you that all the agricultural land is in the Inverell electorate, and is included in my returns, except the high land plains. My electorate comes within 3 miles of Warialda.

3297. But the produce of that part of the electorate which borders on Warialda would not go into Inverell but to Warialda, and would be included in the Warialda traffic returns? Yes; but I may tell you that the land you are calculating on there is not yet under cultivation.

3298. You were talking yesterday of the homestead settlers at Moree, and you said that you thought that a homestead settler could live on about 2,500 acres? I said lots of them do.

3299. You said that there are about 4,000,000 acres of land available in the Moree district? No, I think you misunderstood me there. In this block of country, extending 30 miles from the railway line on the south down to the Queensland border on the north, up to about Waterloo on the other side, across there and down to Moree, there are, I think, 2,700,000 acres of Crown land by the Land Office returns.

3300. Where did you get your 4,000,000 acres from? On the other side of Moree. I think it was mentioned in a return furnished by the District Surveyor down there.

3301. If all this land were settled over, with an average of 4½ persons to each area of 2,500 acres, it would mean an increased population of about 7,000 people? Yes; but I have not calculated it on that basis at all. I have put down the population at about 3,000.

3302. Do you think that Inverell will supply Gunnedah? Not in wheat, but it would in potatoes to some extent.

3303. You think that Inverell would supply Narrabri with wheat? Yes.

3304. Have you not taken into consideration the probable competition with Quirindi—Quirindi is distant 108 miles from Narrabri, while Inverell is about 159 miles from Narrabri? Yes.

3305. With the distance of 52 miles in favour of Quirindi, do you think that Inverell will successfully compete with it? Yes, because we have a better climate; and I think you will find that we have a better yield.

3306. You think that will compensate for the extra 52 miles? I think so. We have a very good yield in Inverell. I think we can compete with any of these places.

3307. If the rates on the Moree-Inverell railway should be found, or should be deemed too high to attract traffic, a reduction of rates—if it attracted traffic—could not increase the estimated amount? I want to show you clearly that what applies to a railway by Moree applies exactly the same to a railway by Glen Innes,—the rates being the same to Newcastle, without taking into consideration the grades. With the zone system of 25 miles, the rate being only 2d. a ton, the carriage is practically the same to the two places. The only competing power is the team traffic to Grafton.

3308. You mean to say that the carriage for 509 miles, from Sydney to Inverell, will be as little as it would be for 576 miles, from Sydney to Inverell by Glen Innes? Yes. Either way the freights would be the same to Inverell.

3309. I suppose your estimate, as well as Mr. Harper's estimate of the traffic, is based on a fair aggregate production and consumption? Yes.

3310. Should the line fail to attract the amount of traffic you anticipate, and should a reduction of freights ensue, in order to attract traffic, such a proceeding, even if it attracted traffic which was formerly anticipated, would not raise the aggregate earnings of the railway to the former estimate, because they would be only carrying the same amount of goods at lesser rates? To bring that about, the goods would have to be carried between Inverell and Grafton at a lower rate than they are.

3311. At what do you anticipate they could land general goods in Inverell from Sydney? Taking the Bourke line as a basis, they would land them there at from £4 to £4 5s. a ton.

3312. That is from Sydney by train? Yes; on the same basis as they are carried on the Bourke line.

3313. That is a great deal less than they are landing them at Glen Innes now for? We send down wool at £2 17s. The rates for a lot of the goods are £5 a ton.

3314. You know that they do not carry general goods at the same rate as wool? Quite so.

3315. If we have it in evidence that the rate will be about £8 per ton, you do not think that would be rather

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rather a prohibitory rate—at what rate could you land general goods from Sydney *via* Grafton? I do not know exactly what they pay. The steamer rate is from 8s. to 12s. 6d. a ton. When I was living up there, and got all my goods through Grafton, I used to pay £5 10s. a ton. I hear now that they are getting their goods up at from £3 10s. to £4 10s. a ton. As far as I know, it is heavy goods, such as salt, sugar, and wire, which go up. I understand that very few general goods go from Grafton.

3316. Mr. Kirkcaldie states that the present truck rate from Moree is £6 14s. 8d. per ton. You expect to send goods nearly 100 miles further at £2 14s. 8d. a ton less? Yes; because they are doing it at Glen Innes. We have been sending our goods to Glen Innes, and sending them back to Armidale and to Guyra, because the carriage on the long distance is so much cheaper. We find it better to send to Glen Innes, and pay the difference to Armidale, than to send from Sydney to Armidale. I have a copy of the differential-rate book here, and I think you will find that the rates for long distances bear out my statement. Out to Bourke the rate is £20 for a 6-ton truck.

3317. For what goods? It is the rate for rabbit-netting that I am looking at.

3318. But I am referring to general goods? I am under the impression that a great deal of the goods which go up from Grafton are heavy goods. To Wagga the truck rate is £24, and to all stations on the southern line from Wagga to Albury and Corowa it is only £18.

3319. Mr. Kirkcaldie says that if the rates are charged on the ordinary scale there will be an average of £8 a ton paid. If, therefore, goods can be landed from Sydney or Newcastle *via* Grafton, and thence by team to Glen Innes, at from £4 to £4 15s. a ton, and in exceptional cases at £3 13s. a ton, and if the only advantage in sending goods by railway be a saving of time, it is fair to suppose that the railway rates will be reduced by nearly a fourth if the Commissioners are to get the traffic,—instead of charging £8 7s. on an average all round, as Mr. Kirkcaldie says, they would have to charge about £4 7s. a ton? The case you cite is a very exceptional case for heavy goods.

3320. £3 13s. is an exceptional rate, but the average rate is between £4 and £4 15s.? It is £4 10s., I believe.

3321. That would mean that the Commissioners would have to reduce the rates from £8 7s. a ton to £4 10s. in order to get traffic away from the Grafton Road? I have calculated this on the rates which they are charging on the long lines. Taking the Bourke line, and all lines similarly situated on this flat country, if it pays the Railway Commissioners to carry at these rates, and we are put on the same footing, we can get this traffic.

3322. That is exactly what I say—that if the Commissioners want the traffic they will have to reduce the rate from £8 7s. a ton all round? It might run to somewhere under £5.

3323. The question whether it will pay its way or not depends altogether on the adoption of differential rates sufficiently low to enable the Commissioners to compete successfully with the sea route? I think you will see as regards Inverell I have taken a small estimate. I have been taking only half what has been imported into the district. After I made up my estimate I went and found what goes into Narrabri every year in return traffic from the cities. I found that the tonnage is 3,000 to Narrabri, to Gunnedah 6,166, to Tenterfield 2,123, to Glen Innes 9,741, and to Armidale 7,627. Of what goes from Glen Innes to Inverell I have only taken one-half. If we reduce to half rates to get the whole of the traffic—if we carried for 50 per cent. less than has been calculated to get the whole of the traffic,—we would not lose anything.

3324. *Mr. Hassall.*] With regard to the petition presented by you, and signed by 1,100 of the residents of Inverell, I presume that those persons are principally adults? As far as I know, they are.

3325. It does not include any school children? I looked carefully through the signatures, and I think you will find that they are all representative men.

3326. A large proportion of these people are engaged in farming and agricultural pursuits? Most of our farmers' names are there, I think.

3327. How many adults do you think would be against the railway if you could get all their signatures? On the electoral roll there are 1,800 names.

3328. Out of those 1,800 persons you have the signatures of 1,100 persons in favour of the railway to Moree? I think so.

3329. You know Moree pretty well, and you have travelled over the country between Moree and Inverell frequently? Yes.

3330. How does the country to the east of Inverell compare with the country to the west of Inverell, as regards its suitability for agriculture? The country lying 20 miles east of Inverell is about the best agricultural land. I suppose for 20 miles on the road to Glen Innes it is good agricultural land, and the land for 20 miles west of Inverell towards Warialda is magnificent agricultural land.

3331. Beautiful chocolate soil? Black flats and red loam.

3332. Practically, the country for 20 miles in each direction is similar? It is all good agricultural land.

3333. Beyond the 20-mile limit from Inverell to Glen Innes, what class of country do you consider it? It is more stony country, consisting of high lands.

3334. And beyond the 20-mile limit from Inverell to Warialda, what class of country is it? The great scope of agricultural land then lies down the river.

3335. There is a very large scope of agricultural land in that direction? Yes.

3336. You have seen from the documents submitted by the Railway Construction Branch of the Department of Public Works that they can construct 96 miles from Inverell to Moree for less than they can construct 53 miles from Inverell to Glen Innes? Yes.

3337. For nearly £40,000 less? Yes.

3338. In constructing the line *via* Moree they would open up 100 miles of country, as against 53 miles of country by taking the other route? Yes.

3339. Is it not possible, in consequence of the comparatively level nature of the country between Inverell and Moree, and between Moree and Werris Creek, that the Commissioners can convey goods as cheaply as, or more cheaply if anything, than they can by the mountainous route *via* Glen Innes? It would look like that.

3340. How is the land held between Inverell and Glen Innes? By Mr. Campbell, Inverell Station; Mr. Anderson, Newstead; Mr. Sinclair, Waterloo; and the Vivers, King's Plain Estate; and then there are some small properties around Glen Innes.

3341. Is the land freehold or leasehold? Freehold.

3342. The whole of the land worth purchasing has been purchased? Yes.

3343. And the land is practically comprised in four estates? Yes.

3344. How is the land held on the western side of Inverell? In mixed holdings. Out to Little Plain it is all freehold land—that is, for a distance of 12 miles. Then from Reedy Creek and Big Plain the lands are

are practically freehold estates. Then you get into Gragene Run, which is a mixed holding, consisting of so much freehold and so much Crown land. There is a big lot of Crown land to be thrown open there next year.

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3345. Is it of good quality? Yes. Between Inverell and Moree, within 15 miles of the railway on either side, there are 400,000 or 500,000 acres of Crown land, and of that area 270,000 acres are all rich reserves.

3346. That land is of pretty good quality? Yes; it is admirably adapted for pastoral settlement.

3347. On the eastern side of Inverell the proposed line, as surveyed, runs through private lands? Yes.

3348. On the route from Inverell to Moree the line goes through a portion of purchased land, and then gets into mixed holdings, consisting of freehold and leasehold lands of excellent quality? Yes.

3349. Do you think that land will be taken up and made available for settlement? I believe it will be applied for over and over again as soon as it is thrown open.

3350. There is a possibility of a large additional settlement on the land between Inverell and Moree in the near future? Yes.

3351. To what place do the farmers of Inverell look for a market more particularly? Mostly Moree.

3352. In saying that they look to Moree, do you take into consideration the country lying out towards the Queensland border as well? We take from Warialda right down the rivers, and right out to Moree. We cannot get further than there. At the present time the carriage is £2 a ton. But on the extension of the line to Moree we expect to get stuff out as far as Walgett.

3353. You are aware that it is pretty fair country to travel over from Moree to Walgett in anything like decent weather? Yes.

3354. As regards stock-routes, you are not confined to a narrow lane, which has the effect of practically closing the traffic? No.

3355. You think that with a railway to Moree you can practically command the Walgett market for Inverell cereals? Yes.

3356. Do you know the country about Moree pretty well? Yes.

3357. Do you know that agriculture has been tried there in the valleys and given up as a bad job, owing to the uncertainty of the seasons? It has been followed there.

3358. It is only in isolated places, and by means of irrigation, that they have been able to grow crops? Yes.

3359. Have you any knowledge of the little irrigation which has been tried at Boolooroo? Yes.

3360. That was successful on account of being able to water where necessary the small area? Yes.

3361. Do you think that the whole of the surplus wheat produced in the Inverell district could not be advantageously disposed of in that direction—in fact, more if you could produce it? I think we will supply all that market, and I believe we will supply a great deal towards Maitland and all the other towns. We can grow so much wheat. It is simply a question of putting in the seed.

3362. Do you think the producer can deliver his product at the market with a reasonable prospect of getting a fair return;—do you think that the charges for conveyance will not swallow up the price? No outside growers can compete with us.

3363. Have you taken into consideration the probability of Quirindi coming into competition with you? Yes; I have all the Quirindi returns.

3364. What is the distance from Quirindi to Moree? 172 miles.

3365. Could Quirindi, if it had to carry stuff 172 miles by rail, compete with Inverell, which has to carry its stuff only 97 miles? I would not think so.

3366. Is it not a fact that Inverell, even though handicapped with the road carriage, supplies a very large proportion of the Western District with cereals? I believe so. One storekeeper in Moree got 1,850 tons of stuff for himself from Inverell at £2 a ton carriage. We do not send all to Moree; we send down the rivers. If we could send it for 8s. a ton you can see how much more easily we could compete. We could not only send down to Moree at 8s. a ton, but we could get all the way out to Walgett, and right on towards Queensland.

3367. It is stated in the report of the Sectional Committee—"that the climatic conditions in the vicinity of Moree are unsuitable for agricultural products—the almost total absence of cultivation at the present time appears to furnish conclusive evidence on that point."; that is borne out by your own experience? Yes.

3368. Moree has been in the habit of looking to Inverell for the greater portion of her supplies? Yes.

3369. Do you know whether there is any prospect of the Narrabri district cultivating on such terms that it could compete with Inverell? Not Narrabri.

3370. Is it not a fact that their agricultural land is very limited in extent? They only grow about 2,000 bushels of wheat.

3371. They are a long way short in producing what they require? Yes.

3372. It is also stated in the Sectional Committee's report—"that this district does not appear to present a sufficient market for the products of the large producing centre of Inverell;"—is that borne out by your experience? Certainly not.

3373. Is it not a fact that a very large area of land will be shortly available for settlement in the Moree district, extending out to the Queensland border? A great deal of land.

3374. And from the quality of that land it is certain to be taken up very rapidly? Yes; it will be applied for over and over again.

3375. That must result in a largely-increased settlement, and demand for Inverell products? Exactly.

3376. It will create a much larger population, and it will necessitate a much larger area of land being put under cultivation in the Inverell district? Yes.

3377. One paragraph in the Sectional Committee's report has struck me rather forcibly, and it is this one:—"that Inverell as a great agricultural centre is entitled to the chief consideration in this inquiry." Do you not know of your own knowledge that proposals have been submitted to Parliament for railway connection with Glen Innes? Yes.

3378. That proposal has always passed through the Assembly? Yes.

3379. And it has always been rejected by the Legislative Council? Yes.

3380. Judging from past experience, and the evidence given with regard to the largely-increased cost of construction between Glen Innes and Inverell, as compared with the estimated cost of the line between Inverell and Moree, is it likely, in your opinion, that any proposal to connect Inverell with Glen Innes would now meet with a favourable reception? Not in the Upper House.

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- 3381-2. Therefore, as there is a prospect of a connection being made with Inverell, and as the Inverell producers are desirous of that connection being made, as it would open up to them a much larger market, it is advisable that this railway should be constructed? Yes.
3383. Do you think that this connection between Inverell and Moree would be more beneficial to the people of Inverell than would a connection with Glen Innes? Yes; at the present time.
3384. Is there any prospect of a market to the east of Inverell? Only to the extent of about 50,000 bushels of wheat, and wheat only.
3385. Where would that be disposed of? I think, frequently to Mr. Utz, in Glen Innes.
3386. In all probability the farmers who supply that demand would be in a position to haul the wheat to Glen Innes, provided that no railway were constructed, and they could not get a better market elsewhere? I think they are sending flour at 10s. a ton up to Glen Innes. We have carted wheat up there when the prices have happened to be good, which is only casually. The market up there is very limited.
3387. You have practically an unlimited market to the west? We have always a market in the west.
3388. Do you know whether flour has not been delivered from Inverell as far out as St. George's Bridge, in Queensland? I should think so.
3389. And also on the large stations lying between the Balloon River and the Barwon River? I know that our carriers have gone out a long way with our wheat into the western part of Queensland.
3390. Is it not a fact that many carriers from the Inverell district are in the habit of taking loading out from Inverell and Moree in a slow season, and bringing wool as back loading? Yes.
3391. The market for the Inverell produce is not bounded by the boundaries of the Colony? No; I think we will get a great market across the border.
3392. Will you give the Committee an idea of the area which you think will be supplied with Inverell products? I think we shall serve the country lying out from Walgett right across into Queensland, towards St. George, and then running in an easterly direction to a point nearly opposite Boggabilla.
3393. Is there any country to the south which could expect to compete with Inverell if a line be constructed to Moree? No; the only competing point gets its wheat from about Little Plain.
3394. If a line is constructed to Moree your market will extend to within a radius of 150 miles west of Moree? I think so.
3395. Is it your opinion that the proposed connection between Moree and Inverell is the best connection which can be made, having regard to the producing interests in the Inverell district? Yes.

TUESDAY, 27 OCTOBER, 1896.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

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|--|----------------------------|
| The Hon. FREDERICK THOMAS HUMPHREY. | HENRY CLARKE, Esq. |
| The Hon. JAMES HOSKINS. | CHARLES ALFRED LEE, Esq. |
| The Hon. CHARLES JAMES ROBERTS, C.M.G. | JOHN LIONEL PEGAN, Esq. |
| The Hon. WILLIAM JOSEPH TRICKETT. | THOMAS HENRY HASSALL, Esq. |
| The Hon. DANIEL O'CONNOR. | GEORGE BLACK, Esq. |
- FRANCIS AUGUSTUS WRIGHT, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

George Alexander Cruickshank, Esq., M.P., sworn, and further examined:—

G. A. Cruickshank, Esq., M.P.
27 Oct., 1896.

3396. *Chairman.*] I understand that you desire to make a statement in regard to your previous evidence? Yes. I have found, by going into the question of rates again, the reason for the discrepancy between my former statement as to traffic and Mr. Harper's statement, and I submit a comparison of the two returns:—

	Mr. Cruickshank's Rates.	£	s.	d.	Mr. Harper's Rates.	£	s.	d.	
<i>Moree and Inverell.</i>									
In and out goods, 3,500 tons, @	15/-	2,625	0	0	10/-	1,750	0	0	Mr. Harper has 500 tons less goods from Inverell, but he has left out carriage of minerals. Mr. Harper has 500 tons less produce, but consider my estimate quite reliable. In wool, adding Inverell and Warialda together, we differ only 600 tons; but Mr. Harper leaves out all wool east of Inverell and south of the Warialda line towards Bingera, which Mr. Cruickshank considers must come to the line, and makes the difference. We differ 2,000 tons in goods, Warialda and Moree; but considering the output of the Warialda district, and the population of Warialda and Bugara divisions, and the receipts from the railway stations at present, consider Mr. Harper's figures absurdly low. Difference in live stock immaterial. Mr. Harper allows for stock going by road that Mr. Cruickshank put in trucks. Passenger traffic differs 1,000; Mr. Cruickshank maintains estimate correct on population basis, and Mr. Harper in evidence admits being on safe side.
Wheat, hay, chaff, corn, and potatoes, 5,500 tons..... @	8/-	2,200	0	0	8/-	2,200	0	0	
Wool from 240,000 sheep, 600 tons..... @	17/6	525	0	0	17/6	525	0	0	
Live stock, 250 trucks..... @	30/-	450	0	0	25/-	312	10	0	
Passengers, 6,000..... @	12/6	3,750	0	0	10/-	3,000	0	0	
<i>Warialda.</i>									
Goods, including grain, 700 tons..... @	7/-	245	0	0	10/-	1,500	0	0	
Goods, including grain, 2,300 tons..... @	10/-	1,150	0	0					
Wool, 3,000 tons..... @	15/-	2,250	0	0	13/4	2,000	0	0	
Live stock, 3,000 trucks..... @	25/-	3,750	0	0	20/-	3,000	0	0	
Passengers, 3,000..... @	5/-	750	0	0	5/-	750	0	0	
Casual trucking, Moree to Inverell.....		500	0	0		Nil			
Mails.....		1,200	0	0		1,200	0	0	
		19,395	0	0		16,237	0	0	Difference in rates—£3,157 10s.

The Hon. Thomas Hawkins Smith, M.L.C., sworn, and examined:—

3397. *Chairman.*] You were for many years a resident on the Clarence? Yes, and I am so still.
3398. *Mr. Clarke.*] I understand that you have no knowledge of the country between Inverell and Moree? No.
3399. You have a statement to make in regard to a line from Glen Innes to Inverell? A line from Glen Innes to Inverell seems to me a natural one to make. Notwithstanding what statistics may prove, a line from Moree to Inverell can only be a temporary expedient. Eventually the produce of all the country to be served by such a line must go to the north coast, and when means of communication are opened up in some port on the north coast, the whole of New England and the country to the west of it will be occupied by people growing produce for export. At present nothing can be grown there which will stand 500 miles of railway carriage—except wool. The reason why there has not been much cultivation in that district is that the railway carriage to a port is so high that it eats up all the profits. With a railway to some port on the north coast, however, produce from the districts I speak of would have only 150 miles of railway to travel over. Such a railway would probably allow of grain and wine, and other things, besides wool, being produced.
3400. You think that there should be a connection between Glen Innes and Inverell with a view to, at some future time, an extension to the coast? Yes. At the present time the whole of New England, from Tenterfield to Armidale, is so far from a port that nothing can be produced profitably there, except wool.
3401. What is the rate of carriage from Grafton to Inverell? I do not know; but I have seen the rate from Glen Innes to Grafton stated as from £3 15s. to £4 a ton. On the Clarence there is a meat-preserving company at whose works 19,080 cattle have been treated this year. They are unable to get sheep, because of the distance by road to the New England table-land; but if there were a railway they would be able to preserve a great many of the sheep from New England and the country lying at the back of it. I have here, too, an advertisement which appeared in the *Grafton Examiner*, and which shows that the Fresh Food and Ice Company are prepared to purchase cream, butter, pigs, and other farm produce, at their works on the Clarence. It would help to find a market for such produce from New England, if it could be got down to the coast at a cheap rate.
3402. I suppose you are of opinion that with a line from Glen Innes to the northern coast there would be an immense interchange of products between the table-land and the coast district? Yes. The country on the table-land would be cultivated for such crops as it would pay to grow, while tropical fruits, sugar, merchandize, &c., would be sent from the coast to the table-land in exchange. We have made mistakes in our railway system before. We made a mistake in bringing the traffic from the Mudgee district to Sydney, instead of allowing it to go to its natural port, Newcastle.
3403. At the present time, very little goes from the table-land to the coast except wool? Nothing at all.
3404. What comes from the coast to the table-land? All kinds of merchandize and sugar. When drays come down loaded with wool they take back merchandize.
3405. The Clarence River is in a better position, so far as navigation is concerned, now, than it was in years gone by? A great deal. I have not heard of a vessel being detained for some years.
3406. What is the depth of water on the bar? Eighteen feet, I believe; but I have made no inquiry.
3407. When the harbour works are completed the depth on the bar will be still greater? I have been told so.
3408. Do you know anything about the state of navigation on the Richmond, or at Coff's Harbour? Only what I read in the newspapers.
3409. You think that on the whole it would be to the public interest to connect Inverell with Glen Innes, with the ultimate intention of carrying the line on to the coast? Yes.
3410. *Mr. Fegan.*] You are not acquainted with the country between Moree and Inverell? No.
3411. Then how can you draw a comparison between that country and the country lying between Inverell and Grafton? In my opinion it will be impossible to send Inverell produce—that is, except wool—500 miles by railway.
3412. Your great object is to connect Glen Innes and Grafton by rail, and to have a port at Grafton? Well, Grafton seems to be the natural port; but you might have the port anywhere on the Clarence or the Richmond. The Clarence is in a direct line from New England to the coast.
3413. You wish to draw the attention of the Committee to the possibilities of a connection between the table-land and the Clarence? Yes. I daresay there are plenty of men who know what Sydney was forty years ago, and who know how railway communication with the interior has added to its wealth. In a similar way, if the produce from the country at the back of New England, and from New England, is brought down to its natural port on the Clarence, we shall have a very large town there in less than thirty years. I have no personal interest in this matter.
3414. *Mr. Nassall.*] Do you think that a line from Glen Innes to Inverell would be of any advantage to the New England district without a connection to some part of the north coast? I think such a line would be more advantageous than a connection with Inverell going westward; although Inverell supplies Moree and the country to the west with flour, that is only a temporary market, and it seems to me that those places will one day grow all the produce they require for themselves. What traffic would there be on the proposed line, except wool.
3415. We have evidence to show that the Moree district requires something like 50,000 bushels of wheat per annum, while there is no agriculture further west? But have you not good bores there which will eventually be used for irrigation purposes?
3416. I do not think that any large area can be cultivated in that way. What I want to get at is this: would a connection between Glen Innes and Inverell be of any advantage to the north-coast district? No, unless the line were extended on to the north coast.
3417. You regard a line from Glen Innes to Inverell as the first step towards an extension to the north coast? Yes.
3418. You have said with regard to the meat works on the Clarence that they must look to the west for their supplies? Yes, for sheep. They can get their cattle from the Clarence and Richmond districts, and from the lower part of Queensland.
3419. Do you not think that a connection between Moree and Inverell would be the strongest argument in favour of an extension to the coast? I think it would be much more advantageous to have a connection between

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between Glen Innes and Inverell first. The line might then be carried further west, or it might be taken up towards the Queensland border.

3420. If no cultivation is done in the west, that district must look east for its supplies? I do not know that cultivation could not be carried out there if the water from the bores were used.

3421. *Mr. Roberts.*] Do you know the Inverell district at all? I do not know the country beyond Glen Innes.

3422. You know it by repute? I have always heard that it is one of the richest districts in New South Wales.

3423. Is your sole reason for preferring the Glen Innes-Inverell line to the Moree-Inverell line the fact that you consider it the first step toward a line to the north coast? Yes.

3424. How far is Glen Innes from a port on the Clarence? The latest survey goes to Glencoe. That distance is about 110 miles, I believe.

3425. That is the line you would like to see constructed? I think that is the only way in which the land in the north-western districts can be used for anything but wool-growing.

3426. Would there be a large market on the coast for Inverell produce? Yes; and there would be a large market on the table-land from the produce for the coastal districts.

3427. There would be an interchange of commodities? Yes; because the two districts would grow entirely different kinds of produce.

3428. Have you given any consideration to the proposal to carry the railway from Tenterfield to Lismore? No. It seems to me that such a line would be too near the Queensland border, and the trade would probably go to Brisbane instead of to Sydney.

3429. Would any wool be picked up along the route of a line from Glen Innes to Grafton? No; but there would be other produce. Cattle are now largely reared in those districts and, with proper railway facilities, no doubt dairying would be entered into.

3430. Would any timber be sent along the line? It is a thickly timbered district, but I do not know that any timber would be carried by the railway.

3431. *Mr. Hoskins.*] It is only 320 miles from Glen Innes to Newcastle; do you know that wheat is brought to Sydney from Berrigan and from places between Albury and Wagga, which are much further away? No.

3432. Supposing a railway were made from the coast to Glen Innes, and it had the effect of making that town a distributing centre for the district between Armidale and Tenterfield, what would the Government do with the railway from Armidale to Tamworth—close it up? No; there would always be traffic along that line. It is part of the main line connecting this Colony with Queensland. Then, too, there is a lot of country south of Armidale the produce from which would come to Sydney.

3433. Could not the mails as well as merchandise be sent round through Grafton? That would never be done. There would be a large passenger traffic from Grafton to the table-land, and that traffic would increase.

3434. Do you know that wheat is brought from Narromine to Sydney, which is a greater distance than from Glen Innes to Sydney? No; but of course Sydney is the natural port for the country along the western line, just as Newcastle is for the Mudgee district, and the Clarence for the north-western district.

3435. *Mr. Humphery.*] I understand your view to be that the railway should be carried due west from the coast? Yes; west, or north-west.

3436. You think that the reduction of railway freights would lead to a large increase in production upon the table-land and in the north-western districts? Yes.

3437. Is it your view that a railway from the coast should stop at Glen Innes? No.

3438. Do you think that such a line should be carried west from Glen Innes? Yes.

3439. So that eventually it would strike the north-western line? Once it got to Inverell it might be taken in any direction.

3440. Would you stop at Inverell, or should the line be taken further on? Naturally, it should not stop at Inverell.

3441. Your view is that the construction of a railway from Moree to Inverell may delay the connection between Inverell and the coast? Yes.

3442. Otherwise there is no reason why that line should not be made? Yes.

3443. *Mr. Trickett.*] You look upon this proposal from a national point of view? Yes, entirely.

3444. With a view to decentralisation, you think the whole of the traffic from the north-western country should go down to the nearest port? Yes.

3445. Have you considered whether a line to Grafton would pay? It would probably not pay at first; but as the country became more populated, and more land was brought under cultivation, the line would pay.

3446. You have not gone into figures? No.

3447. Why did you refer to the advertisement of the Fresh Food and Ice Company? That company is prepared to buy produce coming from New England. There would be a market for it on the Clarence. The company have cream sent to Sydney from as far west as Bathurst.

3448. What do they do with what they purchase at Grafton? They have not yet purchased more than is required for local consumption; but they intend to have refrigerating chambers placed in the steamers so that they may send produce to Sydney. They buy all kinds of farm produce—pigs, fowls, eggs, milk, and cream.

3449. A railway to Grafton from the table-land would feed this industry? Yes. A good deal would be produced between Grafton and Glen Innes.

3450. Does much wheat go from New England to Grafton? No wheat goes that way, because there are no mills on the Clarence; but some flour may be sent.

3451. Is much flour sent down? I do not know; but some is sent.

3452. I suppose the heavy rates of carriage would militate against much being sent? I suppose so. I think you could get flour cheaper from Sydney.

3453. Does much produce of any description come down from the table-land? I think only wool comes down.

3454. Are you pledged to any particular connection between the table-land and the coast? No.

3455. Have you long held the view that there should be such a connection? Yes; I have held it for a long time. Such a connection would develop the north-western district, just as the country about Orange and Bathurst has been developed by the railway,

3456. You look to these northern ports as possibly the outlets for large exportations to foreign countries? I do not know whether the river could be deepened sufficiently to admit large vessels, but a moderate sized ship could come up.
3457. *Mr. Wright.*] Do you know the population of the north coast district? No; but I believe that there are about 15,000 people on the Clarence, and the population is increasing.
3458. They grow no breadstuffs on the coast? No.
3459. You think that if the connection you speak of were made, a paying traffic would spring up in a few years? I think so.
3460. Is the population of the north coast district increasing very rapidly? There is only the natural increase.
3461. Is all the land that is available occupied? It is all occupied; but the greater part of it is occupied only for pastoral purposes.
3462. Is it all alienated? No.
3463. You know the country on the Upper Clarence leading towards the table-land? There are a lot of steep ranges between the Clarence proper and the table-land.
3464. I have been told that there are magnificent belts of timber all through that country? I do not think there would be very much where it is proposed to take the railway.
3465. I am speaking of the whole country from Tabulam right through to Guy Fawkes? Yes; but I do not think much cedar has been left there.
3466. There is a considerable amount of mineral wealth there? They have discovered a good many "blows" of gold; but I do not know that the fields will prove permanent.
3467. Do you think that a railway might be the means of opening up industries which we do not know of at the present time? Yes, I think so.
3468. You stated that the meat-works on the Clarence cannot treat sheep, because they cannot get them down? Yes.
3469. Cannot sheep travel down the mountains? Well, there are so many rivers to cross.
3470. And I suppose they would lose condition in coming down? Probably.
3471. *Mr. Lee.*] Have you been from the Clarence to Tenterfield? Yes.
3472. Is not the country between Grafton and Tenterfield very much superior to the country between Glen Innes and Grafton? Part of it is; but when you get up to Drake it is all very much the same.
3473. Are not the grades easier? That I do not know. The railway would not go where the road goes.
3474. Are there not more people getting a living either by mining or by farming between Tenterfield and Grafton than between Glen Innes and Grafton? I should think not. There is some mining at Drake; but I do not think that there is any farming between the Clarence and Tenterfield.
3475. When were you across there last? About three years ago.
3476. Are you aware that there are at least three times as many men at Drake now as there were five years ago? I daresay there may be.
3477. Are you aware that large areas have been taken up there by selectors during the last three years? No.
3478. So that your knowledge of the country is rather imperfect? Yes.
3479. Have you ever travelled from Casino by way of Peacock Creek and Dyraba to Acacia Creeks? I went that way some years ago.
3480. Is there not a large area of splendid country there? I do not think you could use it for much, except for pastoral purposes.
3481. Do you know Killarney—that is good soil? Yes, but Killarney is in Queensland.
3482. Is not the soil on Acacia Creek identical with it? I should have said not. I thought the Acacia Creek country was all granite country.
3483. No; it is all black soil country? ———

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M.L.C.
27 Oct., 1896.

TUESDAY, 16 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.
The Hon. JAMES HOSKINS.
The Hon. CHARLES JAMES ROBERTS, C.M.G.
The Hon. WILLIAM JOSEPH TRICKETT.
The Hon. DANIEL O'CONNOR.
HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.
JOHN LIONEL FEGAN, Esq.
THOMAS HENRY MASSALL, Esq.
GEORGE BLACK, Esq.
FRANCIS AUGUSTUS WRIGHT, Esq.
FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and further examined:—

3484. *Mr. Lee.*] Could you give us in detail the estimate of the traffic on the proposed line between Inverell and Moree? That is already given in my evidence. These are the figures:—

Goods, 3,000 tons, at 10s.	£1,500 0 0	
Wheat, hay, straw, chaff, &c., 5,000 tons at 8s. (special)	2,000 0 0	
Wool, 1,000 tons at 17s. 6d.	875 0 0	
Live stock, 250 trucks, at 25s.	312 0 0	
Passengers, 5,600, at 10s.	2,800 0 0	
		7,487 0 0

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The Warialda estimate, at which point a large volume of traffic will come in which would not have reached Inverell, even assuming the line had been extended from Glen Innes to that point, is as follows:—

Goods, 1,000 tons, at 10s.	500 0 0
Wool, 2,000 tons, at 3d. per ton per mile equal to 13s. 4d.	1,333 0 0
Live stock, 2,200 trucks, at 20s.	2,200 0 0
Passengers, 2,400, at 5s.	600 0 0
	4,723 0 0

Mails, 99 miles, at £12 per mile

1,188 0 0
£13,398 0 0
3485.

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3485. What was the last estimate you made of the traffic on the proposed line from Glen Innes to Inverell? The last estimate I made is shown on page 20 of the Minutes of Evidence. I applied certain calculations to some figures which were furnished me by the Inverell people. It was not my own statement of the traffic. The only figures which represent my estimate are those on page 20.
3486. On the very top of page 20 are these words "The Commissioners' first estimate of the traffic on the proposed line between Glen Innes and Inverell is based upon the following figures, through rates being adopted for the purpose." That is altered in a subsequent copy of the evidence which says "based upon the following figures, through rates being adopted for the purpose";—is that correct? That is quite right—through rates being adopted for the purpose.
3487. Then on page 20 I see a second estimate which is called a new estimate? That is a new estimate for the Moree to Inverell line.
3488. In the estimate of traffic regarding the Glen Innes to Inverell line, and also the Moree to Inverell line, have through rates been adopted in both instances? I think not in both instances.
3489. On what basis was the calculation of the traffic returns for the Moree to Inverell line made? On an arbitrary rate.
3490. What do you call an arbitrary rate? A rate which it is felt the traffic could bear, and proportionate to the rate which is being imposed elsewhere. The first estimate, made in 1890, was prepared upon an addition of the Inverell mileage to the Glen Innes distance. Since that date a number of lines have been constructed to which the Commissioners have applied special rates, in making which they have been guided by the circumstances—the cost of construction and the amount the traffic will bear. The Berrigan line is an instance, also the Forbes line and the Cobar line.
3491. *Mr. Black.*] Is there any line in existence where they carry wheat, maize, and potatoes a distance of 50 or 60 miles at 1s. 6d. a ton? Yes.
3492. *Mr. Lee.*] We want to find out how these rates are computed;—have you adopted any system in existence in the Department of Railways? Yes.
3493. Or have you adopted some fancy rate? It is not a fancy rate. It is 1½d. per ton per mile for goods.
3494. Is it equivalent to the truck-rate? It is less than the truck-rate for produce. In the one case, for goods, it is about 1½d.; for wheat it is about 1d. per mile.
3495. Then so far as wheat is concerned it is less than the truck-rate? We have half-a-dozen different kinds of truck-rates. It is more than the truck-rate for produce carried over long mileages. For instance, up to 50 miles, the rate for grain in the classification is a little over 1d. a ton per mile. For 100 miles it is precisely the rate that I have adopted, that is 8s.
3496. You say the rate has been struck as being that which the traffic from that district would be capable of bearing? Yes.
3497. Is that the basis? Yes.
3498. Are you sure about it? Yes; and apart from that it is the basis of the rate-book charges. For that distance the charge per rate-book, for from 96 to 100 miles, is 8s. per ton.
3499. As regards goods going to Inverell *via* Moree, what rate have you adopted? About an average rate. We have half-a-dozen classes of traffic which are being carried.
3500. Have you adopted the truck-rate? No.
3501. Is it more or less? Comprised in that estimate of mine there are goods which are carried at 8s. 4d. per ton, 10s. 10d. per ton, 17s. 2d. per ton, £1 16s. 3d. per ton, and £2 4s. 9d. per ton for that distance of 100 miles.
3502. Calculated on that basis, could you tell us what it would cost to land general goods at the truck-rate from Sydney at Inverell? I could not tell, because there is no rate fixed to Moree yet.
3503. I want to know clearly what rate is going to be charged on general goods by truck-rate from Sydney to Inverell? That I could not tell you. It is a matter for the Commissioners to decide after the line is constructed, according to the circumstances. But I say that for the purpose of an estimate under any circumstances the traffic will bear a charge of about 1½d. per ton per mile; that is, 10s. for the whole distance of 100 miles: That refers to the general traffic of the district; there may be some classes of goods which would pay more, and others which would pay less.
3504. But what basis do you adopt for a truck-rate, say to Glen Innes? The whole of the goods do not represent what we carry in truck-loads. We have some 500 articles which are classified at all kinds of rates. The average rate for goods carried on that line will be 10s. per ton. I do not care what goes to the cost and what does not. My firm conviction is that on that line we should be able to carry the quantity of goods I have estimated—and after all is said and done it is an estimate—at an average rate of 10s. per ton for 100 miles.
3505. All you have calculated then has been the estimated cost between Moree and Inverell? That is all.
3506. You have not estimated what the cost will be from the metropolis to Inverell, or from Inverell to the metropolis? No. I have not taken that into consideration.
3507. And your figures give no information whatever beyond the local rate between those two places? Simply an estimate of the traffic on that particular section.
3508. You do not pretend to offer an opinion as to what the cost of the traffic would be from the metropolis to Inverell? No, I could not do that.
3509. That being the case, are you prepared to accept the figures given by the Chief Traffic Manager, Mr. Kirkcaldie? I do not know what they are; I have not seen Mr. Kirkcaldie's evidence.
3510. He is asked on page 82, question 2169, "Could you give us a fair average of the cost per ton per truck?" To which he replies, "If we charge the ordinary scale, without having regard to competition, it will be at an average of £8 7s. per ton." That is the truck-rate from Inverell, *via* Moree, to Sydney? It would be as well that I should point out that in a previous question Mr. Kirkcaldie says that there is a class of goods at the rate of 23s. 4d. a ton.
3511. But Mr. Kirkcaldie was asked to give what is practically the fairest rate—a truck-rate, which is known to be about the lowest in existence—and he gave £8 7s. as the truck-rate;—I want to know whether your estimate has been based upon the truck-rate, and if not, on what has it been based? Mr. Kirkcaldie does not say that that is the rate that would be charged. He says it is an extended rate at the present classification.

3512. I want to know what the rate is going to be from Sydney? That I cannot tell you, neither could Mr. Kirkcaldie, I am sure. J. Harper, Esq.
3513. Then of what value is your estimate? I come back to this. I say that on that line of 100 miles the Department will realise under any circumstances, no matter what rate is adopted, 10s. per ton on 3,000 tons. 16 Feb., 1897.
3514. Can you tell me now what is the rate to Moree? I do not know. No rate has been fixed or published.
3515. What is the rate to Narrabri? £31 4s. for a 6-ton truck.
3516. Is that the lowest rate? For certain classes of goods. That is not the lowest rate to Narrabri. I want to disabuse the minds of the Committee of the idea that my estimate of 3,000 tons includes all articles under the category of truck-loads. It does not. As a matter of fact perhaps 80 per cent. may be goods which are carried of a lower class. We have goods which are carried to Narrabri at 18s. 9d. per ton, others at 21s. 5d. per ton, at 36s. 4d. at £3 16s. 6d., and £4 15s. 1d.
3517. You work through the large agents here, such as Wright, Heaton and Co., who collect the goods and supply at truck-rates. I want to get at that? I do not know what the truck-rate would be to Moree. It has not been fixed by the Commissioners.
3518. You do not dispute the figures given by Mr. Kirkcaldie? I dispute them as being figures which cannot apply to Moree or to my estimate.
3519. You do not dispute the fact that if the present truck-rate were adopted the charge for goods from Sydney to Moree would be as stated by Mr. Kirkcaldie? I do not. If that rate were adopted, the charge would undoubtedly be as he stated.
3520. *Chairman.*] Is the truck-rate regarded as a fair rate at which to carry the trade of the colony generally? No; neither does it represent the trade of the colony. It does not represent 10 per cent. of the railway trade of the colony. Of the 3,000 tons of goods which I have estimated as the probable extent of the traffic, I do not consider that 10 per cent. or probably 5 per cent. would be carried at the high rates. My contention is that the average classes of goods that will be carried on that line can afford to pay 10s. a ton for 100 miles. The truck load does not represent the actual business of the Department of Railways. It does not represent 10 per cent. of the whole of our business in carrying merchandise.
3521. *Mr. Lec.*] You are now practically assuming a rate of 10s. per ton for 100 miles? Yes; to cover all the classes of goods we are likely to carry over the line.
3522. Is that the rate which exists on other lines—is that the general rate? I daresay it would work out very nearly an average of 10s. if you applied it to all the classes of goods for 100 miles.
3523. In that case the rate being 10s. per ton it would only cost 50s. per ton to take goods from Sydney to Inverell? That is quite possible. The 10s. of course in this case would be at the end of the distance, where there would be a sliding scale.
3524. But you do not admit for a moment that you carry goods for such a distance at 50s. a ton? Yes, I am quite sure we do. We carry goods of the miscellaneous class a distance of 512 miles for £1 9s. 4d.
3525. You say that the railway carries goods for over 500 miles for £2 10s. per ton, while everybody is paying about three or four times that rate? No they are not. The mistake is made in considering that the railway rates are based on a progressive scale. For instance, we would not charge the man who lived 300 miles away the same rate per mile for the whole of the distance as we would charge the man who lived 200 miles away. We must necessarily have a sliding scale. We must necessarily drop off as the distance increases. I will give a few instances of the rates charged for 412 miles and 512 miles respectively, which will show the charge for the last 100 miles. For a distance of 412 miles the following rates are charged: £1 5s. 6d.; £1 10s. 4d.; £2 12s. 7d.; £3 10s. 6d.; £4 17s. 7d.; £9 11s. 7d. For a distance of 512 miles the following are the rates corresponding: £1 9s. 9d.; £1 15s. 10d.; £3 2s. 7d.; £6 11s. 8d.; £8 3s. 10d.; £11 8s. 3d. If you subtract the one set of figures from the other it will give you the rate charged for the last 100 miles for different classes of goods. It will be found that the rates work out as follows for 100 miles: 4s. 3d. for one class; 5s. 6d. for another; 5s. for another; then 21s. 2d.; 26s. 3d.; and 36s. 8d. We carry one class of goods 412 miles for 25s. 6d. and the same class of goods 512 miles for 29s. 9d.—4s. 3d. a ton being the rate for the last 100 miles.
3526. What class of goods do you carry at £1 9s. 9d.? I will only mention those which I think will be of interest. All agricultural and vegetable seeds, bones and bone-dust, building-stone, copper-ores, &c.
3527. I only want to get at the general class of goods sent to a country storekeeper? Sugar, iron, wire, groceries, wines and spirits, draperies, and packed ironmongery, are goods that would be carried for 21s. 2d., 26s. 3d., and 36s. 8d. per ton for the 100 miles. That is according to the rate book. I do not mean to say for a moment that the Commissioners would find it judicious to make those charges. I wish to make it perfectly clear that I am not in a position to say what will be charged by the Railway Commissioners. We have differential rates all over the lines.
3528. In your estimate you have calculated the rates at per ton. Is there not a deduction made for truck loads? Yes. But in this case it would not be very large, because when you get up to those long mile-ages the truck-rate is about equal to third-class. It works out at 4d. a ton per mile—precisely the same thing.
3529. If you take those averages it brings it out at £7 5s.? Yes; but I do not take them for the purposes of my estimate, and I do not conceive it to be necessary to take them. I think we shall get 3,000 tons without having recourse to these high rates.
3530. You are estimating of course the quantity of goods that will pass over the line.
3531. Did you also consider the fact that the larger proportion of those goods would go over the remainder of the line? Decidedly.
3532. And if they would not stand the carriage through they would not be able to go over any portion of that line? I quite agree with that.
3533. It is all very well for you to estimate what that line will earn, but we want to know whether that traffic will be prohibited from going over it by the long length of line that it would previously have to pass over? My opinion is that 3,000 tons of the traffic would not be so prohibited. That is simply my individual opinion.
3534. But if the rates are such as the Chief Traffic Manager says, the traffic would be so prohibited? I do not think the Chief Traffic Manager says that the rates mentioned will be the rates fixed. I do not think he would say that, because he knows as well as I do that he has no right to give rates for the Commissioners until they have been made. 3535.

- J. Harper, Esq.
16 Feb., 1897.
3535. *Mr. Wright.*] He would mean rates based on existing rates? Yes. I want to clear the Traffic Manager from being placed in a false position. He could not say what the rate would be.
3536. Anybody could say what it would be based on existing rates? Certainly.
3537. *Mr. Lee.*] What the Committee want to know very clearly is, whether it is possible for the estimated traffic to run over a certain distance of line in view of the through charges from the metropolis? My opinion is that the 3,000 tons which I have estimated would be carried, and would earn 10s. a ton.
3538. Take any existing arrangement in the Department at the present time, and show us what the charge will be on general goods? As I mentioned before, the charges imposed by the Department are largely controlled by circumstances. A certain set of circumstances may arise here such as have arisen in Riverina and elsewhere, and in order to get traffic for the main line, which at present is not going on the main line, it may be necessary to adopt differential rates. Of course I cannot tell whether that will be so or not.
3539. Then your reply is that you have not estimated what the cost of traffic will be from Sydney to Moree, but have confined your estimate entirely to what will be the rates of traffic between Moree and Inverell? And Newcastle, because the greater part of the traffic goes there.
3540. Turning to Question 2254, you will see that Mr. Kirkcaldie is very emphatic in his evidence when he is asked this question:
- Then how will it be possible for you to carry 100 miles further than Moree, in competition with the sea-board, with goods delivered as you say at Inverell, *via* Grafton, at £4 15s. per ton? I do not see how we can do it unless we cut down the rates.
- Therefore, I want to know what rates we are depending on? That I could not tell the Committee.
3541. You are aware that this line has been recommended as the proper line to take the traffic west of the Great Northern line, and, if possible, to intercept the coast traffic? Yes.
3542. Certain facts are put before us, and I want to know clearly what the rate is going to be from Sydney to Inverell, in order to know whether or not that end is to be attained? I am not in a position to give the Committee that information.
3543. You have said that in estimating the rate between Inverell and Moree you considered it one which, in your opinion, the produce and goods of the district could bear? Yes.
3544. You are also aware that the distance from Sydney to Inverell, by way of Moree, is about 38 miles longer than by way of Glen Innes? Yes.
3545. You made the estimate of traffic when the Glen Innes to Inverell proposal was before this Committee, and I suppose you struck a rate which you thought the produce from Inverell to Sydney and back could stand? In that estimate I extended the through rate, that is, the through rate for the mileage beyond Glen Innes, and I said so. The estimate supplied to the Committee was not an estimate of mine; it was compiled from figures furnished to the Committee by local residents.
3546. The estimate on page 20 of the Minutes of Evidence says—"The Commissioners' first estimate of the traffic on the proposed line," &c.? That is quite right; that is my estimate, but the other is not.
3547. It also says, "through rates being adopted for the purpose." The line from Glen Innes to Inverell is 52 miles in length as against 101 miles from Inverell to Moree. In your estimate for the Glen Innes and Inverell line you put down wool at 3s. 9d. per ton, and now, in your estimate of traffic for the Inverell and Moree line, you put down wool at 17s. 6d. a ton, although the distance is double;—how do you reconcile these two estimates? It is quite right. If I had to make an estimate again to-morrow, under the altered circumstances between Glen Innes and Inverell, I should also apply the local rate. It is done in connection with all new lines; local and arbitrary rates are charged.
3548. But can you give us any reason why you should estimate the charge in one direction, from Inverell, at so much less than you estimate it in the other direction? Because what I did in 1890 was done under instructions, before the policy of the present Commissioners had been formulated of charging local rates. Since that date all new lines have been subjected to a local rate until they have commenced to pay. I am dealing now with the Glen Innes estimate before the Committee; but, as a matter of fact, I had nothing to do with the Glen Innes to Inverell estimate of quantities in 1891. If to-morrow I were asked to give an estimate of the traffic between Glen Innes and Inverell I should undoubtedly apply a local rate to the line.
3549. Discrepancies appear also in regard to sheep and cattle, wheat, maize, potatoes, hay, &c.? Yes; all through the extension of the through rate.
3550. If you had estimated at that time the same rate as you have estimated for the Moree to Inverell line, would not the revenue from the Glen Innes to Inverell line have been more than double the amount at which it was then put down? I would not like to say off-hand; it is a matter of calculation.
3551. Could you not calculate it now? I should also want to deal with it, having in view the cost of the working of the line—the 52 miles as against the 101 miles.
3552. But you have nothing to do with the working of the lines? In fixing the rates, the Commissioners must have regard both to the capital cost of the line and the cost of working.
3553. But are not the two things distinct;—is not the carriage charged as one item and the working expenses as another? No. When railway lines are handed over to them, or rather when they are designed, the Commissioners consider what rates a line will bear, with a view of paying interest on capital and the cost of the working expenses. They are not tied down to any hard and fast rate.
3554. Then, if the working expenses were higher, the rates should be higher? Decidedly. Of course, I do not know whether they would be.
3555. Can you not see that you have reversed the order of things altogether;—that you have calculated a high rate of working expenses on the Glen Innes line and calculated a very low rate of freight? I do not know that I have. The Commissioners have made it a *sine qua non* in making their reports on these lines that local rates should be enforced until the line paid, when other rates could be applied. This policy was not, I think, in operation at the time that estimate was made; and I think it a most unfair thing to bring that estimate in again, and compare the two sets of figures, in view of this explanation. As far as I am personally concerned, I have been absolutely candid in the matter. I have explained that this estimate was prepared under the then existing condition of affairs, and that the other estimate has been prepared since.
3556. We only want to know the reason why there is this great difference in the freights to be charged? I have given the only explanation I can offer.
3557. If you were asked to make an estimate of traffic to-morrow on the line from Glen Innes to Inverell, on the same basis as that upon which you made the estimate for the Moree to Inverell line, would not your figures of 1893 be very largely increased? Decidedly; I admit that.
- 3558.

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3558. *Chairman.*] Could you furnish such an estimate? I certainly could not undertake to furnish a fresh estimate of a line with which I dealt in 1890, without the authority of the Railway Commissioners. But I shall be glad to work out the figures if I have their authority.

3559. *Mr. Lee.*] I shall be glad if you will do so, taking exactly the same quantity and applying the same rates? Yes.

3560. *Mr. Roberts.*] Can you tell the Committee what the annual cost to this country would be if the proposed railway from Inverell to Moree were constructed? The Commissioners, in their report, give the total annual cost at £16,183, and the total estimated revenue from the traffic at £13,398.

3561. Leaving an annual loss of how much? £2,785.

3562. I understand that you are responsible for these figures giving the estimated revenue? Yes, to the extent of using the best of my judgment.

3563. And they are compiled in the way usually adopted in dealing with many lines in various parts of the country of which you have furnished estimates? Yes.

3564. And the information you have supplied to Mr. Lee in regard to revenue is as full as that which you are as a rule able to give when any proposed line of railway is under consideration by this Committee? Yes. It is not often that a set of circumstances arises in connection with a railway such as has arisen in this case, where there are rival routes, and also competition from outside. I think the same question cropped up in connection with the Berrigan line, where we were in competition with Victoria.

3565. Can you give the Committee, according to the latest figures in the possession of the Department, the cost of a line from Glen Innes to Inverell? Mr. Deane in his evidence gives the total estimated cost of construction at £317,907. I do not think the Commissioners have prepared an estimate of the working expenses.

3566. In the Minutes of Evidence attached to the Report of the Sectional Committee on the Moree to Inverell line, page 41, there are some figures showing the "estimated traffic and returns on proposed lines";—looking down the list do you see any exaggerated estimate? I think the estimate of the passenger traffic is too high, and also the estimate of the wool traffic.

3567. Do you consider that the estimate of wool from 240,000 sheep an over-estimate? Yes. I also consider the estimate of wool from 1,500,000 sheep from Warialda and district is incorrect. A lot of that wool will go into Moree. I prefer my own estimate of wool from Warialda at 2,000 tons.

3568. On page 121 of the Minutes of Evidence, Mr. Cruickshank is asked: "Having gone through Mr. Harper's figures, do you feel satisfied that they are under-estimated? They are under-estimated most decidedly. My figures come to £19,415." That is as against your estimate of £13,398. If Mr. Cruickshank's estimate is correct the line would show a profit of £3,332? Yes.

3569. Mr. Cruickshank, answering another question, says, "I should be most happy to confer with Mr. Harper, and if he can show me where I am wrong in my estimate to give way";—has Mr. Cruickshank ever had a conference with you on the subject? Yes; he saw me and had a chat with me. He certainly asked my opinion, but he did not alter his own views. The truth of the matter is that he included a district which I did not include. He included Bingara, for instance.

3570. You did not take into consideration the Bingara traffic? No; I did not consider that that traffic would fall into the line.

3571. Did you arrive at any conclusion such as this: That you would be prepared to, as it were, split the difference between your estimate of the traffic and that of Mr. Cruickshank? No.

3572. If the difference were split the line would be a paying line? I had no disposition to alter my estimate. I had arrived at it after careful consideration, and I was not inclined to alter it. Of course, it is a matter of opinion between Mr. Cruickshank and myself.

3573. Is your estimate based on the present traffic, or have you taken into consideration any anticipated increase of traffic? As far as wheat is concerned, and produce of that kind, my estimate was based on an anticipated increase of traffic.

3574. Could you tell the Committee what percentage of the produce of Inverell would find a market at Moree and to the west of Moree? I did not form any estimate of that.

3575. We have had evidence that the whole of the produce of Inverell could be consumed in Moree and the surrounding district;—would you like to give an opinion on that point? I would not like to do that. The circumstances differ so much in the Moree district. It is quite possible it might occur in one year. I rather looked at the produce of the district and its meeting with markets elsewhere—all over the line.

3576. In his evidence given before the Sectional Committee, Mr. Utz is asked:

2807. Can you give me any estimate of the volume of traffic which would be likely to come to a railway constructed between Glen Innes and Inverell? I can. It may appear very strange to the Committee if I enlarge upon the figures given by the Goods Superintendent and others who gave evidence in 1892; but I say from my own knowledge of the goods which go into the different districts, and from my knowledge of the goods which I send myself, and which go from other points, that I have not exceeded the tonnage which goes into those districts. I will give you my estimate of the goods which are sent yearly from Glen Innes into the Inverell district—from a point starting at Guyra, to a point ending at Deepwater. I say that the tonnage which goes into that district is 7,000 tons per annum.

Then again:

2809. Then what I understand you say is that, instead of only 4,000 tons of goods, as estimated by the Railway Department, going into that district, you are prepared to prove there will be 7,000 tons of goods going there? I am.

As I have not gone into the matter as far as the Glen Innes-Inverell line is concerned since 1892, it would be scarcely right for me to dispute what Mr. Utz has said.

3577. *Mr. Black.*] I believe one of the claims in favour of the Moree and Inverell line is that goods can be carried a long distance over easy grades at lower rates than over a shorter distance on steep grades? Yes.

3578. If that is so, can you carry wool profitably 54 miles over the steep grades of the Glen Innes line at 3s. 9d. per ton, when you charge 17s. 6d., or nearly five times as much, for carrying it a little less than double the distance? The exception in this case does not prove the rule. There are reasons for the exception creating a differential rate.

3579. Do you know any reason? I suppose it is simply because at that particular point there happens to be competition. Perhaps it does not represent as good a paying rate.

3580. I suppose you refer to the competition of carriers? Yes.

3581. Do you think any carrier between Inverell and Glen Innes could carry wool at anything approaching 3s. 9d. a ton? No; not between those points.

3582.

- J. Harper, Esq.
16 Feb., 1897.
3582. Do you think he could carry wool within 10s. a ton of the railway price? No; probably not between those points. But that rate would be part of an extension of the through rate for the purpose of securing the through traffic to Newcastle or Sydney.
3583. You mean to say that would be conditional on the wool being loaded on the railway and being carried on to Newcastle or Sydney? Yes.
3584. If you put such a low rate for the traffic on the Glen Innes to Inverell line, in order to secure the carriage of the wool to Sydney, how can you compete with the carriers from Glen Innes to Grafton when you charge 17s. 6d. a ton for wool from Inverell to Moree? We do not know what the through rate may be between Moree and Inverell. If the wool is put on the line at Inverell, and is carried in the direction of Moree, it certainly cannot go to Grafton. But if we charged 17s. 6d. between Inverell and Glen Innes, there is no guarantee that it would not go to the coast.
3585. But if you charged 17s. 6d. the wool would not be sent? Of course that is a matter to be decided afterwards, and as to whether inducements should be offered for the traffic.
3586. If you have to carry it at a lower rate than 17s. 6d. per ton, in order to get it on the railway, then your estimate will be altered? I do not say that it should be carried at less than 17s. 6d.; but, probably, by securing its carriage over the other lines of the colony as against its going by road, we could carry it at 17s. 6d. over a section of railway. We can make an arbitrary rate, so far as Moree is concerned, of 17s. 6d.
3587. Do you mean to say that if you got the people of Inverell to send their wool as far as Moree you could charge them more after it got there? No; I do not mean to say that, because that would have the effect of diverting it the other way. But we could charge them a reasonable rate through. Even assuming that we charged them the same as we charge Glen Innes to-day, £2 7s. 6d., I think it would have the desired effect, and would leave a fair proportion for the rest of the distance.
3588. When the wool gets to Moree, it has to go 311 miles to Newcastle? Yes; and it is only 7 miles further from Glen Innes to Newcastle than from Moree to Newcastle. The rate from Glen Innes to Newcastle is £2 17s. 6d., and from Narrabri to Newcastle £3.
3589. What is the rate from Narrabri to Moree? I could only speak the same way as Mr. Kirkcaldie did.
3590. If it were an extension of the existing through rate, it would be £3 5s. 3d. between Narrabri and Moree;—add 17s. 6d. to that, and it will be £4 2s. 9d.;—could not wool from Inverell *via* Grafton be landed at Newcastle for a little more than half that money? I am not prepared to say that that would be the rate. I daresay if the Commissioners found such a thing occurring as you suggest they would take steps to stop it.
3591. *Chairman.*] Do you know the rate from Glen Innes *via* Grafton to Sydney? I have no idea. The charges are constantly varying.
3592. *Mr. Black.*] Do you think honestly that the Railway Commissioners can afford to carry wool between Inverell and Newcastle at such rates with any chance of diverting any of the wool traffic from the Grafton-Newcastle route? I think so.
3593. *Mr. Hoskins.*] If a railway were constructed from Inverell to Moree, what would be the cost of conveying a ton of flour at truck rates from Inverell *via* Moree to Narrabri? The rates charged would be those upon which I based my estimate.
3594. What is the truck-rate per ton? Fourteen shillings from Inverell to Narrabri *via* Moree.
3595. And what is the charge made by the Department of Railways for conveying a ton of flour at truck rates from Newcastle to Narrabri? Twenty-five shillings and ninepence.
3596. Does the Department of Railways convey much goods to Narrabri to be taken to Walgett? We have done so this year by reason of the Darling not being navigable. A considerable quantity of wool which generally goes down the river has this year come into Narrabri. That is exceptional. Until last year the bulk of that traffic has gone down the Darling.
3597. Even then it is nearly all unloaded at Bourke? Yes.
3598. And at Brewarrina? Yes.
3599. Is not a good deal of local produce such as flour sent from Tamworth and Newcastle at the present time to Walgett and Brewarrina? Yes; a good deal of flour goes up that way.
3600. *Mr. Wright.*] To Brewarrina? No, not to Brewarrina, but to Walgett.
3601. *Mr. Hoskins.*] Is it not a fact that during the last few years, in consequence of the crops being deficient in South Australia, the trade in agricultural produce, such as flour and potatoes and so forth, which used to come from South Australia to Walgett and other towns in that neighbourhood, is now supplied from our own Colony? I do not know about the last two or three years, but the year before last the river was navigable, and boats were able to get up to Walgett from Bourke.

TUESDAY, 23 FEBRUARY, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and further examined:—

- J. Harper, Esq.
23 Feb., 1897.
3602. *Mr. Wright.*] If my memory serves me aright, you were asked to produce for the information of the Committee a return of the estimated traffic on the proposed line from Moree to Inverell, based on some figures you gave in connection with the Inverell to Glen Innes line, and also a return in connection with the Glen Innes line, based on your calculations in regard to the Moree line;—have you that return? Yes. It is based on the arbitrary rates which were applied in my estimate for the Moree to Inverell line. I have the estimated revenue of the Glen Innes to Inverell line, and that is based on the tonnage given

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given by me when examined upon my original estimate. Assuming that the same rate were charged for the 52 miles as is proposed to be charged for the 96 miles of the Moree to Inverell line, the estimate Glen Innes and Inverell would be as follows:—3,483 tons inwards at 10s., £1,741 10s. Of outwards traffic, there are 1,250 tons at 10s. a ton, £625; 4,500 tons of wheat, hay, potatoes, &c., at 8s. a ton, £1,800; 2,200 tons of wool at 17s. 6d. per ton, £1,925; 800 trucks of stock at 25s., £1,000; 6,250 passengers at 10s., £3,125; parcels, £200; total estimate of traffic, £10,416 10s.; mails, 52 miles, £624; grand total, £11,040 10s. If, however, the rates were made proportionate over mileages—that is to say, if $\frac{2}{3}$ ths of the estimated rates between Inverell and Moree were adopted—the amount would be for the traffic £5,642, and for mails £624, making a total of £6,266.

3603. What is the difference? £4,774.

3604. Can you explain it;—it is a lesser estimate than you originally calculated? Yes.

3605. You calculated 1,000 tons of hay at 1s. 10d., 3,500 tons of wheat, maize, and potatoes at 1s. 6d.;—the one estimate is considerably less than the other? Yes.

3606. The distance between Moree and Inverell is 96 miles? Ninety-six miles is the distance which Mr. Deane gives now. I think you will find that he gives the distance at 96 miles 35 chains. I believe he says, however, that he cannot guarantee it.

3607. May I ask you if, in your experience as Goods Superintendent, you have known wheat in any part of New South Wales to be carried over a section of 52 miles of railway at 1s. 6d. per ton? Yes; it is being carried to-day between the distances of 300 miles and 360 miles at a rate of 6d. per ton.

3608. But I want to know whether you can point to any special line of railway for a distance of 53 miles, or a section of a railway, taking any line you like, where that is the case? I suppose you do not want me to confine myself to the actual distance of 53 miles.

3609. Take it approximately? I will give it to you as nearly as I can get it. Take Culcairn and Boman. Boman is 305 miles, and the rate for 305 miles is 12s. 7d. Culcairn is 357 miles. For the actual distance of 53 miles the rate is 13s. 1d.; that would be a difference of 6d. upon the 52 miles.

3610. But on a line of railway 53 miles in length, what would be the ordinary rate of carriage? Five shillings and two pence.

3611. In this case you estimate 1s. 6d.? Pardon me; as I tried to explain before, the rate which I there gave was the extension of the through rate as between Newcastle and Glen Innes.

3612. Why was not the same thing given in the case of the Moree line;—why did you give in the one case 1s. 6d., the extension of the through rate, and in the other case 8s.? Simply because the Commissioners have, since the date of that report of mine, imposed local rates. In those days no local rates were applied.

3613. Was there not evidence to show that the people were willing to pay local rates? I believe that transpired at the second examination.

3614. The same thing, I suppose, would apply to wool? Yes; that has been treated in the same way.

3615. The reason for the difference is, you say, in the altered circumstances;—you originally calculated these rates as portion of the extension of a certain length of line, whereas now you treat the lines simply as local lines? Yes.

3616. And you are doing that in all cases? Yes.

3617. Do you remember the estimated rate of carriage of wheat between Finley and Berrigan? Yes; it was a proportionate extension of a special rate of 2s. 6d. per ton between Jerilderie and Berrigan. It is 1s. 6d.

3618. What would you allow for the 53 miles of special rates as against the 96 miles of through rates in the item of wool? What I say is that where the rates as estimated for the 96 miles between Inverell and Moree applied to the traffic estimated in 1891, between Inverell and Glen Innes, the total would be £11,040 10s. If $\frac{2}{3}$ ths of the estimated rates between Inverell and Moree were adopted, the total would be £6,266.

3619. But if you take the same tonnage as is shown in the original estimate, and calculate on the rate you have shown between Moree and Inverell, the total would certainly come to considerably more than your estimate? I can guarantee the accuracy of my figures as far as that is concerned. I have averaged the 96 miles, and have allowed $\frac{2}{3}$ ths for the line from Inverell to Glen Innes. The result is a total of £6,266. As far as the estimate of quantities is concerned, I give the estimate which I gave in 1890.

3620. What would be the special rate for 2,200 tons of wool? If you take $\frac{2}{3}$ ths it must work out to the same thing in the total.

3621. Is this calculation of yours of the traffic from Inverell to Moree based on a mileage calculation? No. It is based upon what I estimate the traffic will bear.

3622. I am not dealing with tonnage, but with the charges for freight;—is that based on anything? Yes, decidedly. It is based upon what I think will pay.

3623. You say that it is an arbitrary rate, and that there is no basis of calculation? There is a basis.

3624. Almost every item in the list is increased in price, yet you want me to understand that the total will come out less. How can that be? For instance, there are 3,500 tons of wheat, maize, and potatoes at 1s. 6d. per ton. In the case of the other line the estimate is 8s.;—does that 1s. 6d. represent $\frac{2}{3}$ ths, or what is it? At that rate it would be about 4s. 6d.

3625. There would be an increase from £252 to £700 on one item, and the same thing would apply to hay and other items, yet in the face of that you say that, based on the calculation of $\frac{2}{3}$ ths, the rates would be less? Yes.

3626. Have you not made some mistake? There is no mistake in my figures. I can go through them item by item if the Committee choose.

3627. What would be the traffic upon the Moree to Inverell line if calculated upon the same basis as the line from Inverell to Glen Innes? I can only repeat the evidence I have given before. £13,398 was, I think, my estimate of the traffic between Moree and Inverell.

3628. What would that estimate be if it were based on the same calculation as that upon which you have based the freight between Glen Innes and Inverell. We have two estimates. One appears on page 20 of the printed evidence. That is as to the amount and value of the traffic between Glen Innes and Inverell. Then later on we have an estimate of the traffic between Moree and Inverell in the event of that line being constructed. There is such a wide difference between the rates allowed in the one case and those allowed in the other that the Committee desire to know what revenue the Inverell to Moree line

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line would give on the rates as originally calculated? I should only be too glad to give you the information. My estimate in regard to the Moree to Inverell line I am fully prepared to apply to the Glen Innes to Inverell line.

3629. You have reported upon all railways which have been constructed in the colonies for several years past;—have you ever submitted to this Committee an estimate based on the carriage of wheat, maize, and potatoes for 53 miles at 1s. 6d.? Not since 1890.

3630. Have you ever allowed for the carrying of wool for a distance of 53 miles for 3s. 9d.? Not since 1890.

3631. This, then, is practically the only line to which this low estimate will apply? It is.

3632. Will you explain why, in the one case, you treat the traffic as part of the whole distance, whereas you are now treating it as traffic upon a special line? The circumstances are totally altered.

3633. In your treatment of the Moree line I see you have departed a great deal from the usual practice in the classification of traffic? I have done that for the last five or six years.

3634. It is the present practice of the Department? Yes.

3635. I understand you to say that both of your estimates are, to a certain extent, arbitrary ones;—your first estimate in connection with the Glen Innes railway was based upon the through rates, but your later one is simply the amount of traffic which in your judgment the carriage would bear? Yes.

3636. You think that by charging the rates quoted here you will ensure the traffic you mentioned? Yes.

3637. But if high rates were charged that would affect the traffic? I should think it would.

3638. Would it affect the carriage on wool, for instance? Yes, it probably would.

3639. If a line were run from Moree to Inverell would not the wool have to cross it? Yes; at Warialda.

3640. And taking the circumstances of the wool traffic into consideration, you have based the rates as low as you possibly could, consistent with fair earnings? Yes.

3641. You think it is quite fair to charge the rate you propose to charge from Warialda for wool? Yes, I think so.

3642. You have estimated 3d. a ton? Yes, I think we shall get that.

3643. How does the rate compare with your general rate for wool? Of course it does not represent an extension of the mileage rate, but it is a rate we get on the Cobar line, except from competitive districts.

3644. Is it higher or lower than the usual mileage rates? It is higher.

3645. What is the longest distance over which you carry wool on the New South Wales railways? It would be from Bourke, a distance of 50½ miles.

3646. What is the rate? £4 3s. 9d.

3647. What would that be per mile? Roughly speaking, 2d. per ton per mile.

3648. Therefore, the rate you propose to charge from Warialda is in excess of that? Yes.

3649. Why do you not ask 3d. a ton between Glen Innes and Inverell? I have said that the estimate to which you have referred was based on our through rate.

3650. But I am dealing with through rates;—you have mentioned the longest distance—Bourke to Sydney? I might explain that the Commissioners have seen reason to alter their policy in charging through rates on the extensions.

3651. In charging 3s. 9d. for the 53 miles you are charging less than half of the amount which is charged on any other line in the Colony? I am not; but I can give you approximately the basis of our rates, and it may possibly assist the Committee in their deliberations. The rate from 101 to 150 miles is 3½d.; from 151 to 200 miles, 2½d.; from 201 to 250 miles, 1½d.; from 251 to 300 miles, 1d.; from 301 to 350 miles, 1d. per ton per mile.

3652. *Mr. Hassall.*] In view of the different grades which would have to be traversed in the event of a line being constructed from Inverell to Moree, and thence on to Werris Creek, what load would you be able to take over such a line in comparison with the load which you could take over the mountain route? There would be a difference of 47½ per cent. in favour of the Moree route in the case of goods engines, and 38 per cent. in the case of passenger engines.

3653. You mean that there would be 47½ per cent. more loading in the case of goods engines, and 38 per cent. more loading in the case of passenger engines on the Moree line? Yes.

3654. So that practically you could convey a larger load over a line between Inverell and Narrabri, *via* Moree and Werris Creek, than you could over the New England portion of the line, and consequently you could afford to charge a cheaper rate? That is a fair thing to assume.

3655. Would that apply in both directions? It would apply in both directions, because the grades have been made to balance, as far as the loading is concerned. It is 100 against the load, and 80 in favour of it. At the suggestion of the Chairman I have had the thing worked out by our engineers, and those are the percentages.

3656. It amounts to this, that although the distance may be longer in the one case as compared with the other, you could convey the goods and passengers at a cheaper rate? Yes, in view of the increased load that could be hauled by the same power.

3657. Does that not also mean less wear and tear on the line itself? It means less engine mileage, and engine mileage means wear and tear.

3658. Which of the two lines do you think would pay the Railway Commissioners better in view of the circumstances of the country travelled through, and the grades on the two lines? My impression is that the line from Moree to Inverell would serve the larger district—it would cover more ground. Then the claims of the district to the north of Warialda are deserving of consideration. You would develop a greater extent of country for less money.

3659. Do you not think that the better market for the Inverell produce is to the west rather than to the east? There would be a good market to the west. I did not go into that feature of the case particularly, but applying the ordinary intelligence which any one brings to bear on any question of the sort, I think that is the case. Of course the people of Inverell would naturally desire to sell where they had the best market.

3660. *Mr. Roberts.*] When you were last here, I had an opportunity to ask you a few questions as to the probable traffic between Glen Innes and Inverell, but you explained that you had not gone into the matter since 1892. Have you been able to obtain any more information on the subject since you were last here? The last published estimate of the Commissioners which I have seen, on the capital cost of the

the working expenses of the line between Glen Innes and Inverell, is based upon an estimated cost of £427,400. That at $3\frac{1}{2}$ per cent. is £14,959. The working expenses would be: Traffic branch, £2,000; locomotive branch, £1,500; permanent-way, £3,638; total, £22,097. The new estimate is: Interest on £317,908, at $3\frac{1}{2}$ per cent., £10,232; working expenses, £7,138; or a total of £17,470.

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3661. From your long experience you are in a position to say whether your estimate of £11,040 is a fair one? I think it is a good estimate.

3662. Based on rates which, in your opinion, will pay? Yes.

3663. You have been asked, for the purposes of comparison I believe, to make an estimate in connection with the Moree and Inverell line, based upon the estimate of 1890, in respect of the Glen Innes and Inverell line;—is it likely that the rate adopted in that estimate would be adopted upon the line? I should scarcely think so in view of the Commissioners' policy.

3664. You appear to think that the estimate placed before the Committee by Mr. Cruickshank is rather an exaggerated one? Yes; I confess that it does not appear to me that it would be realised.

3665. Was not one of the chief items in his estimate of revenue from traffic from Bingara, which you have never taken into consideration. You do not think that if a line were constructed from Moree to Inverell that traffic would be picked up by it? I do not think that any but low-grade traffic would be carried by it. I am inclined to think that a great deal of the Bingara traffic would still continue to be carted to Manilla. There are many circumstances controlling the traffic now. Such low rates are now being charged by the teams that we cannot be as sanguine as we used to be in days when the teams received 9d. and 1s. per ton per mile.

3666. Can you mention any other item of traffic which was taken into consideration by Mr. Cruickshank and which has been omitted from your estimate? Mr. Cruickshank takes into consideration the traffic between Glen Innes and Inverell. I cannot allow for any traffic between those points; I think it would drift on to the main line.

3667. Would there not be some traffic to the west of the mountains? I have allowed for traffic to the west of Inverell, but not to the north-east.

3668. With regard to the estimate put before the Committee by Mr. Utz, a well-known citizen of Glen Innes, that gentleman in speaking of the probable traffic between Glen Innes and Inverell estimated that 7,000 tons per annum would go into Inverell. You have estimated only 4,000? Yes, between 4,000 and 5000 tons.

3669. Do you regard the 7,000 tons as an over-estimate? Yes.

3670. By how much? I can scarcely tell you. I have not made any inquiry as to traffic going in that direction since 1890. But from what we know of the trade and business of Glen Innes, I should not be inclined to think it had increased. Besides that, we might not get the whole of the traffic going into Glen Innes. My estimate is, I think, 3,000 tons.

3671. *Mr. Farnell.*] Some statements have been made by Mr. Utz, who is, I understand, a general store-keeper in the district of Glen Innes, and who has had dealings with the Inverell farmers, and he said that he had sent great quantities of wheat and flour to Narrabri, Moree, and Gunnedah, and that it had cost him something like 30s. a ton to send it to those districts;—would the construction of this railway be offering very much greater inducements to the people of Gunnedah, Moree, and Narrabri, to get their wheat direct from Inverell, than to get it *via* Glen Innes? Of course it would suit us better to haul it there.

3672. I think you said that it would cost 8s. a ton to carry wheat to Moree? I could scarcely speak of the rates at the present time.

3673. On the completion of a line from Moree to Inverell could you carry goods as cheaply over a line from Inverell to Newcastle as over the line from Glen Innes to Newcastle? I think the Commissioners would have a very hard try.

3674. Do you know whether there are any other resources in the district which would help to swell the traffic at any future time on the proposed line from Moree to Inverell? Well, the mineral resources of the district are awaiting development.

3675. Is there much timber round about Warialda? I should not attach much value to that. It would be too distant from a market.

3676. Which line would carry the more wool traffic;—the line from Inverell *via* Moree, or the line *via* Glen Innes? The line *via* Moree would undoubtedly pick up the wool from Warialda and the intermediate districts. It would not find its way to Inverell, I am sure of that.

3677. *Mr. Humphery.*] Have you been careful to exclude from your estimate of the revenue of the Moree and Inverell line all the traffic to the westward of Inverell which would probably go by road to Glen Innes? Yes, I have been very careful in doing that.

3678. Therefore your estimate may be taken to be a minimum and not a maximum? Decidedly.

3679. You think it is likely to be increased rather than lessened by experience? Yes, that is my candid opinion.

3680. *Chairman.*] You recognise that the competition which the Inverell to Moree line has to meet is, in the first place from the through line to Sydney, and then the competition from Inverell *via* Glen Innes to Grafton? Yes.

3681. That is what controls the differential rates at Glen Innes? Yes; the bulk of the wool which goes to Grafton comes from the west of Inverell to-day.

3682. You have first of all to beat the Inverell to Glen Innes line as a through line to Sydney, and then you have to beat the freight from Grafton to Sydney? Yes. As this line is projected through country in which the wool which now goes to Grafton is grown we have a chance of doing that.

3683. Having regard to the line as a local line, what you have to beat is the road carriage, and the rates you quoted in your last statement are rates which probably take into consideration the road-rates? Yes.

3684. Would a railway going east from Inverell to Glen Innes carry as much produce as a line going west from Inverell to Moree? No, I am sure it would not. My estimate is that the Warialda traffic would not come on to a line terminating at Inverell.

3685. On the Parkes-Condobolin line your estimate—the line being 60 miles long—is 10s. for wool, 17s. 6d. a truck for cattle and sheep, 3s. 4d. a ton for maize, wheat, and potatoes; on the Narrabri-Moree line, which is approximately the same length, your estimate is 10s. 6d. a ton for wool, from 21s. to 15s. a truck for sheep and cattle; on the Berrigan-Finley line, a fourth of the distance, there is a charge of 3s. a ton for special goods, 4s. a truck for sheep and cattle, and for wheat 1s. 6d.? Yes; that is regarded as proportionate to the charge between Jerilderie and Berrigan. j

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3686. On the line from Tamworth to Manilla, a distance of 27 miles, stock are charged 8s. 6d. a truck, and wheat 3s. a ton;—the reason I quote the rates is this: that in every instance you have to do exactly the same as you have going east from Inverell. I should like to direct your attention to the estimate which is given on page 7 of the Report of the Committee on the Glen Innes-Inverell line. The estimate of £15,000 there referred to is a widely different thing from the revenue you now appear to believe it possible to obtain from freight? The figures there referred to were not obtained by me at all.
3687. Will you also look at the figures upon page 9 of the Report, and when you have looked the matter up make it perfectly clear what is meant? Yes. Mr. Wright examined me upon that very point, and I was then careful to emphasise the fact that they were not my estimates. The rates there are all in excess of what I have proposed in connection with the other lines. They are the bald application of local rates.
3688. What is your opinion of the line from Inverell to Moree as compared with the line from Glen Innes to Inverell, as regards population? I think the line to the west has greater possibilities. It opens up twice the extent of country. There is more Crown land available for settlement, and a large portion of it is quite as good as is the best land between Glen Innes and Inverell.
3689. You think that settlement will eventually be as dense between Inverell and Moree as between Inverell and Glen Innes? It is so to-day.
3690. If a railway were constructed you think there would be as good settlement between Inverell and Moree as between Inverell and Glen Innes? Yes.
3691. For how much of the western country is Moree likely to be the depôt? My impression is that Moree will control everything to the west and north-west as far as the Barwon.
3692. Would you come down as far as Walgett? When you come to Walgett you have to consider the possibilities of railway extension in the direction of Coonamble, and then there would be the trade down the river from Bourke.
3693. You think then that at Walgett Moree is likely to find strong competition? Yes.
3694. But you think it would be a fair thing to take the area you have named, and to come down as far as a point between Collarenebri and Walgett, and to say that Moree would be its depôt? Yes.
3695. *Mr. Clarke.*] I understood you to say just now that you thought there would be greater settlement between Inverell and Moree than between Inverell and Glen Innes? Yes.
3696. Is the country from Warialda to Moree adapted to the growth of cereals? Yes. At Mungie Bungie, Yuaggaba, and Biniguy there is a good deal of land that will grow wheat.
3697. Is the rainfall regular? There is a rainfall of 25 inches, but I do not think they have ever tried to grow wheat there in earnest. If a few of the Victorian farmers settled there wheat would very soon be grown.

TUESDAY, 16 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHREY.	CHARLES ALFRED LEE, Esq.
The Hon. JAMES HOSKINS.	JOHN LIONEL FEGAN, Esq.
The Hon. CHARLES JAMES ROBERTS, C.M.G.	THOMAS HENRY HASSALL, Esq.
The Hon. DANIEL O'CONNOR.	GEORGE BLACK, Esq.
HENRY CLARKE, Esq.	FRANCIS AUGUSTUS WRIGHT, Esq.
	FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Morco to Inverell.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and further examined:—

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3698. *Chairman.*] There were several points in regard to which you were asked to furnish the Committee with further information? One point was the permanent-way expenditure as between Glen Innes and Inverell, and Moree and Inverell. I have an estimate from our engineer, in which he reduces them, but they are both reduced proportionately. The estimate was £3,600 for the permanent-way expenditure between Glen Innes and Inverell—that can be reduced to £3,000; and the estimate for the line between Moree and Inverell was £3,800—that can be reduced to £3,200.
3699. Have you considered the question of the western market? That I know scarcely anything at all about.
3700. The country west of Moree will be furnished by the river Darling, the river Barwon, and also any line that may come up to Wee Waa, or, indeed, any line west from Narrabri;—I suppose the country of which Moree is the depôt is a purely pastoral district? Yes.
3701. Is there likely to be any great increase of population in it? It is hard to say what developments may take place. All I can say is, that if the land is proved to be suitable for agriculture there will be big developments there. It is very hard to pronounce an opinion. At Narrourine, four years ago, when Mack and Austin took up their farm there, there was no cultivation; but the cultivation now is 3,000 acres, and the land has produced this year from 12 to 14 bushels of wheat to the acre. I do not think we understand half as much about our Colony in regard to wheat-growing as we ought to do.
3702. The question I am asking you to consider is one of a market for Inverell to the west;—do you think a market is likely to be furnished for Inverell in the country between Moree and Collarenebri—is there likely to be cultivation there? I am not prepared to risk my reputation by saying that the country out on the Barwon is not suitable for agriculture.
3703. It is the essence of the question as affecting the western market if wheat can be grown out there? I am not prepared to say that they can grow it; but, on the other hand, I am not prepared to say that they cannot. Under ordinary conditions, as regards rainfall and soil, of course, in the neighbourhood of Inverell wheat can be grown better than further west.
3704. Do you regard the question of a western market as an important one as affecting the extension of the railway to Inverell? A very important one.

3705.

3705. You think it possible that the western country may be able to grow sufficient wheat for its own requirements? It may be able to do so. Giralambone was at one time supposed to be desert country, but we have carried over 300 tons of chaff from Giralambone to Bourke this year.

3706. Cultivation has spread out into parts of the country from which you previously expected no returns? Yes; there are portions of the country in which agriculture is now carried on which it was never expected would become agricultural country.

3707. *Mr. Hoskins.*] Would not Inverell be likely to supply some of the towns over the Queensland border? No; I do not think so.

3708. *Chairman.*] What I should like you to say definitely is whether there is a market for Inverell beyond Moree? I am sure there is a market there at present.

3709. But you will express no opinion with regard to the future? No.

3710. *Mr. Lee.*] Has not the extension of the railway from Narrabri to Moree changed the condition of affairs as far as that western country is concerned; for instance, carriage to Moree is now reduced to a certainty on any day throughout the year, whereas under the old conditions there were times when it was impossible to get to Moree? We hope to be able to establish carriage every day of the year to Moree.

3711. And with the changed condition of things is it not probable that the people will take advantage of a market to obtain a supply how they like and where they like? Yes; but probably, like other people, they will like to have a choice of markets.

3712. The railway to Moree was built to fulfil a certain want; that part of the country was practically cut off from communication on account of a long stretch of bad road;—will not the railway admit of all the necessities of life being carried at a very much reduced cost? Yes; of course the railway will necessarily reduce the cost, but the people to the north of Warialda require consideration too.

3713. Why do you want two railways to do the work of one? Of course, after all, the object of our railways is to afford the greatest good to the greatest number.

3714. *Chairman.*] Your rate for wool from Narrabri is £3 15s.? Yes.

3715. From Narrabri to Moree and Inverell the distance is 159 miles? Yes.

3716. Unless you alter your rate from Narrabri you will have to carry the wool that distance for 5s.? Yes, unless we alter our Narrabri rate.

3717. Your rate for Inverell, *viâ* Moree, to Narrabri and Sydney, must not be much more than £4 if you are to get the traffic? I am not prepared to say what it will be. If we find that we have competition of a serious nature we shall have to consider what rates we will charge.

3718. What will it cost you to carry a ton of wool to Sydney by rail? No living man can tell you.

3719. If you find yourself at Inverell with certain competition at £4 a ton, and you have to meet it, and if it costs you more than £4 a ton to carry the wool to Sydney, you only have to do enough of it in order to ruin yourself? We shall not lose in the transaction. We might lose if we quoted rates which would represent a loss on our aggregate results.

3720. Do you think that the rate for ordinary goods of £3 13s., *viâ* Grafton, which has been given us, is possibly correct? I cannot say. All that I can say is, that if those who use the roads had to pay interest on their maintenance their rates would not be so low.

3721. What is the rate for ordinary store goods from Sydney to Narrabri? They vary a good deal; but I should explain that as far as Narrabri and that district is concerned, we always regard Newcastle as the port at which the whole of its business is done. The rate, however, for ordinary store goods from Sydney to Narrabri is about £6 a ton.

3722. We have had the rate quoted to us at £3 13s.;—are we justified in believing that that quotation refers to the same class of goods for which you quote a rate of £6 a ton to Narrabri? Yes, with the reservation that it might contain some of the same class. On the other hand, there are goods carried to Narrabri by rail at a rate varying from 12s. a ton to £6 a ton, and the percentage of goods which are carried at the higher rate are not more than 10 per cent. of the total quantity carried to Narrabri.

3723. How far is it by road from Glen Innes to Grafton? 110 miles.

3724. Do you at present carry most of the wool through Glen Innes, or does it go round by sea? Five times as much comes by rail as goes by sea.

3725. And if a line were extended into Inverell from Glen Innes, do you see any reason for believing that that proportion would be altered;—would you still carry the Inverell wool if a line went into Inverell from Glen Innes? Yes; I am sure we should carry it as far as that.

3726. *Mr. Humphery.*] What is the estimated cost of the 110 miles of road between Glen Innes and Grafton? About £250,000.

3727. How much a year does it cost to maintain that length of road? The last schedule vote was, I think, £7,000 or £8,000. Of course, if the Railway Commissioners were similarly relieved of interest charge, it would not be possible for anyone to enter into competition with the railway rates.

3728. *Chairman.*] If the proposed line were constructed, do you believe that the wool which at present finds its way to Glen Innes would come from Inverell, *viâ* Moree, to Sydney? A very large proportion of it.

3729. Do you believe also that the wheat grown in the Inverell district would find its way to Sydney by that route? It would not find its way to Sydney, but to Newcastle for export purposes.

3730. How far is it from Newcastle to Inverell? About 450 miles.

3731. Do you think that the wheat will bear carriage that distance? Yes.

3732. What would be the rate? 13s. 10d.

3733. And there is no doubt you think but that wheat will bear that rate? Yes; it would be about 4½d. a bushel. The farmers are paying more than that to-day from Berrigan to Sydney.

3734. It is not possible, you say, to let the Committee know the rate which the Commissioners propose to charge from Inverell to Sydney? No; I could not tell you that.

William McIntyre, Esq., Chief Electoral Officer, Chief Secretary's Department, sworn, and further examined:—

3735. *Chairman.*] You have some population returns to put in;—will you describe them? I have taken out approximately the population within a certain area indicated on the map I produce by getting the number of electors on the electoral roll within that area, and multiplying them by 3½, which I consider is about the proportion of population to electors.

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W. McIntyre,
Esq.

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W. McIntyre, Esq. 3736. What are the boundaries of the area? It takes in a part of the Moree electorate, part of the Narrabri electorate, and part of the Barwon electorate. Commencing near Boggabilla, on the Dumaresq River; thence bounded by a line south-westerly to the head of the Courallie Creek, on the boundary between the Moree and Narrabri electorates; thence by a line westerly between the Thalaba Creek and the Namoi River, to the Barwon River, just about the junction of Thalaba Creek; thence north-westerly, crossing the Narran River, south-west of Angledool, and continuing north-westerly to the Colony boundary; and thence by that boundary easterly to the point of commencement.

16 Mar., 1897. 3737. How many people do you estimate are within that area? I have estimated that there are about 7,360 people within that area, or 2,003 electors.

FRIDAY, 26 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. DANIEL O'CONNOR.

HENRY CLABKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

Henry Deane, Esq., Engineer-in-Chief, Railway Construction Branch, Department of Public Works, sworn, and further examined:—

H. Deane, Esq. 3738. *Mr. Roberts.*] I wish to get as fair a comparison as I can with regard to the loss which would be sustained if a railway line is made from Moree to Inverell, as compared with the loss which would be sustained if a railway is made from Inverell to Glen Innes;—am I right in saying that the annual loss on the proposed line from Inverell to Moree will be £2,785? I can only tell you what occurs in the Railway Commissioners' estimate, and that is given at £2,785.

26 Mar., 1887. 3739. I want similar figures with regard to the proposed line from Glen Innes to Inverell. These are the figures supplied to the Public Works Committee in 1892, at page 102 of the report submitted to Parliament:—

GLEN INNES TO INVERELL.

Revised Estimate, April, 1891.

Ruling grade	1—60
Length	53 miles 34 chains.
Cost of construction, exclusive of land	£427,400
Interest, at 3½ per cent.	14,959
<i>Working Expenses.</i>	
Traffic Branch	£2,000
Locomotive Branch	1,500
Permanent-way Branch	3,638
	£7,138
<i>Revenue.</i>	
Coaching	£3,200
Mails	500
Goods	4,500
	£8,200

That shows an annual loss of £13,897, as compared with an estimated annual loss on the proposed Moree to Inverell line of £2,785:—have you any later information which you would like to place before the Committee to show that if a line is constructed from Glen Innes to Inverell there would be a smaller annual loss than £13,897? No; that would be for the Railway Commissioners.

3740. Can you tell us where we could obtain that information? I think it would be better to apply to the Secretary to the Railway Commissioners. I can only get the information from the Railway Commissioners' report as to the traffic and working expenses.

3741. Is it not a fact that this estimate was made when the cost of construction of the Glen Innes to Inverell line was put down at £8,000 per mile? Yes.

3742. Is it not a fact that after many hours of professional labour the last estimate you have been able to make of the cost of constructing that line is £6,000 per mile? I think that was it. I gave all the particulars on a former occasion.

3743. If the line were constructed at a cost of £6,000 a mile, would these items of annual expenditure, such as traffic branch, £2,000, locomotive branch, £1,500, permanent-way branch, £3,638, be materially reduced? They would not be touched. What would be touched would be the interest on the capital cost.

3744. *Mr. Hoskins.*] What would be the difference in the cost of maintenance of permanent way, looking at the difference in grades on the proposed line, Inverell-Glen Innes, and the proposed line, Inverell-Moree? I think that mile for mile there would be very little difference, because, although on one line you have heavier grades, they are not at all bad. One in 60 is not a very heavy grade, and the ground is undoubtedly harder on the Glen Innes-Inverell line, and there would not be the same amount of subsidence. The line from Moree to Inverell will pass through a great deal of black soil and soft country, and I should think would require more work for maintenance per mile.

3745. *Chairman.*] The distance from Inverell to Moree is approximately twice the distance from Inverell to Glen Innes;—will it cost, approximately, twice the amount to maintain the line from Inverell to Moree as it will cost to maintain the line from Inverell to Glen Innes? I should think it would with the same amount of traffic over the line.

3746.

3746. What is the cost of construction of the two lines? Moree to Inverell is estimated to cost £279,500; the line from Glen Innes to Inverell, a distance of about 52 miles, is estimated to cost, at £6,000 per mile, £312,000.

H. Deane,
Esq.

26 Mar., 1897.

3747. What would be the cost of maintenance from Moree to Inverell? I have not gone into that question, but I know what maintenance costs on existing lines. That has been worked out. The system of earth-ballast construction is somewhat new, but so far as we can tell, if the traffic is light, I think the maintenance should be done for about £55 per mile.

3748. Is this correct: The maintenance of permanent-way only from Moree to Inverell will be £55, multiplied by (say) 100—that is, £5,500? Yes, roughly; but I wish you to understand that the cost of maintenance at present is rather an uncertain item with regard to this line. There are existing lines, for instance, Culcairn to Corowa, which, during 1895, were maintained at a lower cost. The line from Nyngan to Cobar was also maintained at a lower cost than that; but I do not want to put it too low, because with an earth line and without ballast there may be some expense to provide for which is not provided for on other lines.

3749. Are the qualifying remarks which you now make as applicable to one line as to the other? They are specially applicable to the Moree to Inverell line.

3750. With these qualifying remarks, the maintenance of the line from Inverell to Glen Innes would cost £52, multiplied by £55, which would give an annual cost of £2,860 for maintenance. Therefore the case stands thus: that although the line from Moree to Inverell will cost £32,500 less to construct than the line from Inverell to Glen Innes, it will cost £2,640 per annum more to maintain the Inverell to Moree line than it will to maintain the Glen Innes to Inverell line? Yes, roughly.

3751. *Mr. Roberts.*] When I asked you a short time ago with regard to the Glen Innes to Inverell line did you not say that the cost of maintenance and working would be the same as was estimated in 1892? No; you were then asking me if I understood rightly how the difference in estimated capital cost would affect the figures given by the Railway Commissioners at that date. I said that the only figures that would be affected by the difference in capital cost would be the interest on capital. I said that the cost of the traffic, locomotive, and permanent-way branches would not be affected thereby. I do not say that those figures would not be altered now. The Railway Commissioners might see fit to revise their estimate for those items. I only wished to point out that the only item affected by any alteration in the capital cost would be the item of interest.

3752. I asked whether the maintenance would be the same on the line if constructed for £6,000 per mile as it would be if constructed for £8,000 per mile? I do not think that was clear to my mind at the time.

3753. That was what I meant. Can you answer the question now. I have given the figures supplied by the Railway Commissioners in 1892 for traffic, locomotive, and permanent-way branches, and they come to almost the same as the estimated cost of maintenance of permanent-way, locomotive, and traffic branches on the Moree to Inverell line. Although the Glen Innes to Inverell line is only half the distance the cost of maintenance is put down as exactly the same on both lines? I do not know what the Railway Commissioners have put down for maintenance.

3754. Can you point where any alterations are likely to take place in the figures which I have quoted from the report of 1892? I may be permitted to point out that those are figures given by the Railway Commissioners. I have nothing whatever to compare them with in connection with the Inverell to Moree line, nor is it a task which I ought to be asked to undertake, that is, to revise the traffic estimates of the Railway Commissioners.

3755. But have you not just done so in answer to the Chairman? No; I gave the information as to the maintenance, which is an engineering question; but the question as to the whole of the working expenses includes traffic considerations. As a railway engineer, I have knowledge of the cost of maintenance of permanent-way.

3756. *Chairman.*] Do you take up this position: that you are prepared to express an opinion as to the maintenance of permanent-way, but not with regard to traffic and locomotive expenses? Yes. If I were asked with regard to the cost of maintenance of the Glen Innes to Inverell railway I should be bound to say that I considered £3,638 per annum too high; but I cannot make any comparison with the Moree to Inverell railway in the same way, because I have not the Railway Commissioners' figures.

3757. Will you be prepared on Tuesday to give the Committee an estimate of the cost of constructing the two lines, Glen Innes-Inverell and Moree-Inverell, and the cost of maintenance of the two lines? Yes.

TUESDAY, 30 MARCH, 1897.

Present:—

THOMAS THOMSON EWING, Esq. (CHAIRMAN).

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. JAMES HOSKINS.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

CHARLES ALFRED LEE, Esq.

JOHN LIONEL FEGAN, Esq.

THOMAS HENRY HASSALL, Esq.

GEORGE BLACK, Esq.

FRANCIS AUGUSTUS WRIGHT, Esq.

FRANK FARNELL, Esq.

The Committee further considered the proposed Railway from Moree to Inverell.

John Harper, Esq., Goods Superintendent, Department of Railways, sworn, and further examined:—

3758. *Chairman.*] Have you received a letter from the Committee asking for certain information? Yes; I received a letter from the Secretary of this Committee asking for a statement giving, in addition to the estimated annual cost of maintaining permanent-way, and the estimated traffic expenses and locomotive expenses in connection with the proposed railway from Moree to Inverell, similar information with regard to a railway from Glen Innes to Inverell, the latter estimate to be prepared in view of what the figures would be if this railway were proposed at the present time. The Railway Commissioners have asked me to come here to-day to furnish the Committee with this estimate, which is theirs, of the expenditure on the two lines under the conditions as asked for by the Committee:—Glen Innes to Inverell: traffic expenses, £1,400; locomotive expenses, £1,580; permanent-way, £3,633; total, £6,613.

J. Harper,
Esq.

30 Mar., 1897.

3759.

- J. Harper, Esq.*
30 Mar., 1897.
3759. *Mr. Roberts.*] Can you explain why in 1891 the working expenses of the Traffic Branch were put down at £2,000, while now they are only put down at £1,400? Things have altered very much since 1891, as far as traffic and all other charges are concerned. There has been a very material reduction in the classification of stations and the number of men employed. The estimate I now submit is an absolutely revised one up to date. It has been very carefully gone into. The estimate for the line from Moree to Inverell is as follows:—Traffic charges, £1,100; locomotive charges, £1,775; permanent-way, £4,225; total, £7,100.
3760. *Chairman.*] According to these figures there is a difference in favour of the Glen Innes-Inverell railway in annual cost of maintenance of £487? Yes.
3761. And there is an advantage in favour of the Inverell-Moree line over the Glen Innes-Inverell line of £54 per mile in maintenance? I have not worked it out in that way. I have taken the cost of maintenance of the permanent way.
3762. Why not take the whole thing together;—you say that the Glen Innes-Inverell line will cost, roughly, £125 per mile? Yes; £124 6s. per mile.
3763. The Moree-Inverell line will cost, roughly, £71 per mile;—therefore there is a difference of £54 per mile? Yes.
3764. *Mr. Lee.*] Fourteen days ago, when Mr. Harper was giving evidence, he said the cost of maintenance of the Glen Innes-Inverell line could be reduced to £3,000; now he says it will amount to £3,633? I think I said I had gone into the matter with the engineer. I had not gone into the matter with the Railway Commissioners.
3765. Is not the engineer the only man competent to give an opinion on the subject? I should say the Commissioners are the most competent men to say how much the line would cost to maintain. I give these figures definitely to-day. I think if you read the context of the evidence you will see that what the engineer and myself worked out agrees with this. I hand in this to-day as being the Commissioners' estimate.
3766. *Chairman.*] Can you give us the cost of maintenance of a line which can be fairly compared with the Glen Innes-Inverell line? There is the Nyngan to Cobar line, 81 miles 27 chains. The cost of that line during last year for maintenance of permanent-way was £3,498.
3767. There is the Jerilderie to Berrigan line, which cost £74 per mile to maintain the permanent-way; Parkes to Condobolin, £77 per mile; Temora to Wyalong, £87; Berrigan to Emaley, £50; Condobolin to Broken Hill, £68? Circumstances control the cost of maintenance. If you have a line with heavy cuttings and embankments you have to maintain a stronger gang of men to deal with the road. As good a comparison as I can get for this line is the Cootamundra to Gundagai line, 34 miles in length, and the cost of maintenance is £2,632. That is for maintenance only. There is another piece of information which I have got absolutely correct up to date—that is, on a line between Glen Innes and Inverell the load would be 170 tons behind the engine. On a line from Inverell to Moree the load would be 360 tons behind the engine.
3768. *Mr. Roberts.*] Is 53 miles the last accepted distance for the proposed line between Glen Innes and Inverell? Yes.
3769. What would be the annual charge for interest on the two lines? The estimate for the Glen Innes to Inverell line for interest was £10,232. The estimate of interest on the Inverell to Moree line is £9,083.
3770. *Mr. Humphery.*] In estimating the interest on the Glen Innes to Inverell line did you take the rate at 3½ per cent.? Yes.
3771. *Chairman.*] Will the three items of annual cost be pretty well the same between Moree and Inverell as it will be between Moree and Narrabri? I think they will probably be about the same.
3772. Is that put down now at £37 per mile? Yes.
3773. *Mr. Lee.*] This is a revised edition? There is no desire to alter anything. I stated before that after consulting with the engineer maintenance could be cut down from £3,700 to £3,200.
3774. But now it appears that the total cost will be £7,100 from Glen Innes to Inverell? It is for all expenses £7,100, but it may be a revised estimate without there being any need to alter it.
3775. *Mr. Humphery.*] Do you estimate that the cost of maintenance per mile between Glen Innes and Inverell will be £68, as against £44 per mile between Moree and Inverell? Yes, for maintenance of permanent-way.
3776. *Chairman.*] Why will the Glen Innes-Inverell line cost so much more to maintain than the Moree to Inverell line? Because there are heavier cuttings and heavier grades. The wear and tear will be greater, and more men will have to be employed per mile on the Glen Innes-Inverell line.
3777. *Mr. Humphery.*] How does it happen that your estimate of traffic expenses between Glen Innes and Inverell, 53 miles, is £1,400, as against £1,100 between Moree and Inverell, 96 miles? The difference in grade will permit of fewer traffic men being engaged in lifting the business. For instance, the load between Inverell and Moree will be equal to forty trucks of stock, while between Inverell and Glen Innes it would not be equal to more than eighteen trucks, so that practically you could do as much with one train on one line as you could do with two trains on the other.
3778. That is to say, you will be able with one engine to draw 360 tons on one line as against 170 tons on the other? Yes.
3779. Will there be a daily service between Glen Innes and Inverell, and only a service three times a week between Moree and Inverell? I am not in a position to say that that will be the case, but it may be.
3780. *Mr. Humphery.*] In your estimate have you calculated upon having the same service between Moree and Inverell as you propose to have between Glen Innes and Inverell? Yes, when required. Provision will be made for running a daily service during the year when necessary, and that is included in the estimate.
3781. *Mr. Lee.*] Is that for a daily service? For a daily service, when required, in the busy season.
3782. *Mr. Humphery.*] Is your estimate a perfectly fair one in comparing the two lines? It is; otherwise the Commissioners would not send it here through me.
3783. You say this is the Commissioners' estimate, and that it is an absolutely fair one? Yes.
3784. *Chairman.*] If you had 1,000 tons of stuff to take away from Inverell you would know exactly the number of trains that would be required to take it from Inverell to Glen Innes, as compared with taking it from Inverell to Moree; but you could not possibly take the same basis to make a calculation with

with regard to the everyday traffic? This is absolutely calculated on what we know we are going to move, in accordance with the estimate of the probable traffic between both places.

3785. How will it be if you are running an engine and one carriage every day from Glen Innes to Inverell, or from Inverell to Moree? There would be no value in such a comparison of the loads, but the estimate of the traffic in the district does not indicate anything of that kind occurring. To move the traffic between Moree and Inverell we will require a tri-weekly service. There will be twenty-eight loaded waggons three days a week, all the year round; so there is not much prospect of having to run a locomotive and a carriage.

3786. *Mr. Lee.*] How do you get at that estimate of traffic? That is the estimate of traffic which I have submitted to the Committee; that includes Warrialdra.

3787. *Mr. Humphery.*] Have you made your estimates on the basis that there will be the same service between Moree and Inverell and Inverell and Glen Innes? It will depend upon the traffic offered. As far as the locomotive cost is concerned it is based on practically the same service to be rendered. That is to say the same amount of traffic to be lifted.

3788. With regard to the carriage of mails, have you put both routes on the same footing? At the same rate per mile.

3789. Have you estimated for the same service in both cases? I do not know that I took that specially into consideration when that estimate was given.

3790. In your estimate, placed before the Committee to-day, have you taken into consideration the proposed service between Glen Innes and Inverell as well as between Moree and Inverell? No; it would not require a daily service on the improved grades between Inverell and Moree.

3791. Did you propose to give a daily service between Glen Innes and Inverell? It would be necessary if we had the same amount of traffic to lift.

3792. Should not that be considered in making a comparison between the cost of maintenance of the two lines? Yes; the wear and tear would be greater on the line where we had to maintain a daily service.

3793. Do you say that you have fairly taken into consideration every circumstance that should be considered in making a comparison between the two lines? Every circumstance has been considered.

3794. *Mr. Roberts.*] We have an estimated revenue on the Moree-Inverell line of £13,398;—can you give us a similar estimate with regard to the Glen Innes to Inverell line? No; I have not dealt with that line since 1889.

3795. *Mr. Lee.*] Do you say that this estimate of traffic, locomotive, and maintenance expenses is for a daily service between Moree and Inverell? I should not like to say that.

3796. Can you tell the Committee what it really does mean? It means a tri-weekly service, and during (say) four or five months in the year a daily service.

3797. For about seven months in the year it would be a tri-weekly service? Yes.

3798. *Chairman.*] With a ruling grade of 1 in 100, and with a ruling grade of 1 in 60, does it mean that in the latter case there will only be half the expenditure for traffic, maintenance, and locomotive expenses? Yes; that is the estimate which you have before you, practically. I am not going to say that that is the case absolutely as far as locomotive and traffic expenses are concerned. I am not going to say that they vary in the same degree.

3799. *Mr. Roberts.*] In a report signed by the Secretary for Railways in April, 1891, I find that the estimated revenue on the Glen Innes-Inverell line is put down at £8,200;—do you think that that estimate would hold good at the present day? I fancy that there would probably be that amount of traffic.

3800. Then there will be an annual revenue of £8,200 on the Glen Innes-Inverell line, as against an annual revenue on the Moree-Inverell line of £13,398? Yes.

3801. Did you not state just now that the annual charge for interest on the Glen Innes-Inverell line would be £10,232? Yes.

3802. And that the total charges for traffic, locomotive, and permanent-way branches would amount to £6,613? Yes.

3803. That gives a total annual expenditure of £16,845 a year, and you say that these figures of estimated revenue would hold good? I do not say that they would hold good; but it is a fair estimate.

3804. If I deduct the revenue from the expenditure, that would show an annual loss of £8,645? Yes, on the figures you have; but, as I explained before, it is scarcely fair to ask me to give evidence on a line which is not now before me.

3805. *Mr. Lee.*] Are you prepared to swear that your estimate of traffic on the Glen Innes-Inverell line in 1891 would be an accurate estimate for 1897? No; I should be very sorry to swear it.

3806. *Chairman.*] What was the basis of your estimate in 1891? A through rate. I made a comparison at the request of the Committee after taking the proportionate mileage and applying the rate which is to be charged on the other line, and it makes it less than you have there.

3807. What is a fair estimate of the mileage? I do not know; it depends on the character of the traffic.

3808. It is manifestly not just to estimate one line on a through rate and another on a special rate? Yes; but at the request of the Committee I prepared some figures on that subject. Of course I do not in any way guarantee the tonnage, as it is so long since I have had an opportunity of investigating the matter.

3809. You have to beat the road between Glen Innes and Inverell;—could you beat it with the rates which you have quoted? Yes.

3810. Do you think that the rate of 17s. 6d. per ton for wool would beat the road between Inverell and Glen Innes? No; I do not think it would, and I did not propose to charge it.

3811. Would 10s. a ton for flour beat the road? We would not charge it for that distance.

3812. *Mr. Lee.*] Can you tell us what the 6-ton truck rate is for 100 miles, classes 1, 2, and 3? £2 10s. is our highest truck rate; practically for that class, but you can say that is for the 3rd class.

3813. Is £2 10s. a fair rate? Yes; it does not apply to 5 per cent. of our traffic. That does not cover classes 1 and 2, because they are never carried at that rate: they are carried at the classification rate.

3814. *Mr. Black.*] Have you ever considered the effect that federation might have on this railway? No.

3815. Under federation would not Inverell have a market in Brisbane at a distance of only 354 miles? Under federation, with freetrade, I fear that South Australia and Victoria would be able to undersell Inverell wheat with their water-borne wheat.

3816. But the wheat does not grow on the wharfs—there is the cost of carriage? Yes; but what I pointed out will be a very important element.

J. Harper,
Esq.
30 Mar., 1897

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Moree to Inverell.

APPENDIX.

A.

[To Evidence of H. Deane, Esq.]

ESTIMATED COST OF VARIOUS RAILWAY ROUTES.

Department of Public Works, Railway Construction Branch,
Engineer-in-Chief's Office, Sydney, 2 October, 1896.

Sir,

In compliance with your request of the 22nd ultimo, I beg to forward you the following information :—

Glen Innes to Inverell.

The estimate for this line can be reduced to £6,000 per mile, as stated in my evidence at my last examination. This will bring the total cost to £313,800. It is quite possible that, if this railway came to be constructed, tenders would be received at such a low figure as would enable the line to be completed for something less than this; but I do not feel justified, at the present moment, in reducing the estimate.

Guyra to Inverell.

With regard to the estimate for the above, I can only give this approximately, as the location of the line has not been definitely fixed. When giving evidence before your Committee during its first consideration of this line, I pointed out that, although longer than the Glen Innes to Inverell line, it could be made for the same total cost, as the country was easier—the grades adopted being similar. There has been no further examination of the route since this time, but I have little doubt that if a survey were made on the same principle as that of the other line, and the estimate based on the same assumptions, the total estimated cost would not exceed the revised estimate of the Glen Innes to Inverell line.

With regard to the other estimates asked for, I have gone into the matter in as careful and detailed a manner as I could with the limited time at my disposal. The following are the results :—

Tenterfield to Casino and Lismore.

This line is 121 miles 10 chains in length, and the estimated cost £1,354,564. The ruling grade is 1 in 50.

Glen Innes to South Grafton.

This line is 115 miles 57 chains in length, and the estimated cost £1,660,668. This line has also a ruling grade of 1 in 50, long lengths of which occur in the descent into the Mann River Valley. If a grade of 1 in 40 were adopted for this descent, the length of the line would probably be reduced by 5 miles and the cost by £90,000.

Guyra to South Grafton.

The length of this line is 156 miles 78 chains, and the total estimated cost £1,600,421. The ruling grade for the first 74 miles and for the last 23 miles is 1 in 60. The ruling grade through the heavy country on the Don Dorrigo Reserve and down the Guy Fawkes Range, being a length of nearly 55 miles, is 1 in 40; and it is not possible, without enormously increasing the cost, to put a flatter grade.

SUMMARY.

Line.	Length.	Estimate.	Per mile.
	m. ch.	£	£
Glen Innes to Inverell.....	52 25	313,800	6,000
Guyra to Inverell.....	58 10	313,800	5,401
Tenterfield to Lismore.....	121 10	1,354,564	11,183
Glen Innes to South Grafton.....	115 57	1,660,668	14,351
Guyra to South Grafton.....	156 78	1,600,421	10,195

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

The Secretary, Parliamentary Standing Committee on Public Works.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

SECTIONAL COMMITTEE.

RAILWAY FROM MOREE TO INVERELL.

REPORT.

THE Sectional Committee appointed on the 29th September, 1896, to inspect, take evidence, and report with reference to the proposed Railway from Moree to Inverell, have the honor to report as follows:—

The Sectional Committee—consisting of Mr. C. A. Lee, M.L.A. (Chairman), Hon. Charles James Roberts, C.M.G., M.L.C., Hon. Daniel O'Connor, M.L.C., Mr. Henry Clarke, M.L.A., and Mr. George Black, M.L.A.—left Sydney by 6.15 p.m. train on Friday, October 2nd, 1896, arriving at Moree on the following afternoon. On Monday, October 5th. and Tuesday, October 6th, the Committee took evidence in the Moree Court-house; and on the following day, Wednesday, October 7th, accompanied by Mr. Charles McDonnell Stuart, supervising engineer, Railway Construction Branch, left by special coach for Warialda. On the journey the Committee inspected the route of the proposed railway, as far as practicable, to Biniguy, and thence to Yagobe and Highland Plain. At this point, 7 miles from Warialda, the Committee left the main road, and visited the site of the proposed railway station, 4 miles south of the township, and also inspected the land north and south of Kelly's Gully, portions of which were cultivated. On Thursday, October 8th, the Committee examined witnesses in the Warialda Court-house, and on Friday, October 9th, left by special coach for Inverell. The Committee followed the originally-surveyed route as far as its junction with the proposed route on the Gunnee estate, arriving at Inverell at 4.30 p.m. the same day. The Committee took evidence in the Court-house, Inverell, on Saturday, October 10th, and Monday, October 12th, and on the following day proceeded to Glen Innes. The Committee took evidence in the Court-house, Glen Innes, on Wednesday, October 14th, and on Friday, October 16th, returned to Sydney, which they reached at 11 p.m.

The Committee's inquiry at Moree embraced the examination of witnesses as to the present settlement of that and the surrounding district, its prospective settlement, and the consumption of flour and other produce. Evidence upon these points was obtained from, amongst others, the chairman of the Land Board, the district surveyor, the leading storekeeper, and several graziers long resident in the district. It appeared to the Committee that the present settlement within the land district of Moree was not sufficiently large to absorb the surplus agricultural products from Warialda and Inverell, and that the fullest settlement of all the Crown lands in the future available could not materially add to the population. Therefore, that the capabilities of the district to absorb in large quantities the products of Inverell and district do not appear capable of much development. Owing to the climatic conditions of the district it did not appear to the Committee that agricultural pursuits could be followed there to any extent. With the exception of some very small cultivated areas the Committee did not observe that agriculture had been attempted. There can be no doubt that the district furnishes a market for a quantity of produce, but, of necessity, it is limited. Whatever the demand, however, it is reasonable to suppose that it will be largely provided for by the railway extension from Narrabri to Moree.

The country eastward of Moree is flat, and is said to be above flood-level from the town to the vicinity of the Mia Mia Creek. From that point, for a distance of about 6 miles, there is evidence that the country is liable to submersion. To avoid these low-lying areas the railway survey has been carried some distance to the south. The flooded country terminates at a point on the Biniguy Run and the survey is then carried to Slaughter-house Creek. From thence to the proposed railway station site at Warialda the serpentine character of the surveyed route is made necessary by the ridgy nature of the country. The banks of the river near Slaughter-house Creek present a small area under cultivation; but between the creek and Highland Plain—which consists almost entirely of ironbark and box ridges, with occasional belts of pine country—the land does not appear suitable for the growth of crops, nor was any cultivation noticed. On Highland Plain, within the Warialda district, the land is held in small settlements, and a fair amount of farming and grazing is carried on. Two miles east of this point the Committee left the main road and passed to the south, through what is said to be the best agricultural area in the Warialda district. The cultivation, at present, is not extensive, but the evidence taken at Warialda is to the effect that it is only in recent years that cultivation has been on the increase. The land appears to be suitable for the purpose, the rainfall is sufficient; and it is probable that wheat and other cereals eventually will be largely cultivated.

The evidence tendered at Warialda was in favour of the proposal both as a means of offering a market for produce and for the transport of wool and stock, which would be trucked from about that point as a convenient centre for a large area of country. The residents object to the proposed railway station being fixed so far from the township, and urge the adoption of the alternative survey, involving an extra expenditure of £10,000, which would bring it within $1\frac{1}{2}$ mile of the town.

The surveyed route from Warialda towards Inverell passes through somewhat hilly country. For the first 8 miles the soil is of a sandy and inferior description. It gradually improves from that point to the Government tank—about half-way between the two places. Thence, the land of Little Plains, through which the line is surveyed, on the north side of the road, is of the best description for agricultural purposes, and so continues to Inverell. The land lying to the north of Inverell and for a considerable distance east is largely occupied by farmers, but a very extensive area of equally good land has not yet been brought under cultivation.

The evidence taken at Inverell extended over two days and was of an exhaustive character. A division of opinion prevailed as to whether the line should be constructed to Moree or Glen Innes. Statistics were presented showing the area under cultivation, the total production, and how the produce is disposed of. From returns presented by Mr. Borthwick, solicitor and landed proprietor at Inverell, bearing the signatures of a number of farmers and landholders in favour of the line to Glen Innes, and by Mr. Howard, secretary of the railway league in favour of the Moree line, may be gathered the nature of the existing division of opinion. The residents at Little Plain, an important agricultural centre about 16 miles west of Inverell, are strongly in favour of the proposal. Although some of them have found a market for their produce in Moree it was impossible to ascertain the total tonnage sent in any year to that market. They declare that the Moree district is the best market for their produce, and that any surplus not there consumed could be advantageously sent by the Moree-Narrabri line to Newcastle and Sydney. Those in favour of the eastern connection are of opinion that the Moree district will afford but a limited market even for present production, and that it is utterly incapable of absorbing their annual surplus. They argue that by connection with the Great Northern Line on the east they would have a shorter route than that of Moree to Newcastle and Sydney, also a choice of markets, and would be enabled thus to supply the deficiency in the wheat production of the whole of New England, from Tenterfield to Armidale.

As Inverell is the district proposed to be served, every means was taken to ascertain whether the proposed line would give the producers an outlet for their produce and enable them to obtain more readily their stores and supplies. It was emphatically asserted that they could not land inwards their goods at the truck rates quoted by the railway traffic manager, and they were of opinion that the estimated
revenue

revenue in this respect would not be reached, inasmuch as goods could be landed by way of the Great Northern Line to Glen Innes, and thence by dray, or by way of the coast and direct by dray, at considerably lower prices.

The Committee are of opinion that the estimated traffic to and from Inverell has not been overstated, and it is probable that with railway communication the increase in the output of agricultural produce alone will be very large. The evidence of the chairman of the local Land Board (Mr. Finley) was to the effect that the settlement in the district—of which he has twenty-five years' personal knowledge—is of a permanent and *bona-fide* character.

The whole of the witnesses at Inverell were loud in their demands for railway communication, and the Committee are of opinion that it would be in the interests of the country to comply with such an universal demand at the earliest possible date.

The Committee endeavoured to ascertain whether the holders of land in the neighbourhood of the proposed line were willing to grant the portions required for railway construction free of charge to the Government. Excepting in a few instances the holders who were questioned on the subject were averse to taking this course. In view, however, of the low price of land adjacent to the railway the cost of resumption would not be excessive. The evidence of the district surveyor at Moree showed that the average value of the land between Moree and Inverell ranged from £1 to 30s. an acre.

The route from Inverell to Glen Innes passes through excellent country for the first 18 or 20 miles. It then gradually commences to rise, and although the land appears to be good settlement is not so close until the neighbourhood of Waterloo Plain is reached, where is situated an extensive valley of rich soil. The rise from that point over the Waterloo Range is rapid. On the eastern slope towards the district of Glen Innes the soil improves in character, and settlement becomes close.

At Glen Innes eleven witnesses were examined, the chief of whom was Mr. Utz, whose extensive business transactions and long residence in the district enabled him to present the most minute details with reference to the demand for produce and the rates of carriage that prevail by every route. He, in common with all the other Glen Innes witnesses, was strongly in favour of a connection between Glen Innes and Inverell, and antagonistic to the present proposal. The question of coastal connection was here made a considerable feature; but, apart from that possibility, the witnesses were of opinion that the Inverell country would be best served by connection with the Great Northern line. The statement was continually reiterated that it would afford to the large producers at Inverell access to all the markets existing south and north of the point of connection.

The actual rates of carriage by all routes were definitely ascertained, and they confirm the evidence given at Inverell to the effect that if that district be connected by rail with Moree the dray traffic now existing between the former town and Glen Innes will continue, and that the revenue expected on the through carriage of goods from Sydney or Newcastle will not be obtained. It was pointed out that the estimate supplied to the Full Committee by Mr. Harper on September 9th—prepared in 1891—relating to the revenue derivable from the carriage of agricultural produce carried at 1s. 6d. per ton over the 54 miles of rail between Inverell and Glen Innes was an exceedingly low one, and could not be justified by the Department in view of their published list of reduced rates, which, for outward freight over this distance is fixed at 5s. 2d. per ton. This statement was confirmed by the production of several railway bills of lading at Glen Innes, proving that for similar imports the published rates had been charged, with an additional 20 per cent. Mr. Harper's appears, therefore, to the Committee to be a marked under-estimate, and although they have not the facts before them to enable them to decide whether the same apparent depreciation of probable returns has been applied to all the other items of Glen Innes-Inverell traffic, obviously, if they have been thus calculated, the estimated revenue would be considerably under that realised by a scale of charges equal to that prevailing elsewhere.

The

The Committee found that the question of coastal connection was to a certain extent involved in the proposal, but, not deeming it their duty to proceed to any of the places north or south of Glen Innes or toward the coast, they closed their inquiry at Glen Innes.

Having carefully examined the proposed route from Moree to Inverell and thence to Glen Innes, and considered the resources and markets of the various districts, the Committee are of opinion that the connection of Inverell with the railway system should be made with the main line at or about Glen Innes. Their principal reasons for coming to this conclusion are as follow :—

That the climatic conditions in the vicinity of Moree are unsuitable for agricultural products—the almost total absence of cultivation at the present time appears to furnish conclusive evidence on that point ;

That this district does not appear to present a sufficient market for the products of the large producing centre of Inverell ;

That to transport *via* Moree, the surplus produce of the latter place to the larger markets of Newcastle and Sydney would involve extra haulage ; and

That Inverell as a great agricultural centre is entitled to the chief consideration in this inquiry.

On Thursday, October 15th, the Committee met, and Mr. Roberts moved :—

“That it is desirable that the line of railway from Moree to Inverell, referred to the Committee by the Legislative Assembly, be constructed at a cost not exceeding £2,898 6s. per mile, exclusive of land resumption and compensation.”

Mr. O'Connor seconded the motion, which was negatived on division, as follows :—

Ayes, 2.
Mr. Roberts,
Mr. O'Connor.

Noes, 3.
Mr. Black,
Mr. Clarke,
Mr. Lee.

16 October, 1896.

CHARLES A. LEE,
Chairman.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

MINUTES OF EVIDENCE.

RAILWAY FROM MOREE TO INVERELL.

[TAKEN BEFORE THE SECTIONAL COMMITTEE.]

MONDAY, 5 OCTOBER, 1896.

[The Sectional Committee met at the Court-house, Moree, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. }
The Hon. DANIEL O'CONNOR. }

HENRY CLARKE, Esq.
GEORGE BLACK, Esq.

The Sectional Committee proceeded to consider the proposed Railway from Moree to Inverell.

Mr. Percy Ernest Stirton, Mayor of Moree, sworn, and examined:—

1. *Chairman.*] How long have you resided in Moree? Six years.
2. Where were you residing before coming here? In Inverell.
3. Are you fairly well acquainted with both districts? Yes.
4. How long has Moree been incorporated? Five years; it is a municipal district.
5. What is the population within the municipal boundaries? About 2,000.
6. Has there been any increase in population since the completion of the line from Narrabri to Moree? A slight increase.
7. Has there been any increase in the number of buildings in the town? Yes.
8. Has that been occasioned by the recent extension of the railway or is it due to general causes? There has been a gradual increase; but I think the fact of the railway coming here has brought a number of people who otherwise would not have been here. A few new stores have been opened, and business people have arrived.
9. Has there been any agitation on the part of the Moree people for the extension of the railway to Inverell? No; no public meetings have been held.
10. Has no public expression of opinion been given? No.
11. Do you desire to offer an opinion in your official capacity which would voice the feeling of the residents? I would rather not; the residents are here, and I understand the Committee will take any evidence from them.
12. What is your opinion as to the wisdom of extending the railway to Inverell? I think it would benefit the district. Hay, chaff, and farm produce of any kind is very dear, because we cannot grow that kind of produce ourselves. We sometimes suffer from severe drought. If the produce could be landed here cheaply, it would be a great thing for the district.
13. Do you think the construction of the line would lead to an interchange of products, and offer a market for the producing country of Inverell? Yes; I think Moree would be a market for Inverell. I do not think, however, we should send much from here to Inverell.
14. *Mr. Black.*] Do you favour the construction of a railway chiefly on local grounds? Yes. Of course, I cannot say whether the line would pay or not, but it might.
15. Do you think there is any likelihood of it paying? I could not offer any opinion.
16. Would the principal course of traffic be the trade between Moree and Inverell, and the intermediate trade? I think it would, unless the Railway Commissioners induce the Inverell people to get the whole of their produce from the northern line. Otherwise, it would come through this way.
17. Do you think it is likely any quantity of produce from Inverell would be carried on to Sydney? Not by this line.
18. Do you think the products of Inverell—fruit, wheat, &c.—could be landed in Sydney more cheaply from equally-favoured districts which are in closer proximity to the metropolis? I should not think so.
19. If that is your opinion, your belief that the railway is likely to pay must arise from the idea that it will encourage a local trade between here and Inverell? And west, of course.
20. You think the construction of a railway would increase the traffic between here and the Queensland border? I think it will.
21. In what way? In produce.
22. You think that the produce will come from Inverell? I think it will, to go north.
23. Do you think produce from Inverell—taking Moree as the centre of distribution—can be landed in Moree as cheaply as can produce from Tamworth? My opinion is that it should. My business, however, does not allow me to enter into figures of that kind; others will be able to supply the information.
24. You have said that the construction of the railway will probably entail an increase of traffic out west—do you mean in the direction of Walgett and towards Mungindi? Probably towards Mungindi, and in the direction of Walgett.

- Mr. P. E. Stirton. 25. But are not the people in the direction of Mungindi compelled to obtain their supplies from Moree now? Yes.
- 5 Oct., 1896. 26. Do you think the construction of a railway will increase their capacity for consuming products? Yes.
27. In what way? If the people west, or towards Mungindi, can, by the construction of the railway, obtain their produce at a reasonable figure, the price of produce will become very much cheaper than it is now, and there will be greater consumption.
28. Do you think the people would consume products in sufficient quantities to warrant the construction of a railway 5 or 6 miles inland? I do not say that.
29. I suppose the wool produced in the direction of the Queensland border usually comes this way—at all events, since the railway to Moree has been constructed? I believe most of it does.
30. And the construction of a railway to Inverell is not likely to draw any more wool towards the line unless it be diverted from the Great Northern line? No; I do not think so.
31. Do you know anything of the rainfall of the district? I think we get 23 or 24 inches a year.
32. Do you think the rainfall at Moree is as good as the rainfall at Inverell? No.
33. If Moree had a rainfall equal to that of Inverell, I suppose this would be a very fair agricultural district? Our average may be equal to that of Inverell, and still we may not have such good agriculture. Inverell can depend upon its rain at suitable periods; here we get heavy irregular rains. A large quantity may fall, and then we may have none for a considerable time.
34. Have you not good spring rains? We have not had any this year, nor for many years.
35. Do you know the country between Moree and Inverell? Yes, very well.
36. Is it good for agricultural purposes? Yes; as you go towards Inverell.
37. Are you aware that in the near future a large quantity of land will be thrown open between Moree and Inverell—land which is now held as pastoral lease? Yes.
38. Can you give any information as to how that land would be taken up if it were available? The land in the district has been thrown open since the passing of the new Act principally as settlement leases, and I suppose the other will probably be thrown open under the same conditions.
39. If a line were constructed between Moree and Inverell, would it not afford a great inducement to people to take up land? I should think so.
40. How is the land out west occupied? Principally by pastoralists and selectors.
41. I suppose the construction of the proposed line would increase the importance of Moree, and would be a great advantage to the people out west, inasmuch as they would have railway communication as far as it went, and then they could make use of their teams? Yes.
42. Is there a strong desire on the part of the people of Moree for the railway? Not at the present time. They have obtained the line from Narrabri quite recently, and they seem to be a little indifferent at present.
43. Notwithstanding that, you believe the line would be an advantage to Moree? I should think so.
44. And it would encourage settlement around Moree? Yes.
45. *Mr. Roberts.*] To what extent are the people of Moree municipally rated? One shilling in the £.
46. Is the local council in a sound financial condition? Yes; we have no loan.
47. I notice that artificial water has been successfully tapped here? Yes.
48. What is the depth of the bore? Nearly 3,000 feet.
49. Is the water from it utilised in any way? Not at present.
50. Is it suitable for drinking or general domestic purposes? Yes; the report we have upon it is a very good one.
51. Do the Council contemplate coming to any arrangement with the Government with a view to supplying the people of Moree with water from the bore for domestic purposes? Yes. An engineer from the Water and Sewerage Department has been here, but his report has not been sent in yet; when it comes in the question as to the advisability of supplying the town with water from the bore will be brought before the Council.
52. Is it true that the Council contemplate lighting the town by electricity? Yes.
53. Have you considered where you will get the necessary power from? By engines.
54. Will the bore be of any use to you in that respect? We have had a report to the effect that there is not sufficient power. There is sufficient power to light a certain part of the town, but not sufficient to light the whole.
55. Is Moree in a fairly prosperous condition at the present time? Yes.
56. Is it likely to improve when the railway is opened from Narrabri to Moree? I think it will improve gradually.
57. I understand you are in favour of the proposed railway from Moree to Inverell? I am in favour as far as the Moree district is concerned.
58. What advantages do you think would be likely to accrue from Moree being connected by railway with Inverell? We should obtain produce from Inverell, which is an agricultural district.
59. Do you think it is likely that produce will be brought from Inverell to the people of the Moree district at a lower price than they are paying for it? I think so.
60. Can you say where the principal market for Inverell produce will be if the proposed railway is constructed? I think there will be a large market west. I will not say that the west will consume the whole of the produce.
61. Does "west" include Moree, which is due west of Inverell? Yes.
62. Do you think the produce will go still further west? I think so. I also think it would go north from here.
63. How far is it from here to Collarendabri? Seventy-five or 80 miles.
64. Would Inverell produce be likely to go there if the proposed railway were constructed? I do not know that it would go that distance.
65. Has there been a survey of the line from this district to Collarendabri? No. There has been one from Woollahra but not from Moree.
66. How far is that from Moree? Half-way between here and Narrabri—about 30 miles from Moree.
67. Do you know when that survey was completed? No; I think it is going on now.
68. Is this what may be termed a purely pastoral district? Yes.

69. I suppose the principal traffic from here to Sydney is in the shape of wool? Yes.
70. Are you in a position to say whether, if the proposed line is constructed, any additional traffic will come to New South Wales which now goes to Queensland? No.
71. Is any quantity of stock trucked from Moree at the present time? There has been stock trucked, but the facilities for trucking are not very good, on account of the Commissioners not having taken the line over. The yards have not been finished.
72. Is it likely that a large amount of stock will be trucked when the line is open to the public? I think so.
73. Is it a fact that the people of Moree are indifferent as to the construction of the proposed railway? I think they are.
74. Is that on account of the fact that Moree is now a terminus? I think that is one reason.
75. Is there a fear that some of the traffic which now comes to Moree may go to some other town? I think that is another reason.
76. Viewing the matter from your individual standpoint, you think it would be wise in the interests of the Colony to connect the town and district of Moree with the fine agricultural district of Inverell? I think it would.
77. *Mr. Clarke.*] Is the country about Warialda good agricultural country? I believe that parts of it are.
78. Is the land about Moree equal in quality to that at the eastern end of the proposed land? I think so.
79. I suppose the reason the land in the Moree district is not well adapted for agricultural purposes is the want of a regular fall of rain? Yes; the land is as good as any other, but the great drawback is the irregular rainfall.
80. Is there much traffic between Glen Innes and Moree? I do not think so.
81. Is there much traffic between Inverell and Moree? At times.
82. What does it consist of? Of produce from Inverell, such as chaff, flour, and corn.
83. I suppose that any surplus of produce, after the wants of the district and of the north and north-west have been supplied, will have to find a market in Sydney or Newcastle? I understand they are finding a market for it now on the Clarence and towards Grafton. I have no doubt they will still find a market there. The fact of the railway coming here will not stop that market.
84. If the line is constructed from Moree to Inverell, do you think it will be in the public interests to continue it to Glen Innes? No doubt.
85. If the line is constructed from Moree to Inverell will produce be sent to the coast? I think so.
86. Would the people obtain produce from the coast—such as sugar, &c.—in exchange for hay, corn, chaff, &c.? Probably.
87. Do you think the construction of the proposed line would induce the people on the Queensland border to send their wool to Moree or Inverell? It might meet the line between Moree and Inverell, but I could not say positively.
88. I suppose you are aware that the Queensland Government imposes an export duty of £2 10s. a ton on wool coming into New South Wales? I believe so.
89. Do you think very much wool will come from Queensland to this Colony under those circumstances? Not so long as the duty remains on.
90. In that case you would not get much wool except from the country between here and the boundaries of Queensland? Yes.
91. Do you think any portion of the wool produced west of Warialda would come to Moree or go as formerly to Tamworth *via* Manilla and Bingera? I think it would come to Moree.
92. Even if the proposed line to Inverell be not constructed a great deal of the wool would come to Moree as it does at the present time? Yes.
93. To where would any surplus which did not find a local market or a market on the coast go? It may find a market in Queensland; at the same time I am not in a position to answer that question.
94. Does not the water from the bore contain a great deal of soda or alkali? The report upon it is to the effect that it is fit for drinking purposes.
95. Do you think it could be used for irrigating grazing country? It might be.
96. Would the expense be great? Of course it would.

Mr. Colin James McMasters, Chairman of the Land Board, Moree, sworn, and examined:—

97. *Chairman.*] How long have you been in Moree? About eleven years, but I have been in the district for twenty years.
98. *Mr. Black.*] What is the nature of the holdings between Moree and Inverell? The whole of the pastoral leases have not yet expired. There is a number of selectors, some grazing farms and some agricultural farms.
99. Is there a good deal of freehold land? Yes, in the neighbourhood of Inverell.
100. How are the freeholds utilised? Principally for grazing.
101. In the event of a large influx of settlement due to the construction of a railway, will there be any difficulty in those interested getting land? There would be no difficulty. Of course the usual time would have to expire before the land would be thrown open.
102. That is eighteen months in some cases? Yes. They are falling in at different periods during the next four years.
103. Are you of opinion that any large quantity of land around Moree—say for 60 or 70 miles in the direction of Inverell—is likely to be used for agricultural purposes? Yes, you would get into the verge of the agricultural country 50 or 60 miles away.
104. I want to strike the verge of the country which ceases to be purely pastoral, and becomes agricultural? Following the projected railway you would get into agricultural country within 30 miles of Moree; but the margin between the agricultural and pastoral land does not run rectangularly across the line. The railway almost follows the course of the river, and the river flats within 20 or 30 miles of Moree are agricultural. When you get away from the river it is not so suitable for agriculture.
105. You think, then, it is the character of the soil more than the climate which controls its suitability for agriculture? To a great extent. The immediate banks of the river, to a small extent, are suitable for agriculture at Moree itself; but they are so limited that it is not worth taking them into consideration.

106.

Mr.
P. E. Stirton.
5 Oct., 1896.

Mr. C. J.
McMasters.
5 Oct., 1896.

- Mr. C. J. 106. Is not the soil about Moree sufficiently good for agriculture if you had a well-distributed rainfall? Yes; but we have not that, and we have not had it during my experience of the last eleven or twelve years.
- 5 Oct., 1896. 107. What is the average rainfall? Nearly 30 inches.
108. If they can grow wheat at Riverina with a rainfall of 20 inches, ought you not to grow it in Moree with a rainfall of 30 inches? I do not think the black soil is suitable for it.
109. Is there no red soil here? It is limited in extent.
110. The soil, I believe, is rather heavy, and not sufficiently friable for the growth of wheat? I think it cracks too much—it cracks right down, sometimes for 2 or 3 feet.
111. After you pass the limit of land unsuitable for agricultural purposes, which you fix at 30 miles eastward from Moree, do you not strike agricultural country? Yes; you strike wheat, and fruit-growing country.
112. Do you think the soil claims that character for the intervening 66 miles, from the point you named, to Inverell? I know it does.
113. And beyond Inverell to the other side? Yes, right up to Glen Innes.
114. Assuming there is a market for produce to be found readily, it is fair to believe that the construction of the proposed railway will incur its agricultural settlement along the route? I think it would. It would turn grazing lands into agricultural lands.
115. If that takes place, where do you think a market will be found for the produce? There will be a local market, and a market in the western districts.
116. Is it probable that there will be any local market further south than Narrabri? I think very little produce will go to Narrabri.
117. Would any go beyond it? I think not.
118. Then the area to be served by the Inverell produce would be bounded possibly by the Macintyre on the north, by the Barwon on the extreme west, and by Narrabri and Bundarra on the south? Yes, if the line came to Moree—excepting that, perhaps, some country in Queensland north of Mungindi would be supplied, but not to a great extent.
119. I suppose there might be a trade done with Queensland, about the border, unless that part of the country should be tapped by a railway from Warwick? Quite so.
120. I suppose, in any case, railway or no railway to Inverell, Moree will be the great distributing centre for most of the area, especially northwards? Undoubtedly. Any extension of the railway westward from Moree would very materially increase the market to Inverell.
121. Do you think it would be advisable to carry the line westward from Moree? I do not say that, but if it were carried westward there would be an immense market opened up for Inverell produce—I refer to an extension of the Barwon.
122. To any particular place? I think I know the best place to which a railway should go. It should strike the head of the navigation, and go through country most suitable for railway construction.
123. Do you think there is likely to be an objection on the part of the Railway Commissioners to connect the proposed line with the Barwon River? I cannot see how it would interfere with them; they would get the extra haulage of produce to the west which would otherwise not exist.
124. Do you not think that produce is likely to go west in any case? I do not think so.
125. Supposing Moree were connected by rail with a navigable river. Whilst that river is running, Moree is likely, instead of bringing her goods direct from Sydney, to take advantage of the cheap rate of carriage on the river, and convey them as far as the head of the navigation and send them along a short railway? It is possible that might take place.
126. Do you think the Commissioners would be likely to recommend a railway of that character? I am not looking at it from the standpoint of the Railway Commissioners; the extension of the line westward would make a tremendous market for the produce of the hill country, with the prospects of some return loading.
127. Are there any small centres in the vicinity of Moree, and towards the Barwon, which are likely to become places which would largely consume the products of Inverell? I do not think I could locate any centre. Of course there is considerable population between here and the Barwon. The holdings are occupied in a great many instances in areas of 2,660 acres.
128. There are no growing townships? No, and I do not think there are likely to be to any great extent. There is some settlement at Collarendabri.
129. Is there no prosperous township between Moree and Inverell? No, except off the line a little, towards Bingera, which is a prosperous centre. I do not think the line will tap any traffic south of Bingera.
130. It is not likely to tap any as far south as Barraba? No. You were asking me what would be done with the produce. I intended to say that new products would arise if the line were extended to Inverell. For instance, the dairying industry would be developed.
131. Where would be the outlet for the dairying products? The market of the world.
132. Do you think it would pay to carry dairying products to Sydney as a centre? Yes, I think so.
133. Do you think the people of Inverell, where I suppose we have one of the most suitable climates in the world for fruit growing, could direct their attention to fruit growing? They certainly could. There is an unlimited range of country suitable for fruit growing.
134. Would the proposed railway be much used for the carriage of stock? Stock would come through Moree from the Inverell district.
135. But would they come by railway or be driven? I think fat stock would be trucked. To a great extent that would depend upon the seasons.
136. Is there much feed, as a rule, on the stock route between Moree and Inverell? They are fairly well grassed.
137. I suppose, like most other stock routes, it is over-travelled? There is not a great deal of stock travelling between here and Inverell.
138. If it is not over-travelled, I suppose it is kept pretty bare by the people in the vicinity? I know it is not fenced off.
139. *Chairman.*] Are not these travelling stock routes let under annual lease? No; only in some few instances in the vicinity of the towns.

140. *Mr. Black.*] Has not the ordinary stock route as much herbage upon it as Macquarie Street? I do not think it applies to this district. There are good travelling stock routes from the Queensland border to this district in every direction.

141. I believe that in ordinary seasons, when there is no interference with the traffic, large numbers of cattle travel between here and Queensland? Yes; some come in here and some by way of Warialda.

142. Do you think they would be trucked? No; as a rule they are store stock which are sent here for fattening.

143. But eventually they will be carried over the railway? Yes. They are absorbed in this Colony as a rule.

144. I suppose there is a fall in the number of stock arriving here owing to the tick trouble in Queensland? I should think so?

145. What are the boundaries of the land district of Moree? The boundary between here and Inverell is about 18 miles this side of Inverell—the Big Plain. Then it extends northerly to the Queensland border, and follows the Queensland border and the Barwon.

146. How far west? About 150 miles from here. The Narran is the western boundary. The extreme southern boundary is the Macquarie. This district includes Walgett.

147. Is the whole of the country between Moree and Inverell taken up? No.

148. Is the best land taken up? I think the best land has been alienated.

149. What is the nature of the holdings? At present they are almost entirely pastoral holdings. Until you get near to Inverell the land is used almost entirely for grazing.

150. Are there many selections? Not many; they have changed hands in some instances and have been formed into large estates. Within 15 miles of Inverell the holdings are small, but on this side of that distance they are large, and the land is used for grazing purposes. Within 15 or 18 miles of Inverell they are used for agricultural and grazing purposes. Of course, east of Warialda you get into farming country within a few miles of the railway.

151. What are the chief products of the district near Inverell? Wheat and maize in equal proportions.

152. Is there much wine produced in the district? Yes; but not as much as there ought to be.

153. Is the district particularly adapted for the growth of the vine? Yes, and it makes a strong wine—something like an Albury wine.

154. If Inverell were connected with the railway system of the Colony, do you think the growth of vines would be encouraged to a large extent? I should think so.

155. Are you in a position to say that the want of railway communication has prevented the growth of vines to any extent? I could not say.

156. I presume you are thoroughly familiar with this district? Yes; I was a surveyor in the district for many years. I think I know the whole of the north-western part of the Colony very well.

157. Have you given any consideration to the proposal to connect the town of Moree with Inverell? Yes; not necessarily the town of Moree, but the district.

158. Do you think, in the interests of the Colony, this would be the preferable route along which to bring Inverell produce to market? Yes; I think the Inverell market is westward.

159. Towards Moree and west of Moree? Yes; it is a market, of course, which will have to be met; at present very little produce is used because people cannot afford to use it.

160. Is that owing to the cost of carriage? Not only to the cost but to the uncertainty of carriage.

161. Is that due to the bad state of the roads? Yes.

162. What is the state of the roads between here and Inverell? Fairly good now. The worst parts are metal, but the road is not a good one altogether for heavy traffic.

163. Has there been a large expenditure of money on the road between Moree and Inverell? Not much, but a considerable amount has been spent between Warialda and Inverell.

164. Would the character of the country between Warialda and Inverell, necessitate a larger expenditure on the maintenance of roads than it would between Moree and Inverell? Yes, the whole of that country would be required to be macadamised.

165. Can you give an opinion as to any increased traffic which would come if the railway were constructed? I do not think you would gain much. I think you would retain what you at present have rather than gain any new traffic.

166. Do you know whether any of the squatters resident on the New South Wales side of the Queensland border send their wool to Brisbane? I understand that several do. I have also heard that it is their intention when the Government take the Narrabri-Moree Railway over to send the wool this way. Some of them made their arrangements before they knew what the contractors terms were.

167. Then it is fair to assume that a large amount of traffic which now goes to Brisbane would come to Sydney by way of Moree or Warialda? Yes.

168. Of course it would depend on which would be the nearest railway station from the Queensland border? Yes, the greater part of it will come to Moree.

169. I suppose some would go to Inverell? I do not think any would go there.

170. Would there not be a large amount of stock trucked at Warialda? In certain seasons there would be.

171. Do the wet seasons of this district come at any certain periods of the year, or is it a rainfall that may be termed uncertain? It is a very uncertain rainfall. Sometimes the winters are wet, and sometimes the summers are wet.

172. In giving your opinion to the effect that you think it would be desirable to connect Moree and Inverell by rail, have you considered the other route which was suggested a short time ago, viz., a connection between Inverell and Glen Innes? Yes, I know that country very well.

173. And of the two you prefer a line by way of Moree? I think it would be better.

174. Do you come to that conclusion because you know there is a large market to the west of Inverell for Inverell produce? That confirms my opinion.

175. *Mr. Clarke.*] Are you aware that the proposed line will run more or less through alienated land? Yes.

176. Do you think the land-holders would be inclined to give the land required free of charge to the Government? I should think they would; I know what I would do if I were in the same condition.

177. Do you think the construction of the line would increase the value of their properties? Yes.

Mr. C. J. Masters.

5 Oct., 1896.

Mr. C. J.
McMasters.
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178. If the line is constructed the distance from Inverell to Sydney will be 512 miles? I believe so.
179. Do you think the produce grown here could compete with the wheat and the other produce grown in the Riverina district, from which district the carriage to Sydney is less? I do not think so.
180. Do you think many fat cattle and sheep would be sent from the west of Moree and Inverell to Newcastle or Sydney? I think so.
181. Do you think it would be cheaper than driving them? It would depend upon the seasons. If there were no grass on the stock routes they would truck them. In times of extreme drought there would be a certain amount of traffic from here to New England.
182. Do you think the construction of the proposed line will be the means of introducing more traffic for the seaboard, and from the seaboard to the tableland? I do not think it would very materially affect that traffic.
183. Are you aware that produce sent to Grafton and from Grafton to Inverell can be carried by teams at a lower rate than by the railway? I have heard so—for certain classes of goods.
184. Would that competition exist even if the railway were constructed? I think so.
185. Do you think the estimated loss upon the line of £2,800 per annum would be reduced in a reasonable period? I think so. If that is the first loss I think it will soon be overtaken, and the line be made to pay.
186. Are you aware of the proposal to construct a line from Tamworth to Manilla? Yes.
187. Do you think that line will take any traffic from the proposed line? I do not think it will materially affect it.
188. Do you think that line would take the traffic from Bingera? I think so. I think Bingera would be about the changing point.
189. *Mr. O'Connor.*] How far does the district over which you preside extend? 150 miles west, 230 miles south-west, 80 miles north, and about the same east.
190. What are the characteristics of the country? It is both pastoral and agricultural. The western portion of the district is purely pastoral, the eastern portion is agricultural.
191. What is the nature of the settlement? In the western portion it is all pastoral settlement. In the eastern portion there is a small extent of agricultural settlement.
192. And what is the character of the country between Moree and Inverell? It consists of rich alluvial soil on the flats, and red soil of basaltic formation on the hills.
193. Do you know anything of the country between Inverell and Guyra? Yes; I have not a very high opinion of it; it is not as good as the country on this side of Inverell.
194. Have you formed any opinion as to the necessity or otherwise of connecting this district with Inverell, with the object ultimately of continuing the line to the sea? I have thought over that matter, but the contingency is a very remote one—one which we cannot take into consideration at present.
195. Are you aware that 500,000 acres of land between Moree and 20 miles on this side of Glen Innes, will within the next three years be available for settlement? I am not aware of that fact.
196. What is your opinion of the land between Inverell and Glen Innes? It is a superior class of country.
197. It is well adapted for agriculture? A great portion of it is.
198. Is there any desire on the part of the people to acquire land for agricultural purposes between Moree and Inverell and between Inverell and Glen Innes? I have never heard an expression of opinion to that effect.
199. If land is available in this district within the next three years, will not the construction of a railway between Inverell and Glen Innes, or between Inverell and Guyra prove a great stimulant to men who are now apathetic? I think it will in time, but I do not think the time has arrived. There is no market for the produce at present. After the railway is constructed, I have no doubt there will be a rush for the land.
200. What is to prevent people in this district doing what they have done with such advantage elsewhere, where they have erected mills, and where thousands of acres of land have been taken up within the last three or four years? There is nothing whatever to prevent them.
201. What is your opinion with regard to the future of this district? I think there is a grand future for it.
202. Do you raise sheep or cattle principally? Sheep.
203. If a line were connected from Moree to the seaboard what is there to prevent the erection of slaughter-houses and chilling works, so as to enable you to export chilled meat to Europe? There is nothing to prevent it.
204. Could it be undertaken if the people had the facilities? I understand that something of that kind has been undertaken here now.
205. I suppose if the facilities are offered there is nothing to prevent people doing here what is done in other places? Certainly not. We lack enterprising people.

Mr. John McDonald, grazier, Moree, sworn, and examined:—

Mr.
J. McDonald.
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206. *Mr. Roberts.*] What is the area of your property and the nature of your holding? It is a pastoral holding—partly freehold and partly leasehold—about 8 miles from Moree. I have 35,000 acres of freehold, and about the same quantity of leasehold.
207. How many sheep do you run? 60,000.
208. To where do you send your wool? To Newcastle.
209. Do you truck from Moree? I have done so this year.
210. Is Newcastle your principal market? Yes, for exporting.
211. Is your wool shipped from Newcastle direct to London? Yes, it goes direct from Newcastle.
212. Does the proposed line run through your property? Yes, through part of it.
213. For what distance? Seven or 8 miles.
214. In the event of the line being constructed, would you be prepared to give the land required free of cost? No; I do not think I ought to be called upon to do so. I have paid for the land, and expect to get all the benefits out of it.
215. Can you form a rough estimate of the amount of compensation you would require? I scarcely think the line would touch any of my land. It goes through the leasehold belonging to the Crown.
216. When does the lease expire? In about two years.
217. Would the construction of the line be of any great advantage to you individually? I do not think it would, on account of me being within 8 miles of Moree.

218. If there were a station nearer than Moree, would you be likely to make use of it? Yes.
- 218½. Have you formed any opinion as to the desirableness of the State constructing the proposed line? Yes. I do not think it would be advisable to construct it.
219. On what grounds? I do not think it would pay.
220. When you say that, have you considered all the elements of traffic which might be brought to the line? I have only considered the traffic which I know has been in the habit of coming—not what may come. The last two years have been very bad seasons here, and a good deal of produce has come down; but prior to that little or no produce has come from Inverell. With the grass growing over the track between Moree and Inverell you would not see any traffic.
221. Are you familiar with the country between Moree and Inverell? Pretty well.
222. Is not the Inverell district remarkable for the fertility of its soil? Yes.
223. Do you think the time has arrived when Inverell should be connected with the railway system of the Colony? Yes; it should have been connected long ago.
224. By what route do you think it should be connected? From Tamworth *via* Manilla, Barraba, and Bingera.
225. In forming that opinion, have you considered the nature of the country between Barraba and Inverell? No. I have no doubt the construction would be costly.
226. You merely form that opinion on account of it being nearer the metropolis? Yes; and the country is more suitable for agricultural settlement.
227. Do you not regard the country between Warialda and Inverell as well adapted for agricultural settlement? No; not until you get about 15 miles from Inverell.
228. Is that one of the reasons why you do not view with favour the construction of the proposed line? Yes; that is my sole reason. I do not think the country is good enough for agricultural purposes.
229. But you are firm in your opinion that Inverell should have a railway? Yes.
230. If a railway from Inverell to Moree could be constructed at a lower cost than a railway by any other route, would you not think it desirable that such a railway should be constructed, in view of the large amount of agricultural produce which would come from Inverell? No; because the extra distance always to be travelled over would be a factor against the construction, even if it were cheaper.
231. You think the fact that the produce would have to be carried over 509 miles to Sydney is an objection? Yes.
232. Is it a fact that a large market for Inverell produce can be found to the west of Inverell without the necessity of sending to Sydney? No doubt a good deal of produce would come westerly; but the bulk of the produce hitherto has been coming from Bingera and that district.
233. How far is it from Moree to Bingera? 60 miles.
234. What produce do you get at Moree from Bingera? Flour, corn, bran, chaff, and potatoes. Whilst Bingera is only 60 miles away, Inverell is 100 miles away.
235. Would not that distance by road be too far to expect Inverell to send its produce this way with a view to finding a market? It is too far.
236. But if a line were constructed, would not a large market be opened at Moree, and west of Moree, for Inverell produce? No doubt it would.
237. In view of that fact, do you not think it would be wise to connect Moree and Inverell by rail? No. I think we can get produce at a reasonable price from Bingera and Tamworth, and from the settled district on this side, and east of Bingera.
238. Do you know the country between Warialda and the Queensland border? Yes.
239. Is it all good grazing country? Not all of it. There is a good deal of worthless scrub land.
240. Is there a large amount of wool coming from the stations near the Queensland border, on the New South Wales side? Three or four stations produce a fair quantity of wool.
241. Do you think if the proposed line is constructed any increased wool traffic will come by it? No, excepting what goes to the Great Northern line. If it came here it would not go on the Great Northern Line.
242. Is there not any wool on this side of the Queensland border which goes to Brisbane? I do not know of any.
243. When the railway is opened from Moree, will there be a large amount of fat stock going from Moree to Newcastle or Sydney? Not unless the season is bad; they will travel them.
244. Do they find a market in Armidale from this district? No; they all go to Sydney. In good seasons they would travel to Gunnedah, Breeza, and Quirindi—sometimes all the way. In dry seasons, when there is no grass, they would have to be put upon the trucks at the nearest railway station.
245. *Mr. O'Connor.*] How long have you been in the district? Twenty years.
246. When you say you are not favourable to the construction of the line you speak from a national standpoint? Certainly.
247. The want of the line will neither convenience nor inconvenience you? No.
248. Are you aware of any line in the Colony which paid when it was first opened? No.
249. Do you think the construction of the line will attract settlement? I think it will.
250. What is the character of the country between Moree and Inverell? Some good, some bad, and some worthless. The bad land is dense scrub country.
251. Could that be utilised? Yes; by spending capital upon it to clear it.
252. Do you think it would be an advantage for this district to be connected by railway with the sea? A great advantage.
253. If the cost of sending your cattle or sheep to market is reduced it will be a great advantage to you? Certainly.
254. *Mr. Clarke.*] You have stated you disapprove of the construction of the proposed line on account of the fact that it will not pay? Yes.
255. You think a line continued from Tamworth and Manilla through Barraba to Inverell would be better than the one proposed? I think it would serve the country better, and would go through a country which is more likely to have closer settlement than between here and Inverell.
256. Supposing the line be constructed to Inverell, would you approve of it going to Glen Innes and some part of the coast? I have not a knowledge of the country on the other side of Glen Innes.
257. Do you think it would be in the public interest for the coast district and the west to have an interchange of products? Certainly.

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258. Would it be an advantage for direct shipment to be made from Grafton or Coff's Harbour, rather than from Newcastle or Sydney? Yes.
259. Are you aware that in the other colonies railways are constructed from the interior to the coast? Yes, particularly in New Zealand.
260. Do you consider that a good plan? Yes, although in some places they found it very expensive.
261. In view of the uncertainty of the rainfall, do you think it probable that agriculture would be entered into in this district to any great extent? I do not think it would.
262. Mr. Black.] Would not the construction of a line from Tamworth through Bingera, to Inverell, necessitate the erection of an expensive bridge over the Namoi at Manilla, another at Barraba, and lesser bridges *en route*? Yes, and one at Bingera.
263. Is not the country hilly after leaving Manilla? It is.
264. And is it not poor country after leaving Barraba? It is.
265. Then it is not likely there will be much freight from intermediate parts on a line between Barraba and Inverell unless it is of a metaliferous character? Generally, agricultural settlement follows a railway, and there ought to be a good deal around Bingera. They are at present growing produce very largely about Bingera.
266. Do you not think that over that country a railway would cost 100 per cent. more per mile than one constructed over this level country? I should not think it would cost as much more as that—probably 50 per cent. more.
267. And the cost of maintenance and haulage would be greater? Yes, the grades would be steeper.
268. Is it not a fact that the construction of a railway usually increases the value of land, particularly in the neighbourhood of a town? Yes.
269. And if the construction of the railway would increase your 35,000 acres of freehold 10s. per acre in value, which would be £17,560, and it were necessary for its construction that the State should resume 10 acres of your land, do you not think it would pay you to give the 10 acres? Yes, if your calculation were based on facts.
270. Would you be sufficiently grateful to the State to give them the land free, in return for it putting all that money in your pockets? Yes; I think I should be entitled to meet their views in that way.
271. The proposed railway runs through Crown land so far as you are concerned? Yes.
272. For what distance? Seven or eight miles.
273. Does it run through sheep-paddocks? Yes. All through sheep-paddocks.
274. Will it interfere with the access of your sheep to water? Not much.
275. Where do you send your stock to? The stock to Sydney and the wool to Newcastle.
276. Would you truck your sheep at Moree if the proposed line were constructed? Not if there is grass on which to travel them, because rates are too high.
277. You think the deterioration caused by travelling them long distances is compensated for by the saving in railway carriage? Yes.

Mr. William Henry O'Malley Wood, District Surveyor, Moree, sworn, and examined:—

- Mr. W. H. O'M. Wood.
5 Oct., 1896.
278. Chairman.] How long have you been a resident of the district? Since June, 1890.
279. Mr. Clarke.] Are you acquainted with the country along the route of the proposed railway? I only know the country as far as the Land Board District goes—that is a little beyond Warialda, at a point marked 395 miles on the railway survey.
280. What kind of country is it between Moree and that point? From Moree to Yagobe the country is pretty level; some of the soil is rich black soil. There is some red soil. Some of the country is scrubby and some open plain.
281. Is any portion of the land you have described fit for agriculture? I think the frontage lands to the Gwydir River would be fit for agriculture, but it would be rather too costly to clear in many places.
282. Is it adapted for agriculture in all seasons? Some seasons would be too dry.
283. Is the country more fitted for pastoral than for agricultural purposes? Yes; the open country is good grazing country in nearly all seasons.
284. Is it fitted for agriculture without a good rainfall? The average rainfall is good enough, but it is uncertain.
285. Although the land is good, the drawback is that you cannot depend on the rainfall? There are, however, some farmers this side of Yagobe who have made their living out of agriculture for some years past.
286. Do you think the country is adapted to irrigation? Yes, it is, between here and Yagobe.
287. Are you of opinion that irrigation would answer for grazing purposes? I should not think so.
288. Do you know that there is a large quantity of alienated land through which the proposed line would pass? Yes.
289. Can you say whether the landholders would be prepared to give the land through which the proposed line would pass free of charge to the Government? I cannot say. I might point out that in this district there is comparatively little alienated land. The chief part of the alienated land is at the Inverell end. There is some in the parish of Hadleigh.
290. Is it under lease at this end, or is it freehold? It is chiefly under lease. I should think they ought to give the land free of cost, but I do not know what the views of the holders are.
291. Do you think it would be possible for agriculture to pay up to the point you have described? I only spoke just now of the frontage country to the Melhi, extending as far as Yagobe. I think the frontage country would pay to grow maize and similar crops.
292. Even with the present uncertain rainfall? Yes; I do not think it pays very well, but still it does pay. A limited number of farmers have done very well out of it.
293. Do you think they would be able to compete with other portions of the Colony where they have a more abundant rainfall and a cheaper rate of carriage to Sydney? I do not think it would pay the people to send their produce from that particular part of the country to Sydney. It has paid owing to the high prices lately obtained locally, the consumption being wholly local.
294. Would the quantity grown on the route of the proposed railway be sufficient for the district north and south of Moree? I do not think until you get to the Inverell end you can grow enough to supply the present local market, and the local market must increase very largely.

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295. In that case, there would not be much to send from Inverell? I do not know what the produce of Inverell is, but between here and Inverell there is not sufficient for the local market.
296. Considering that the probable loss on the proposed line will be £2,800 per annum, do you think its construction is justified? If that estimate has been based on existing figures, I think it is certain that within a few years' time the line must be a profitable one. I do not know what comes down at present, but I feel certain after the construction of the line it will be very largely increased.
297. What is the average rainfall of the district? Up to 1894, the mean annual rainfall for Moree for fifteen years was 25·93 inches. For 1893-94 it was 43·60 inches; for 1895 it was 17·01 inches.
298. What is the average rainfall? About 26 inches.
299. What is the average for Inverell? For seventeen years at Inverell it was 32·77 inches.
300. Do you think it would be fair to the large population on the coast—80,000 to 100,000—that a railway should be constructed from Moree to Inverell, and afterwards to Glen Innes? I can only speak of any extension easterly, from a geographical point of view. On looking at the maps, it seems to me there must ultimately be a railway from the coast through Inverell to the Barwon. I think Collymungle is the most suitable point to which a railway should be extended. I feel certain it would increase the traffic tremendously along the Moree-Inverell line.
301. Do you think goods would go from some portion of the proposed line to the west or north-west? Yes.
302. I suppose that the principal traffic from these parts would be wool and cattle? Cattle may go to the coast for export, and so would wool probably.
303. Do you think it would be advisable, in the public interests, to construct the proposed line? Yes. I think there can be no doubt about it. I think it is a line which must ultimately prove a public benefit.
304. Do you think it would ultimately be necessary to continue it to Glen Innes? I do not know. It would ultimately be necessary to continue it to some point on the coast when, of course, it would have to cross the main line.
305. If the greater portion of the produce grown on the proposed line is consumed locally, will the balance go to Newcastle or Sydney? I suppose it will. I think some of the produce which will come to Moree from the line will be carted even under the present conditions to the Barwon.
306. Do you know the country to Manilla, through Bingera and Barraba, to the route on the proposed line? I know it from Cobbadah, which is the edge of this district, to Bingera, but I do not know it southerly towards Manilla and Tamworth.
307. One of the witnesses states that he thinks the Bingera people will send their produce here even without the railway? We have received a lot of Bingera produce, it being closer to Moree than Inverell.
308. Do you think there will be any number of cattle and sheep, besides wool, brought from the proposed line into Moree or for export to Sydney or Newcastle? A certain amount of stock and wool will come on the line by routes which intersect it, for instance, the Yetman-Warialda route. There may be a great deal of wool and stock from the Upper Macintyre country, put on the railway between here and Inverell. There would be some Queensland stock also.
309. If the line were not constructed, would not a good deal of that produce go direct to Moree? I think some of it would, but I think there is some which would not. For instance, the Wollangra wool now goes to Glen Innes, and I do not think it would go to Moree; it would, I think, go to Warialda.
310. Would any wool from Queensland come into Inverell or Moree? I have doubts about it; but there is some wool from the neighbourhood of Boggabilla, and up the river from there, which now goes to Queensland, some of which will hereafter come to this line.
311. *Mr. Black.*] Do you know anything of the cost of sleepers on the Narrabri-Moree line? I hear they have been procured from 2s. to 2s. 6d.; they were mostly brought from the forests out of Narrabri.
312. Is there plenty of ironbark available? Yes.
313. How many stations do you think would be necessary on the line? I think three in this Land Board District ought to be sufficient. There should be one somewhere near Mungie Bundie, another between Ezy's Crossing and Yagobe, and another where the Warialda-Bingera Road crosses the line.
314. Is the line intersected at those places by a travelling stock route? Yes; but not at Muccabundi.
315. I suppose, if the proposed line is to serve as a pick-up for travelling stock, it will be necessary that the stations should be situated in proximity to stock routes? Yes.
316. Do you agree with the statement that in good seasons the stock will not be trucked here, but will be driven as far as the herbage will permit? I think the larger proportion will be trucked here. I think it will be found that the larger portion of the stock going to Narrabri is trucked there, and it will prove to be the case here.
317. Is the bulk of the unalienated land fairly good? There is a great deal of good land, but much of it is covered with brigalow timber.
318. There is less of it towards Inverell? Yes.
319. In fact, it is rare to find? Yes.
320. Would it be fair to presume from that, that it is the quality of the land which has induced settlement at the one end, and not the absence of a railway which has prevented it at the other? The leaseholds expired at Inverell before they expired here. We have Central Division leaseholds which will not expire for four years, and they have been locked up since 1884.
321. How do you think they will be taken up? As settlement leases principally.
322. In what direction will the energies of those who take them up be turned? I think the bulk of them will use the country at this end for pastoral purposes. Twenty miles from here suitable parts will probably be used for agriculture.
323. How far in the direction of Inverell will you have to go before you strike land where the conditions favour agricultural rather than pastoral pursuits? I think you will find frontage land within 20 miles of Moree, which in the near future will nearly all be used for agriculture.
324. Is there any quantity of it? It extends back a mile or two from the river.
325. How far is the river from the railway line? It is quite close. I was asked whether certain land was suitable for irrigation. The water could be conserved where the river runs between the hills above Yagobe, and distributed over the flat country below Yagobe by gravitation.
326. If the country is of a flat character it may not be suitable for irrigation by bore water? It is not perfectly flat; it is comparatively flat.

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327. Even admitting that the soil is good, do you think that the climatic conditions are favourable for the growth of cereals? I have made inquiries of late from the Department of Agriculture, and they say the rainfall during the winter and spring months is sufficiently good; but I think the difficulty in the way of any considerable amount of agriculture here is in working the black soil.

328. Is not the unfitness of the district for agriculture shown by the fact that none of the pastoralists have gone in for agriculture to any extent? I am not advocating this as an agricultural district. I think it is partly because there is very little market for surplus agricultural products, and partly because wool pays better as a whole.

329. If you say there is no market for agricultural products, then you say there is no reason for the construction of the railway? There has been no large local market hitherto, but the town has doubled its population in less than ten years.

330. We are asked to construct the proposed railway for the reason that the people of this district are dying to consume the products of Inverell. If you tell us there is no market for agricultural products you cannot be dying to purchase them? I do not say there is no market, but hitherto there has been a difficulty in carrying on agriculture successfully, and there is the difficulty that there is no get-away for the surplus produce in a good season.

331. Then you are reasoning in this way: The district does not produce agricultural products, because the climate is so variable, that to enter upon agricultural pursuits would favour somewhat of a lottery? Yes, it would be a risk.

332. Secondly, there is a market here for agricultural products from Inverell when the season here is not good? I do not say there is a market for the whole of the Inverell produce, but the market is a fairly large one now and it is a growing one.

333. But there is no market for fodder here when there is a good season? Not so much as when there is a bad one.

334. That is to say, you will not buy chaff when you have grass? There are many people who have no grass. In the town the horses are nearly all stabled.

335. If those two conditions are correct, then the market for Inverell produce will be most successful when you have bad seasons here? Yes.

336. In good seasons the amount of produce carried by train towards the west will be reduced in volume just as this district is prosperous? Yes, I think so. Flour and potatoes and things of that kind would always come this way.

337. What value is the proposed line likely to add to the Crown lands within easy access to it? I think it would increase them by fully 25 per cent., but it is very difficult to say.

338. I suppose in the case of town allotments the increased value in the event of the line being constructed would probably be greater than 25 per cent.? Yes.

339. Will the proposed line be subject to floods in exceptional seasons? I think very little—practically not at all.

340. The soil, I believe, is very soluble? The site selected for the line passes over about the soundest ground which could have been obtained. I do not think the flood-waters will trouble it. Some of it will pass over red ground.

341. Does not the red soil scour readily? Not so readily as the black soil.

342. If the rainfall were properly distributed, I suppose there would be no difficulty about agriculture? If it were to fall uniformly, or as required, it would be ample.

343. I suppose that, with a comparatively heavy rainfall, the roads in the country would be almost impassable for some time? The black soil country becomes impassable.

344. At such times, I suppose a railway would be in great request? Yes.

345. I suppose the teamsters, unless they have contracts, charge very much higher rates during such times? Yes.

346. What would be the increased cost of carriage under such circumstances? It would be more than double.

347. It is fair to presume that in wet weather the railway would be extensively used? I think so.

348. Are there any scrub lands? Yes. In Terry-hie-hie holding there is a large quantity of brigalow scrub; also on Slaughter-house Plains. The rainfall there is 2 or 3 inches better than it is here. The land on Slaughter-house Plains is now available for selection, partly as settlement leases, and partly as improvement leases. Terry-hie-hie will shortly be available as settlement and improvement leases, and also as homestead selections. It is being measured at the present time.

349. Do you think, if the line is constructed, Moree will still remain the depôt for the district? Yes.

350. You favour the construction of the line? I was in doubt before I heard the figures, as to whether the traffic was large enough to be as large as has been estimated. I feel certain the traffic will increase considerably. I had some doubt in my mind until I heard the Railway Commissioners' estimate, as to whether the line would go anywhere near paying at present.

351. You base your advocacy of the railway on figures supplied by the traffic manager? Partly on that, and partly on account of the geographical situation of the line right through from the coast.

352. Then you are in favour of an extension of the line from Inverell to Glen Innes? I believe Glen Innes and Guyra are rival routes. I am not in a position to judge as to the rival routes; but I think the extension should go eastward to the coast somewhere. I also think a western line to the Barwon will not only provide a market for Inverell, but for a lot of produce from the coast.

353. *Mr. Roberts.*] In what way do you think Moree would be benefited by the construction of the railway? There will be cheaper produce. Moree now is, and will be then, the centre of distribution for a large tract of country north and north-west. I think a large number of settlers in that part will be able to get produce, including flour, potatoes, and so on, at a lower price than they can get it now.

354. Where will the produce come from? From Inverell and neighbourhood, which is the nearest point of production.

355. Do you think any impetus will be given to agriculture along the route of the proposed line? A little, and perhaps a good deal at the Inverell end.

356. Will there be a great demand for Inverell produce to the west of Moree? Yes, greater than at Moree.

357. How far out will it go? I think the whole of the Western Division is really available for it.

358. Where does the agricultural produce required for Moree come from now? A good deal comes from Narrabri, and a great deal from Inverell. The cheapest we have had has come from Inverell.

359. Do you think a large quantity comes from Bingera? Some comes from there, but more from Inverell. Some of the local business people are Inverell men, and I think that has tended to open up business between here and there.

360. What constitutes the traffic on the railway from Moree, other than passengers towards Sydney? Wool. I might mention that the line has not yet opened for the carriage of stock; they are at present sent on to Narrabri.

361. Have you drawn any comparison between the different soils in the district? No. I had the black soil analysed a short time ago by the Department of Agriculture, but not any of the others.

362. What is the effect of the rainfall upon the two kinds of soil—the red and black soils? The black soil is gluey and adhesive, and holds the moisture; and the red soil generally absorbs some and throws the rest off. It is on the edges of the red-soil patches that we make tanks, as they usually form the best catchments.

363. Which soil could do with the minimum of rainfall? The red soil. The red friable soil responds to rain more readily than the black soil.

364. Has agriculture ever been tried in the district? Yes, I have tried it myself.

365. With any success? Yes; but this year I think the crops will be failures. I know, however, of one crop in the town which gave 5 tons of hay to the acre. It was very coarse. The black soil for oaten hay grows a very coarse hay.

366. The experiments have not been sufficiently encouraging? On the red soil some fine hay has been grown. In some seasons you get good crops, but in many you do not.

367. Although the average rainfall is 25 inches, the rain comes in heavy falls at one time? Very often there is a heavy fall in January and February, which is of no use at all for cultivation, unless it is for corn, and you cannot even rely upon it then.

368. Then it is either a feast or a famine as far as the rainfall goes? Yes.

369. *Chairman.*] Can you tell the Committee the effect the construction of the line from Narrabri to Moree has had upon the demand for land in this district? I think it has increased it tremendously. We have any quantity of men from the southern districts flock into the district, and a great many more would come if we had the land available.

370. I would like you to distinguish between the inquirers for land since it was determined to construct that line, as against the time when that question was undecided? I cannot tell to what extent it has increased the demand, but I believe it has materially increased it.

371. Have the applicants been able to acquire any considerable number of holdings? Yes. When we have any land which is even fairly good we have many ballots for it.

372. In what direction is the land which has been thrown open since the line was constructed? One lot of 100,000 acres is about 35 miles west of the existing line.

373. The proposed line would not be affected in the slightest by the settlement which has already taken place? No, not on the 100,000 acres just referred to.

374. The traffic from that settlement would go to the existing line? Yes.

375. Would any portion of the recent alienations be benefited by the construction of the proposed line to Inverell? Yes.

376. Much? Not very much of the recent alienations, because they are only a small quantity; but I think the Terry-hie-hie country would be benefited by it to some extent—not very much. It is more the country north of the line than to the south which will be benefited.

377. I believe all the country as it becomes available in this district is brought under alienation under the more recent legislation? Yes.

378. That is homestead selections, settlement areas, and improvement leases? Settlement leases mostly.

379. Does that system of land alienation enable the State to more accurately determine the unimproved value of the land. Hitherto all land in the Colony, good or bad, was valued at £1 per acre. Has the present system enabled you to arrive more definitely at the unimproved value? It has enabled us to class it, but not to arrive at its value. We always endeavour to fix capital values by sales which have taken place. Afterwards, the 1¼ per cent. interest upon that is a very easy rental. We have a good number of sales of conditional purchase and conditional lease land, which give us a fair index as to the saleable value of land.

380. Have you had anything to do with the valuation of the land resumed for railway purposes between Narrabri and Moree? No.

381. What is your estimated value of the alienated land on the proposed line? Taking the alienated land right through, from 25s. to 30s. per acre would be its value. The lands nearer Moree—such as Weebollabolla—would be higher. Taking the inferior with the good, it will average what I have stated.

382. Supposing you opened a homestead selection and the unimproved value is £2 per acre, if a man holds a freehold alongside of that, and the railway passes through it, the State cannot very well value his land at less than £2 an acre? No.

383. Then how do you fix your values at from 25s. to 30s. an acre? I do not think the homestead selections are fixed at £2.

384. You have already stated that the values put upon them are no indication as to their actual values? They are what we believe to be their value.

385. What price is being put upon the homestead selections? I cannot tell you from memory. I think it is something like £1 an acre on some of them.

386. Are there any as high as £2 an acre? I do not think so.

387. Would 30s. be the average? I do not think they go as high as 30s. an acre. That land itself is not a fair average either. There is better than that, and some worse, which the proposed line passes through. In the Inverell district it may exceed 30s. an acre.

388. Are these small holdings in your district held as *bonâ fide* selections or for speculative purposes? I think the majority of them are held as *bonâ fide* selections.

Mr.
W. H. O'M.
Wood.
6 Oct., 1896.

Mr. Alexander George Forbes Munro, grazier, Weebollabolla, sworn, and examined:—

- Mr. A. G. F. Munro.
5 Oct., 1896.
389. *Chairman.*] How far is Weebollabolla from Moree? Five or 6 miles.
390. How long have you been residing there? Twenty-three years. Altogether, I have resided in the district forty years.
391. *Mr. O'Connor.*] What is the extent of your holding? About 50,000 acres. 16,000 acres of that are freehold, and 15,000 are leasehold.
392. What do you produce? Cattle and sheep. I have 30,000 sheep and 1,500 cattle.
393. To where do you send your wool? Chiefly to Newcastle, and from there to London.
394. How do you send it? This year we have sent it by train from Moree.
395. What is your opinion about the proposed railway from Moree to Inverell? I am not in favour of it.
396. Why? I do not think it fair to the taxpayers of the Colony. I do not believe it will pay. It is also unfair to the Inverell people to fetch them 100 miles westward when they can go straight to Sydney by running another line instead of this one.
397. Where would you suggest the other line should be run? From Tamworth, *via* Manilla and Barraba, and straight on to Inverell.
398. Have you any idea what the distance is from Inverell to Manilla? Between 90 and 100 miles.
399. And what is the nature of the country? Between Barraba and Inverell it is rather inferior—a big proportion of granite country.
400. What is the distance between those two places? Fifty miles.
401. What is the balance of the country like? From Manilla to Barraba and its vicinity there is a good deal of agricultural country. Then for 20 miles from Barraba towards Inverell, the granite flats between The Hills are a mile or two in extent, and are fit for farming.
402. Do you know the country well? Yes; I lived in the vicinity where the survey went through.
403. Do you know the country about Moree and towards the Barwon? Yes.
404. Do you know the country between Moree and Inverell? Yes.
405. And between Inverell and Glen Innes? Only by travelling along the road.
406. You oppose the construction of the line on national grounds—because it will not pay? Yes.
407. I suppose you know that a railway usually attracts population? I do not know that it always does.
408. Mr. O'Malley Wood states that the railway from Narrabri to Moree has stimulated population here? It was the fact of the leases being thrown open that stimulated population here.
409. Do you know that within the next three or four years nearly 470,000 acres of land will be available for settlement between Moree and 20 miles on the western side of Glen Innes? No, I do not.
410. The quality of the land between Inverell and Moree being good, and such a large quantity being available for settlement within a few years, do you not think that hundreds of people will be attracted to take it up, especially if they have railway communication? I would think so were it not for my personal knowledge of the country. I know that already nearly the whole of the good land has been alienated and sold, and in the tract you speak of there is a great deal of inferior country.
411. Do you not think it would be to the interests of the district for an opening to be made for the people to communicate with the ocean and the world? Yes. I think what we have now is sufficient. I do not say it would not be an advantage, but we may perhaps have to pay too much for the advantage.
412. Why should the people of this district be compelled to send their produce to Sydney, if they can send it to the sea-coast on the east, and thence to Europe, without going to the extra cost of carriage to Sydney? Because the construction of another line to the coast would cost half as much as this one has done to Sydney and it is better to use what has already been expended, and make the most of it, than go to further expense and pay a tax for it as we would have to do.
413. With regard to the enormous tract of land which will be thrown open within two years—what is to become of that if there is no railway communication? A very big proportion of it will remain as it is even if you run a railway, because there is a great quantity of it which is perfectly worthless.
414. What would you think if an expert witness said that over 200,000 acres of it were fit for agricultural purposes? I should say he had made a mistake. I have been over nearly the whole of it. I have been on every run between here and Inverell and around Inverell.
415. I suppose a large portion of your land will have to revert to the Crown about the year 1900? Perhaps that is correct.
416. *Mr. Roberts.*] Where does your property lie from Moree? East and south, and it comes to the population boundary.
417. Does the proposed line run through your property? Part of it.
418. Does it run through any of your freehold? I believe it does.
419. Are you able to say for how many miles it runs through? $3\frac{1}{2}$ or 4—on and off.
420. In the event of the line being constructed, are you prepared to allow the Government to take it through your freehold property without compensation? No, not if I can help it.
421. What compensation would you require per acre for the land which would have to be resumed by the Government for railway purposes? Under present circumstances, I think that is hardly a fair question. I have sent in a valuation for taxation purposes, and the assessors have been out and have made a valuation, and the Court has not been held.
422. I understand you do not view the construction of the line with favour? I am not in favour of it.
423. Have you been in the Inverell district? Yes.
424. Is it not a very fertile district, and capable of still further development? Yes.
425. Would not a market for its agricultural produce be found to the west? Yes, for a considerable part of it.
426. That being the case, do you not think it would be wise to connect Moree with Inverell, so as to enable the people of Moree and west of it to get agricultural produce at a lower rate than they are getting it at the present time? I do not know that it would be a very great advantage. I thought, perhaps, it would reduce the value of land out here—reduce the value of the produce they could get from the land; and they would lose in that respect.
427. But there is no land in this district which has been used for agriculture? Yes; east from here towards Bingera, and up the Horton, there are a great many farms.
428. Are they able to bring all the produce required to this district? I think so.
429. Would they not be able to bring it cheaper from Inverell if the line were constructed? It is doubtful; the carriage from Inverell is about 2s. per cwt.

430. If the railway be constructed do you not think it will be of vast benefit to the people of Inverell in enabling them to get their produce to a market in the west, and if it benefits the people of Inverell it must benefit the Colony as a whole? Certainly, they would be able to sell more than they do at present, but when the roads are completed, I think road carriage will be almost as cheap as railway carriage. The road is nearly all metalled now from Warialda to Inverell.
431. But you do not wish to maintain that teams could bring produce from Inverell to Moree and further on at a rate which would leave a margin of profit to the Inverell farmer? I think so. I do not think there is such a difference between the railway freight and the teams' charges. Of course I do not know what concessions the Railway Department will make for the carriage of farm produce.
432. Have you considered whether Inverell ought to be connected with the railway system of the Colony? Yes; I think it was badly treated in the first instance, when the line was taken by Armidale instead of Inverell? I think Inverell is entitled to a railway.
433. Admitting that Inverell is entitled to railway communication, do you not think it would be wise to connect it with Moree? No; it is too far round from Sydney. It means 100 miles of additional travelling to people who want to go to Sydney.
434. Which route do you favour most? I would favour the one from Manilla if the line were extended from there to the table-land.
435. Have you made yourself familiar with what the cost of construction would be of that route? It would be heavy; but a great proportion of the country is table-land, and not so heavy as some people would imagine.
436. If the cost of constructing a railway by way of Bingera were 50 per cent. per mile more than it would be by the Inverell-Moree route, would you still adhere to your opinion? I think so. It would tap the Bundarra district, which is a good agricultural district, and also a great part of Bingera. I am not in favour of it going to Bingera, but from Barraba direct. It would cross the river 12 miles on this side of Bundarra.
437. Do you mean that you would go through Bundarra, and on to Kentucky? No; the line would be pretty nearly direct from Barraba to Inverell, and 10 miles west of Bundarra.
438. Even supposing Inverell were connected in the way you suggest, would Inverell get any wool from the north which at present goes upon the Queensland railway? Yes.
439. Would it get the wool on this side of the border? Not below Boggabilla. From Boggabilla and below it would come here.
440. Does it come through Moree now? Toooloona and Cobbanbilla even now sometimes send to Brisbane.
441. If there were a line to Inverell—I will not say from where—would any New South Wales wool which now goes to Brisbane come upon it? Yes; it would come to Inverell and here.
442. If Warialda were connected with the railway system of the Colony, would wool from Boggabilla go there? Yes, that is nearer than Inverell, but not nearer than Moree.
443. If a line from Moree to Inverell is made by way of Warialda, would there not be a large quantity of wool and stock come into Warialda which otherwise would come to Moree, so that the State would have the benefit of carrying the wool and stock between Warialda and Moree? Yes; it would go to Warialda.
444. Therefore, it would travel over the line between Warialda and Moree? Yes. What Inverell would drain if it had a railway, Warialda would get.
445. And if Warialda were connected, the large quantities of wool and stock, which when the line is opened will come to Moree, would be picked up at Warialda? Yes; north-east from here.
446. *Mr. Black.*] Do you think there is any kind of produce raised in Moree which is likely to be sent to Inverell? Not in the way of farm produce. Of course there are fat cattle and sheep.
447. Do not the graziers about Inverell fatten enough cattle for the use of the district? No.
448. Outside of that there is no product of this district which might be exchanged for the products of Inverell? I think not.
449. Then unless the trains are filled with goods from Sydney, they will most likely be running empty one way? I think so.
450. If the people of Inverell find it cheaper to bring their goods, as they do now, from Sydney *via* Grafton, and thence by team to Inverell—if they find that the teamster and the steamship owner can still undersell the traffic of the railway manager,—presumably goods will continue, despite the fact of the proposed railway being made, to come from Sydney to Grafton, and thence by road? Yes, they will go the cheaper way.
451. If that be so the railway is not likely to pay? That is my opinion; I do not think it will.

Mr. William John Stewart, grazier, Yagobe, sworn, and examined:—

452. *Chairman.*] How far is Yagobe from Moree? Twenty-eight miles.
453. And how far from Warialda? Twenty-two miles.
454. How long have you been living there? Four years.
455. Where were you before you came to that part of the country? At Moree. I was in the Moree district about eight years.
456. Does the railway survey pass through or near your property? Within a mile of it.
457. What evidence do you wish to offer? There is a creek called the Slaughter-house Junction, and I think the line should be deviated from the southern boundary of the Travelling Stock Reserve 17,482, so as to go due east to the south-eastern corner of Conditional Purchase Lease 202,345 miles.
458. What are your reasons for recommending that deviation? It is a good route, and I cannot see any obstacle in the way.
459. Are there any engineering difficulties? Not that I know of.
460. Why then was that bow made in the line? I asked Mr. Marshall, who was surveying at this end, why it was, and he said he did not know.
461. The object of the Railway Construction Branch, has been to obtain an easy grade, so as to enable large loads to be carried at a low rate? They have followed the river, and I think they could go through a gap and save two miles. I think they would have as good a grade on the deviation, and they would be free from flood water, besides having a shorter length of line to construct.

Mr. W. J.
Stewart.
5 Oct., 1896.

- Mr. W. J. Stewart.
5 Oct., 1896.
462. And it would suit you better? No; I am not speaking personally.
463. Do you produce wool? Yes.
464. How many bales a year? About 100.
465. Which way have you been in the habit of sending it to market? To Tamworth.
466. What does it cost you per ton to send it to Tamworth? It cost me £3 10s. a ton last year.
467. Are you aware of the possibility of a line being made from Tamworth to Manilla? Yes.
468. Would not that bring it very much closer to you? Yes; but not close enough.
469. Would it not make a difference of £1 a ton in carriage? Hardly.
470. Do you pay £3 10s. a ton dray carriage to Tamworth? Yes.
471. And then the railway carriage to Sydney? Yes.
472. In all what does it cost you? About £6 12s. a ton.
473. What will it cost you to bring your wool from your station to Moree? About £1 a ton.
474. Would you not be fairly well served with a railway line within 28 miles of you? Yes; we are sending our wool this year by way of Moree.
475. So that the construction of the line will make little difference to you? Very little in regard to wool; but it will in regard to live stock. At present we have a lot of fat lambs which we could send by rail, but we cannot do so now. We cannot drive them to Moree, because there are no trucking yards, but if we had a line within a mile we could send them on to Sydney and get rid of them.
476. Have you any neighbours? Yes.
477. What do you hold? Conditionally purchased and leased land.
478. Are you in favour of the construction of the line? Yes.
479. Do you think it will be of advantage to you and your neighbours? Yes.
480. Are you prepared to give a general expression of opinion on behalf of the residents of your district? I only know of one man who is against it, and I think the reason is because he is an hotel-keeper, and it will close his hotel up.
481. Are your neighbours living within easy distance of the line? Yes; almost upon it.
482. Do you do any cultivating? Yes; for my own use.
483. How do you get your supplies? From Sydney.
484. Your freight would be 100 bales of wool, a few fat lambs and sheep and cattle, and your return supplies? Yes.
485. And I suppose you are typical of the residents of the same class as yourself? I may mention that the sawmill proprietor lives near me, and there is a good deal of fine pine grown there. He has been doing a good trade with Moree, but he has not done any lately. I asked him how he lived, and he said that but for Inverell he would have to shut up. He is now sending his pine all the way to Inverell. There is no pine in the Inverell district. I think the line would also open up the dairying industry.
486. Is that not rather precarious in your district? I do not think so.
487. Are there not times when you suffer from very dry weather? No, not so bad as on the plains; we are on the hill.
488. But dairying on a small scale in a warm climate would be a difficult matter? I do not think so. If we could send out cream to a creamery or sell our milk, it would be better than growing wool.
489. To where would you look for a market? We would have to export it to the old country.
490. But without special refrigerating trucks, would it be possible to carry butter through this warm climate to Sydney? There would have to be a butter factory somewhere about Gunnedah, and there would have to be creameries along the line.
491. What distance is it by rail to Gunnedah? I should say it was about 120 miles.
492. Then unless the train is available at a particular hour of the day, will it not be impossible to send your cream away in the warm weather? I think by the use of separators the cream will keep.

TUESDAY, 6 OCTOBER, 1896.

[The Sectional Committee met at the Court-house, Moree, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.	|	HENRY CLARKE, Esq.
The Hon. DANIEL O'CONNOR.	|	GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Moree to Inverell.

Mr. Alexander McIntosh, storekeeper, Moree, sworn, and examined:—

- Mr. A. McIntosh.
6 Oct., 1896.
493. *Chairman.*] How long have you been a storekeeper in Moree? Eighteen years.
494. Amongst other things, you deal largely in produce? Not so largely in hay and chaff as in some other things, but I deal largely in flour.
495. Prior to the extension of the line from Narrabri to Moree, from where did you obtain your flour and produce? It depended on what cost it could be delivered here at. For the last sixteen years I have been importing on and off from Adelaide.
496. By which route? By steamer or sailing vessel to Newcastle; thence by rail to Narrabri, and thence by team.
497. Since the railway has been opened, do you still continue to get it by that route? No. With the exception of 27 tons I have got all my flour for the last twelve months from Bingera and Inverell. I have had 15 tons from Newcastle, 6 from Tamworth, and 6 from Glen Innes; all the rest has been from Bingera and Inverell.
498. What is the reason for dividing your purchases in that way;—is it because you obtain your flour cheaper from Bingera and Inverell than you could get it by railway to your own door? Yes.
499. What is the road carriage on flour, bran, and pollard from Bingera to Moree? Latterly, as low as 25s. a ton.
500. And from Inverell? £2 5s. during the winter. £2 latterly, and as low as 35s.

501. Therefore, you have been able to pay this considerable dray carriage and compete successfully with the imported Adelaide flour? Yes.

502. And you are doing it now notwithstanding the railway is at your door? At present, but we have not railway rates at our door.

503. Do you anticipate that as soon as the line is handed over to the Commissioners and the ordinary rates for this class of produce are fixed, you will be able to get your stuff from Newcastle cheaper than from Bingera and Inverell? Cheaper than we can get it from Inverell, decidedly. The highest I ever paid for freight from Adelaide was 5s. per ton, the lowest was 1s.; and the general rate was 2s. 6d. There is also 1s. a ton for loading the trucks at the wharfs. Last April the charge was 21s. 6d. per Imperial ton to Narrabri. Since April there has been an addition of 20 per cent. on that, which makes it £1 5s. 10½d.

504. Landed where? At Narrabri.

505. And from Narrabri here? When the Commissioners take over the line the rail carriage on flour from Newcastle to Moree will, I understand, be about 30s. a ton.

506. That leaves 4s. 2d. a ton from Narrabri here? Yes.

507. That being the case, you are not likely to take any stuff by dray from Inverell? Unless the flour is much cheaper there. When the Commissioners take over the contractors line flour can be landed in Moree from any Adelaide or Victorian port for 33s. 6d. a ton as against £2 5s. a ton from Inverell.

508. How does the first cost of the Adelaide flour compare with the cost at Inverell? The cheapest flour I ever had from Adelaide was obtained two years ago, when John Dunn and Company shipped 40 tons for me at Port Pirie for £5 5s., free on board.

509. Where was it landed? At Newcastle, and the freight was 2s. 6d. a ton. At that time there was £1 per ton duty.

510. But what is the highest value of flour at Port Pirie? I think from £10 10s. to £10 15s.

511. Can you get it down for 2s. 6d. a ton? Readily.

512. And the freight from Newcastle to Moree will be 30s. per ton? Yes.

513. Can you land your flour from Bingera or Inverell at the same price? Yes; I can land it from Inverell just now much more cheaply.

514. At how much? In the last three months I have had 70 or 80 tons from Inverell at a landed cost of £11 10s. per ton.

515. Now with regard to the other class of produce, such as chaff, corn, bran and pollard;—where do you usually get that from? From Bingera, with the exception of chaff, which we can get cheaper from Armidale, Uralla, or Walcha Road. At present the Inverell people are shut out of this market for chaff. I will give you an idea as to how they are handicapped, by exhibiting a way-bill:—

NEW SOUTH WALES GOVERNMENT RAILWAYS.

No. 771.

Mr. A. McIntosh,

Narrabri Station,
17 September, 1896.

DR. to Railway Commissioners of New South Wales for Trainage, &c.,

Charges on the undermentioned goods:—

Wagon number.	Station from or to.	No. of pkgs.	Description of Goods.	Marks and Numbers.	Weight—				Rate.	Paid on.			Amount.		
					Tons.	Cwt.	Qr.	lb.		£	s.	d.	£	s.	d.
1729	Armidale.....	...	Hay, Chaff ...	.....	6	6	2	0	Truck.	...	...	...	2	13	9

That came in at £3 per truck by the contractor's train, making in all £5 13s. 9d. for 6 ton. 6 cwt. 2 qr. of chaff.

516. You paid the contractor's rates from Narrabri to Moree, which are considerably higher than the usual rates charged by the Railway Commissioners, and yet you landed your chaff here all the way from Armidale at the rate of under £1 per ton? Yes.

517. It would be impossible to land chaff from Inverell, by dray, to compete with that? Yes. Furthermore they can only bring a limited quantity of chaff. They must have bottom loading. They must have 2 tons of flour or 2 tons of corn in order to bring 2 tons of chaff, as it is so bulky.

518. Where do you usually get maize from? Twelve or thirteen months ago we had to draw from Sydney. I first drew from Singleton and Newcastle, and when the supplies became exhausted I drew from Sydney; at that time neither Inverell nor Bingera could supply us.

519. I presume they had not the stocks? They could not land it at the price.

520. What did you land it for? Two shillings and threepence at Sydney, and 27s. from Sydney to Narrabri by rail, and £2 per ton by road.

521. That would be £3 7s. a ton from Sydney to Moree? And 2s. 6d. for forwarding, making £3 9s. 6d. in all. In the figures I have given you there is 2s. 6d. for forwarding.

522. How many bags go to the ton? There are 40 bushels to the ton.

523. Then it cost you about 3s. 9d. per bushel to land it? Yes.

524. At those rates Inverell could not compete? Not last year; but at present Inverell is supplying this district at 2s. 3d. a bushel landed—that is 1s. 3d. for Inverell and 1s. for carriage.

525. Therefore Newcastle cannot compete with Inverell at the present time? No.

526. What about the grower at Inverell, at 1s. 3d. per bushel;—can he keep on at that rate? They would have a splendid market at Narrabri. Commercial travellers have told me that vast quantities of forage are at present coming up to Narrabri. If they had railway communication with Narrabri via Moree there would be a much larger demand, and the price would rise, say from 1s. 3d. to 1s. 9d., and the producer would get the benefit of it.

527. In other words, if you had railway communication you would have the advantage of cheaper railway rates, which would enable the Inverell people to compete more favourably than they can do now? They could deliver the corn here at 2½d. per bushel for carriage, and at Narrabri for about 3d. Therefore even allowing 2s. a bushel they could successfully compete with any part of the Colony in supplying Narrabri. They could land at Narrabri for 2s. 3d.

Mr.
A. McIntosh.
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528. What in your opinion is about the annual consumption of flour, chaff, corn, bran, and pollard of the Moree district? I should say, including Mungindi, Collarendabri to Walgett, Boggabilla, Goondiwindi, Kunopia, and Mogul, the consumption is 1,000 tons of flour a year.
529. You have taken a large area. Some portions of those places could be supplied direct from Inverell? That is true, only of course it would not pay Inverell to supply those places by team when the railway is running here. For Moree and the immediate neighbourhood the consumption would be about 500 tons per annum.
530. What would be the consumption of chaff? It is impossible to give an estimate. In a dry season there are immense quantities, and in a good season the demand is almost *nil*.
531. As a matter of fact, when the seasons are good here, the grass is so abundant that no one has to feed on chaff except those who have to keep their horses in the stables? Yes.
532. Would it not be a fair estimate to take the twelve months from the present date, when I believe the season has not been too favourable, and when there has been more than an average demand for fodder, which has been supplemented by the workmen's horses on the railway line? There have been very few horses employed on the railway.
533. Am I correct in my surmise that the year, as far as the supply of natural grasses is concerned, has been below the average? The period you speak of has been more than a fair average; it has been in favour of the producer.
534. Can you give an idea as to the approximate consumption of chaff for that twelve months? I should say about 100 tons—that is about the township.
535. About how many tons of corn do you think have been consumed during the same period? A very large quantity. Within the last month or so I have had 2,000 bushels myself. I should say that not less than 500 tons of corn has been consumed in Moree and within 20 or 30 miles of it. A great number of farmers come down with corn, and if they do not find a market here they take it on towards Mungindi.
536. Are bran and pollard large items of consumption? Yes, a good deal of it is used—I should say about 60 tons of bran and 30 tons of pollard.
537. Supposing you say 100 tons of bran and pollard;—is there any other item imported for the use of the place? Those are the principal items which are brought here from the Inverell district.
538. What about potatoes? Quantities are brought down, but I do not trade in them.
539. Would 100 tons cover the potatoes? I should say 150 tons.
540. What about hay or straw in bundles? Very little of that comes down.
541. That makes about 1,850 tons of goods, which, according to your evidence, appears to be the annual consumption of the district;—are we approximately correct in assuming that that will be about the consumption of the district? Yes, as far as my judgment goes.
542. If a line were constructed from Moree to Inverell would there be any interchange of products between the two places? Yes, there is at present. We supply Inverell and the Armidale district with fat stock, sheep and cattle in the winter.
543. How many trains a year would it take to convey the fat stock for consumption in Inverell? I could not say.
544. You do not produce anything other than stock which the people on the table-land wish to consume? No.
545. There the prospective freight for a railway from Moree to Inverell is very small? Of course, if there is railway communication the farmers will be more prosperous, and instead of maize being a glut in the market at 1s. 3d. a bushel it would fetch 1s. 9d. or 2s.
546. Is there likely to be any traffic going from Moree to Inverell other than stock? No, unless it comes through from Newcastle or Sydney.
547. That is in the shape of general goods? Yes.
548. Therefore a line between Moree and Inverell must depend upon its traffic from Inverell to Moree—not upon the amount of freight which will go from Moree to Inverell? That is correct.
549. Then the consumption of flour, chaff, corn, and bran is not likely to reach 4,000 tons;—would not that be a large estimate? Not if the Inverell people could command Narrabri, and that centre. Further, instead of paying 1s. a bushel carriage as at present, we should only have to pay 2½d.
550. And the cheaper the article the greater the consumption? The cheapness of the article would increase the consumption. The charge of 1s. a bushel carriage is a certain check upon consumption.
551. You desire us to understand that the cheap carriage would enable the Inverell farmers to trade as far as Narrabri? Yes, and as far as Gunnedah. The up transit rate from Inverell to Moree would be 8s. to Narrabri 10s. and to Gunnedah 11s. 6d. The down transit rate from Newcastle to Gunnedah is 18s. 1d. and 20 per cent.; and to Narrabri 21s. 6d. and 20 per cent. advance on that rate. If a line were constructed from Inverell to Glen Innes, Inverell would have up transit rates from Inverell to Werris Creek, 208 miles, at 11s. 6d.; then there would be down transit rates from Werris Creek to Gunnedah which would be 5s. and 20 per cent. added, or 17s. 6d. From Inverell via Glen Innes and Werris Creek it would be 17s. 6d. to Gunnedah, as against 11s. 6d. via Moree and Narrabri ditto ditto to Narrabri, 11s. 6d., 10s. 6d. with 20 per cent. advance or 24s. 1d. To Moree it would be 11s. 6d., to Werris Creek 15s. 7d. and 20 per cent. advance making 30s. 2d. If a line were constructed from Glen Innes it would cost to get produce here 30s. 2d. as against 30s. from Newcastle. With a connection this way it would cost them 8s. and give them an advantage of 22s. a ton over the Victorian and South Australian ports. I may mention that as a rule most of the flour coming here from Newcastle is the product of other colonies.
552. Is the Inverell flour of good quality? Yes, so is that of Bingera.
553. Is the Tamworth flour largely used? Not lately. It appears to me that Glen Innes does not grow sufficient wheat to keep its own mills going. Two years ago I was told by several commercial travellers that Mr. Utz had bought 10,000 bushels in the Inverell district. I know that Mr. Byrnes, of Bingera, bought a considerable quantity as well from Little Plain.
554. Do you think the Inverell district capable of producing quantities which might be disposed of in the western and north western district? Yes. Notwithstanding that they supplied Glen Innes with 10,000 bushels, and Bingera with a considerable quantity, they were so overloaded that Taylor and McIntyre offered to deliver me 200 tons at £8 10s. a ton out of which they had to pay £2 a ton for carriage. I took over 100 tons of it. That was the season in which Dunn & Co. shipped me 40 tons.
555. Would the construction of a line to Inverell shut out Bingera? I do not think so.

556. Or would it bring Bingera into touch with the line at a point which would enable it to take advantage of it like Inverell? The line would be within 20 miles of Bingera.
557. If there is a trade between Bingera and Moree at the present time by dray it is natural to infer that it will continue? Yes, and from up the Horton River the nearest market will be somewhere near the Peach-trees, where the proposed line will cross the river. That trade will come by train here also.
558. Do you favour the construction of the line? I do. I think it will be the very thing for the producers, and will give a better market for produce.
559. I want you to speak of it as a resident of Moree? I think it would add to the importance of the town, and enable us to get cheaper fodder in dry times and save stock which die in dry seasons.
560. I suppose you would concede the point that, as far as railway connection is concerned, Moree is already served as well as it can be served? Yes, but not as cheaply.
561. I mean by connection with the metropolis? Yes.
562. The only advantage the Inverell line could confer upon you would be by giving you a supply of produce at a lower rate than you could get it on the other side? Decidedly.
563. Do Mr. Utz's teams come down as far as Moree? He has sent me a truck-load.
564. Do they come down by way of Armidale and Werris Creek? Yes. There is no flour coming from Glen Innes by road that I am aware of.
565. I suppose the distance would be too great to send it by dray? Yes, about 140 miles.
566. It is not likely they could compete with Inverell halfway and Bingera halfway? No.
567. With regard to the prosperity of the district generally, have you seen during your term of residence here any large increase in the population? No, excepting in the town.
568. Has not the district increased in its production? Yes, enormously.
569. What are your views as to the future of this town as a centre? I think it will be a great trucking centre for fat stock. It is a great sheep district. There is an almost certain annual return from wool. The black soil, however, is so parched and dry here in hot weather that a shower of rain which would do good in Glen Innes will not make the grass grow.
570. May not the matter be summed up in this way: The district has been settled sufficiently long to establish cultivation if it could be properly carried on, but inasmuch as there is no cultivation here it must be accepted as a fact that the climate is unsuitable for it? I would not say that.
571. Could you set to work to-morrow to grow crops? I would not like to do it.
572. Is it not a fact that in a fine district like this, with fine soil, if cultivation could have been carried on, it would have been commenced years ago? I do not think it has ever been tried much. They have gone in more for wool-raising.
573. What did you pay last year for freight on forage, no matter from where you got it? About £500 freight on flour and forage. I may mention that I think the Inverell district is well adapted for the dairying industry, and if there were railway communication it would not matter whether it was *via* Glen Innes or Moree. It will be an important industry in the district. We get large quantities of butter here from Newcastle. I, myself, get £500 worth per annum from Newcastle.
574. And you think this district would offer a considerable market for a large quantity of butter? Yes; and so would Narrabri.
575. In other words, if it would offer a market for one class of produce it would offer a market for all classes? Yes. I should think the butter consumption of this town is about 100 lb. per month.

Mr. John Thomas Crane, stock and station agent, Moree, sworn, and examined:—

576. *Chairman.*] How long have you resided in Moree? Nine years.
577. Are you acquainted with the country around Warialda and Moree? Yes; I am a native of Warialda.
578. *Mr. Black.*] I think you were formerly Council Clerk here? Yes.
579. Do you think the construction of the proposed line from Moree to Inverell will increase the district trade of Moree? Yes.
580. In what way? The construction of the line will place Inverell in such a position that it will be able to land its produce here more cheaply than we can get it at present from Newcastle or other sources, and being cheaper, more will be consumed.
581. Will there be any exchange of products between Moree and Inverell? In my opinion the trade from Moree to Inverell will be very small indeed. Of course there may be a trade on the line, by Inverell getting goods from Sydney, which will go through Moree, but not from Moree.
582. Then, you agree with the last witness, who said that the products of this district which would go to Inverell would be fat stock during the winter months, when feed is scarce? I do not think you would get one truck a month to carry by train. I think they would all be driven.
583. Then, as far as the interchange of products is concerned, it is practically an unknown quantity? It would be very small from Moree to Inverell.
584. Then, in the event of the railway being constructed, unless the Inverell people import their goods from Sydney, the traffic on the railway will be practically all by the way? That is my opinion.
585. Do you know the country between here and Inverell? Yes.
586. We have evidence to the effect that the climate of the district is not suitable for agriculture, however favourable the soil may be, and until you get within 60 miles of Inverell there is little likelihood that the construction of a railway will divert any number of people to agricultural pursuits;—do you agree with that? Yes.
587. Are you acquainted with the surveyed line? Yes; I am acquainted with the country through which it runs very well.
588. Do you know of any route by which the railway could be taken which would avoid heavy grades, and at the same time pass through good land? No, I do not. I know there are many people in the district who argue that the connection with Inverell could be by a line more to the north; but I am not sufficiently acquainted with the country to express any opinion. By the north, I mean by way of the Gil Gil. At the same time I do not think it would serve the population which the other line would serve.
589. Supposing there is any great increase in the farming population between here and Inverell, and around Inverell, do you think they will be able to find a market for their products? I think the market in Moree is very limited at present; but there is a great market which might be opened up to the east of

- Mr. J. T. Oranc. 6 Oct., 1896. Moree, which at present takes very little produce on account of the trouble in getting it, beyond, of course, breadstuffs, which they have to get.
590. Supposing there were 2,000 in the Inverell district, and between here and Inverell, engaged in farming, and that number were doubled,—do you think this district, or two or three like it, would be able to consume all the produce they would bring into existence? I would not say all the produce; but there would be a good market for a large part of it.
591. Do you think there will be much stock trucked on the railway, if constructed between here and Inverell? Not a great deal. In the summer months there would be occasional trucks of sheep sent to the Sydney market; but when you get beyond Warialda there is not a great deal of fattening done.

Mr. Richard Ford Jenkins, Resident Engineer, Roads and Bridges Branch, Department of Public Works, Moree, sworn, and examined:—

- Mr. R. F. Jenkins. 6 Oct., 1896. 592. *Chairman.*] How long have you been stationed at Moree? About two years.
593. Where were you stationed prior to coming to Moree? At Warialda and Glen Innes.
594. Have you a good general knowledge of the country? Yes.
595. *Mr. Clarke.*] Can you give any idea as to the expenditure on the roads between Moree and Warialda, and as far as your district extends, including the roads to Bingera, and within a reasonable distance of the proposed line? The present expenditure on the Bingera road is £575 per annum, and on the Warialda road £325.
596. Can you give any idea of the amount of traffic on the road from Moree to Inverell and return? The traffic from Inverell has grown considerably of late. A year or two ago it was very limited.
597. Why has it increased? I think chiefly through the railway having been extended to Narrabri.
598. Is the traffic likely to continue to increase or diminish with further railway extension? If we have a railway extension between Moree and Inverell it will certainly increase.
599. By means of passengers or goods? Both.
600. What are the principal articles of produce about Inverell which find a market in Moree and to the west and north-west? Corn, flour, potatoes, and chaff in some seasons; and of course fruit, but not to a great quantity.
601. Have you any idea of the quantity coming down now? I estimate the quantity which has come from Inverell during the last twelve months at about 1,000 tons.
602. Including everything? Yes.
603. What would be likely to go from Moree to Inverell? I cannot say that it would be anything considerable; it would be very little.
604. Of what description of traffic? There would be very little except stock, and the traffic in that would not be large.
605. Would a large quantity of sheep and cattle be sent from the west and north-west, by that way, to be forwarded to the Sydney market? With a line only to Inverell I do not think so.
606. Which way would the stock come? It would come to Moree and go to Sydney by way of Narrabri.
607. Why do you say much would not go beyond Inverell? In the first place, when the stock get to Inverell, they would have to be driven from there to Glen Innes, over a road which is not a good stock-road, and upon which they would probably lose condition. Then they would have to be trucked there and taken 400 miles to Sydney, whereas stock going by Narrabri would probably be put on the trucks here.
608. Would the bulk of the produce raised at Inverell be consumed locally—that is, at Moree, and up to the west and north-west, toward the borders of Queensland? There would be a lot of produce consumed; but I do not think you could say the bulk of it would be.
609. You think then there would be a considerable quantity left for export to the Sydney or Newcastle market? I think so.
610. Would the greater portion of the wool grown in the district come to Moree? Yes.
611. Does any portion of the wool now grown about this district go to Queensland? Some of it does, but not so much of it will go now.
612. If the proposed line is constructed, will it not prevent the trade this way *via* Moree to Sydney? I think the train extension from Narrabri to Moree has already stopped the border traffic going to Warwick, or will very shortly stop it, and the railway from Inverell to Moree will not make any difference.
613. Do you think any wool grown in Queensland would come to Inverell or any portion of the proposed line of railway through Moree for transhipment to Sydney? There would be a little, but not a great quantity.
614. Why? Because of the situation of the line. All the traffic north-east of here will come to Moree under existing conditions, and there would only be a few stations, such as Wallangarra, and stations about halfway between here and Inverell, which would send their produce this way.
615. I suppose the principal objection is the tax imposed upon Queensland wool coming into New South Wales? I think a good deal of it would come here in spite of the tax.
616. When the roads between here and Inverell are wet, I suppose it is impossible for teams to come to Moree? Yes, it is practically impossible.
617. *Chairman.*] Have you noticed whether the completion of the line to Moree has altered the trend of the traffic at all? I think it has a good deal.
618. What has been the immediate effect;—has it been to draw the traffic here? It has to some extent, and it will to a greater extent. A great many of the stations are asking for direct communication with Moree by road, showing that they can get here. It also shows that they mean to bring their wool here.
619. If the trade about Warialda, which has for a number of years gone by way of Manilla to Tamworth, were to come here, would it be strong evidence, in your opinion, that the country within the same radius would be attracted to Moree? Yes.
620. That in itself would create a greater traffic on your road? Yes.
621. And may it to some extent account for the large traffic you have already mentioned as existing upon that road? I think it does.
622. Would you think 1,000 tons of produce has come along that road from Inverell during the last year? I think it is not far short of it, but, as I say, it has been a very exceptional year.

623. What is your opinion as to the effect the construction of the line will have upon the traffic? I think the chief effect it will have will be to create an outlet for Inverell produce and produce grown about Inverell.

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624. Whatever there is to be affected will be affected on the eastern side? Yes.

625. But on no other side? Not to any great extent.

626. Do you think there will be any tendency towards making Moree the depôt for the forage from the Inverell district and then distributing it throughout the west and north-western districts? Yes.

627. Do you think it might lead to a trade of that character? Yes, it probably would.

628. Do you know the surveyed route of the proposed line? Yes; I know most of it.

629. Is there any portion of the survey which you think could be improved upon? I think the survey is fairly satisfactory.

630. I suppose that through that country it would be quite possible to make many deviations without materially altering the line? Yes.

631. Do you think any portion of it will pass through flooded country? No; except, of course, just on the banks of the river, which you can hardly call flooded country? It passes over high country nearly the whole way.

Mr. John Munro, post and telegraph master, Moree, sworn, and examined:—

632. *Chairman.*] How long have you been at Moree? Nineteen years.

633. *Mr. O'Connor.*] How do the mails run between Moree and Inverell? Twice a week between Moree and Warialda. The mail matter, however, is very light between here and there by direct mail. We have a good many letters for Inverell, but we send most of them round by way of Werris Creek daily. We only send them direct to Inverell on one day a week.

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634. Will you describe the mail services which are connected with Moree? There is a mail twice a week to Warialda, run by a four-horse coach. There is also one twice a week to Bingera.

635. Does the service suffer at any time owing to bad weather? Not very much—not between here and Warialda. It is the best road in the district in good and wet weather.

636. I suppose if the proposed railway were constructed it would offer great facilities for the delivery of the mails? It would be of considerable benefit to the Inverell people. They would obtain their mails direct instead of having them going all round the country. We have to send them to Werris Creek four times a week.

637. You say the mail is not a heavy one either way? No, it is not.

Mr. John Sherman Skeet, journalist, Moree, made an affirmation, and was examined:—

638. *Chairman.*] What is your occupation? I am the librarian at the School of Arts, and I am also a journalist.

639. How long have you been living in the district? Four years.

640. What is the nature of the evidence you desire to offer? I desire to give evidence as a bushman and as a miner. I know the coast from Coff's Harbour to the Clarence, and from Coff's Harbour towards Guyra, also from the Clarence and Lawrance to Tenterfield; and I know the uninhabited bush country between. I also wish to give evidence in regard to the possibility of minerals being obtained by the opening up of the country between Moree and Inverell. I may state that potatoes and articles of that description have been at prohibitive prices. I have no doubt that with the opening of the line the demand for produce—potatoes, and so on—will be considerably increased.

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641. I suppose you are in favour of the construction of the line? I am.

642. And you think it will have the effect of cheapening the transit of agricultural produce required for consumption in this district? Yes.

643. Now with reference to the minerals? The mineral district commences about 12 miles from here in a south-easterly direction.

644. What kind of minerals? Coal and ironstone. Within 30 miles the limestone appears in large quantities. The peculiarity about the limestone is that it is coral limestone.

645. What are the indications which would lead you to suppose that there would be a mining population settled in this district? The trade in lime and coal would do that.

646. At what depth does the limestone lie? It is on the surface in the form of coral limestone.

647. Now as to coal? The coal was struck in a well at 70 feet.

648. How far from Moree and how far from the proposed railway line? I should say about 2 miles from the railway line and 3 miles from the main road. How far the main road runs from the railway at Mungie Bundie, I could not tell you.

649. What is the value of the coal—has it been analysed? Yes; and the report states that it may have a local value, and it is probably a continuation of the Gunnedah seams. Mr. E. F. Pittman, Government Geologist, describes them as a continuation of the Ipswich coal measures.

650. Has it been worked in any way? No.

651. Would it be a possible source of freight for a railway? Yes; not exactly at that spot, but it continues all along the route of the line. There are several seams.

652. Now as to other minerals? I produce several specimens.

653. The specimens, excepting that they are of geological value, do not point to the fact that they will offer any traffic? The district has never been inspected or looked at.

654. Do you know of any mine going on within easy reach of the proposed line? Yes, about Gragin, and not very far from Warialda. I think the line ought very nearly to touch one of the mines near Warialda.

655. Are we correct in assuming that the proposed railway will bring several of the mining centres within easy reach of the metropolis? Yes.

656. And will afford an opportunity of getting ores to market and of obtaining cheap supply? Yes; and it will increase the population of the district.

657. Then you are of opinion that if the line is constructed it will, from a mining point of view, offer great convenience to the mining community? Yes.

Mr.

Mr. William Woods, butcher, Moree, sworn, and examined :—

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W. Woods.
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658. *Chairman.*] How long have you resided here? Fourteen years.
659. Where were you before coming here? At Inverell.
660. How long have you been in the Moree and Inverell districts? Since 1865.
661. *Mr. Roberts.*] Are you residing on your selection at present? No; my son is looking after it. I am in business in Moree as a butcher.
662. How long have you carried on that business? About a year and a half.
663. How far distant from Moree is your selection? About 23 miles west.
664. Do you graze sheep? Yes; between 5,000 and 6,000.
665. What is the size of your selection? 6,200 acres.
666. What is the grazing capability of the district? About a sheep to the acre in good seasons.
667. Do you cultivate at all? We have cultivated a small portion, but it has not been a success.
668. Did you try it as an experiment? Yes.
669. To what do you attribute your failure? The land is rich enough, but the rain does not come at the proper seasons.
670. Do you favour the construction of the proposed line? Yes; I think the Inverell district requires a railway. I lived in that district for eighteen years, and had an opportunity of cultivating the soil there all the time.
671. Have you considered the various routes which have been suggested with a view to connecting Inverell with the railway system of the Colony? Yes.
672. What decision have you arrived at? I consider this is the natural market for Inverell.
673. Would you prefer the construction of a line from Moree to Inverell to the construction of a line from Inverell to Glen Innes or from Inverell to Guyra? I should think a line from Inverell to Moree would be more suitable for the producers of Inverell.
674. What causes you to come to that conclusion? Knowing that the east of Inverell is a farming and producing district, there can be no market other than Sydney, and the railway carriage will interfere with the profit.
675. Do you consider the natural market for Inverell produce to be in the direction of Moree and west of it? Yes; west and north-west of Moree, along the Queensland border.
676. If the proposed line were constructed, how far to the north and west would you expect the produce to find a market? Right along the Barwon—near to Walgett. In droughty seasons there is no navigable river at Walgett, and they would have Walgett at the other end.
677. Is there a fair population to be served in the district you have named? There is a scattered population. Under the present Act homestead settlement has increased very much.
678. Does a large amount of produce come from Inverell to Moree? A very large amount has come this season. We, ourselves, use forage from Inverell for our horses.
679. Whom do you buy it from? I buy maize, chaff, and potatoes from the producers direct?
680. Do you find you can get it cheaper in that way than by any other means? Yes.
681. And if the line were constructed you would be able to purchase it at a lower rate? Yes. I may say that since I have been at Moree I, myself, have sent a few thousand fat sheep to Inverell.
682. Is there a good market there for them? Four or five years after I came here I had a very good market for them.
683. Do you think, if the line were constructed, a large quantity of stuff would be sent from Moree to Inverell? I do not know that there would be a large quantity, but there would be a considerable amount of fat sheep in some seasons.
684. *Chairman.*] How many in the course of a year? I, myself, have sent 1,000 sheep.
685. *Mr. Roberts.*] Can you form any opinion as to what other people would send? No.
686. Would there be a large amount of stock sent from Warialda to Inverell? It would depend upon the seasons at New England; with a bad season there a large number would go.
687. Do you know the country to the north of Inverell towards the border? I know the country about 150 miles around Inverell.
688. What is your opinion as to the increase of traffic there would be on the railway if Inverell were so connected? I think Warialda would get some of the Boggabilla wool which goes to Queensland, and it would come on to Sydney.
689. Is there a large quantity of wool and stock sent by way of Brisbane? I know of two or three stations which have sent their wool by way of Brisbane. I think that wool will come by way of Warialda.
690. Have you been over the route of the proposed line? I have been over the country several times.
691. What advantages will accrue to the people along the line if it is constructed? They will have a quicker communication with the markets of the world, and they will be able to face a market in which they will have very little competition.
692. Would it be likely to open up any new industry such as the dairying industry? I would not venture an opinion upon it. I do not think they could compete with the South Coast dairying.
693. You say that, of course, without a knowledge of the rates at which the butter might be carried by the Railway Commissioners? Yes.
694. Would not the country, after you get 30 miles out from Moree, or approaching Warialda, be suitable for dairying purposes? It might, possibly. The only disadvantage is the distance from the centres of population, which might prevent it being a profitable industry.
695. Is grazing principally carried on between Moree and Inverell? Yes; there is very little farming.
696. Where do farming operations commence? About 30 miles from here. They grow hay, maize, potatoes, and so on.
697. Where do they find a market? Partly in Moree and in the district.
698. Where does the wheat growing commence? About Warialda, and 20 miles on this side of Inverell. A good deal of wheat has been grown. There is more grown about Bingera. If you go south to Bingera you get into the agricultural farms.
699. Believing that a large market exists to the west of Inverell, you think it would be wise on the part of the Government to connect Moree with Inverell? Yes.

Mr.

Mr. Henry Joseph, manager, Gwydir Brewery, Moree, made an affirmation, and was examined :—

700. *Chairman.*] Are you acting as the secretary of the Railway League? Yes.
701. Have you had a long local acquaintance with the district? I have been in Moree for seven years.
702. How long have you been in the district? I have several times been to Warialda, Bingera, Mungindi, Goondiwindi, and to the Barwon.
703. *Mr. Black.*] Have you any figures with regard to the traffic between here and Inverell? No; I do not think there is much traffic—not to be compared with what there would be if there were a railway here.
704. I suppose the railway would be a great convenience to the people of Inverell and this district? Yes.
705. Do you apprehend it would be beneficial to the community at large? I think so. It seems a recognised fact that if agricultural interests are encouraged it is good for all classes; and the only way of encouraging them is by seeing that provision is made for export or inter-provincial trade.
706. Do you not think that the agricultural interests might be encouraged at too great an expense to the community? It is possible; but I do not think so in this case.
707. An artificially stimulated industry would not only be injurious to the country, but to the industry? If there were a severe loss to the community it would be injurious; but judging from the evidence of the Railway Commissioners who are best able to judge, it appears there will not be a severe loss in the present instance, and under the circumstances I think it would be of great advantage.
708. Do you think there will be a great consumption of the products of Inverell in this district? I think there will be, and from here to the Barwon. When produce is cheap people use a great deal more. For instance, I myself use double and treble what I used before—not because there is any actual necessity to do so, but because it is cheaper. In good seasons I have paid as much as 5s. 6d. for corn, and £11 for chaff. I think consumption would increase considerably if there were a ready means of supply.
709. Would it increase to such an extent that this district would be able to absorb the surplus products of the Inverell district? I am not in a position to say. I imagine from what I have heard that Inverell could supply the whole of the Colony if required—that is, if all the land were occupied.
710. If that be so, and if this district be not equal to that absorption, where will the Inverell produce find a market over the railway line? The Inverell produce finds more or less market now. The supply will increase and the market will increase; but to what extent I cannot say. I presume the supply will not increase so as to overrun the district.
711. The traffic would have to increase very greatly to make the line pay? Yes; but you do not depend upon the produce alone, there is the passenger traffic and the carriage of mails, wool, and sheep.
712. Do you think that would warrant the construction of the railway? If it costs very little, and if the line will pay anything like expenses.
713. When the Commissioners estimated the receipts and expenditure, I do not think they took into consideration the extension of the traffic in produce alone? They realised there would be a loss under existing circumstances.
714. With regard to the traffic in the other direction, would you send anything to Inverell beside fat stock? That is doubtful. I think it would make a little increase possible between here and Warialda, and possibly from here to Bingera. I have sent a few tons of beer to Warialda and I might increase the quantity.
715. Is there a brewery in Inverell? Yes; they might send it from there to Warialda, which they do not do now.
716. I suppose you send beer in other directions? Yes; I send it into Queensland and elsewhere, and down to Narrabri.
717. Where do you get your malt from? Sydney.
718. I suppose that is a product you might obtain from Inverell? No; it is hardly likely we would ever use so much as to induce the people to grow barley.
719. Where do you get your hops from? The demand would be so small that they would not grow for this market.
720. In the event of the railway being constructed, do you think it would be able to successfully compete with the carriers who now convey goods between here and Inverell? Decidedly.
721. In all seasons? Yes.
722. Even when there are good roads and plenty of grass? Yes. The carrier will be pushed out elsewhere. It is only when there is a number about, and the roads are very good, that they try to compete with the railway, and then only for certain classes of goods. I can land a certain class of goods from Sydney to Narrabri at less than £2 per ton.
723. You do not anticipate any increase of settlement from the construction of a railway contiguous to Moree? In a minor degree, it would mean more people living in Moree. Moree supports a larger number of people now than it would have done had the railway not been here; but I am not qualified to give an opinion about the settlement which is likely to be induced along the line.
724. Do you think the construction of a railway here would benefit the town? Yes, materially.
725. *Chairman.*] As secretary of the league, can you say whether there has been any concerted action to ascertain definitely what probable traffic there may be? No.
726. Have the people made themselves acquainted with the estimated cost of the line, the cost of maintenance, and the interest thereon? No.
727. Therefore your railway league appears to have been an assemblage of gentlemen who were, generally speaking, of opinion that the construction of the line would be an advantage to Moree, but who were not prepared with any data to support it? Our league was initiated in connection with the Narrabri and Moree line only. Afterwards we obtained the sanction of the public at a public meeting to advocate an inquiry into the Moree-Inverell line. We do not go further than that.
728. Is the league aware of the fact that the loss upon the proposed line will be equal to £2,800 a year? I do not know whether it has ever been brought before the notice of the league as a body. Some of us individually know it.
729. Are you aware as to how the estimated traffic was made up? Not in detail, but I have an inkling of Mr. Harper's practice.
730. Did he consult you when he was here? I gave some opinions to the Commissioners of which Mr. Harper was cognisant.
731. You supplied him with a certain amount of data? Yes, in a small way.

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732. What do you think would be the total tonnage of wheat, hay, straw, chaff, and flour, from Inverell, passing through Moree for consumption in Moree? I do not think I ought to hazard an opinion. It would only be a rough guess.

733. Do you think 4,000 would be an over estimate in regard to those particular items? If we got 4,000 tons here every year from Inverell I should imagine it would lessen the quality we should get from Sydney.

734. Is your consumption here equal to 4,000 tons a year? Yes, I believe it would be more.

735. Could you supply any data? The guard of the contractor's train told me a short time ago that they were carrying 10 tons a day each way between Moree and Narrabri.

736. Of hay, corn, chaff, and flour? No, of general merchandise.

737. But I am speaking of hay, chaff, bran, and flour? I cannot say anything with regard to those articles.

738. You know the population of Moree and of Inverell; what would you consider a fair passenger traffic from Inverell and Moree, and passing through Moree to Sydney, or intermediate stations and back again? I think for the first twelve months you would probably average ten passengers each way per day—that is, when the line was well established. I think that would be the minimum quantity.

739. That is about 6,240 a year in number? Yes.

740. What would you consider a fair passenger traffic from Warialda? I should think four or five a day would be the outside, and about the same from Bingera.

741. Would not the Bingera traffic join the line at Warialda? I think the commercial travellers from Tamworth and along that way would strike the line at Warialda. I think Brisbane and commercial people would take a trip this way.

742. If the estimate of revenue has been based upon the maximum capabilities of the produce of Inverell at the present time, and also upon the maximum of passenger traffic, it still shows a loss of £2,800 a year, how are you able to suggest that this loss would be pulled up and eventually the line made payable? I do not know that I can suggest anything which would recoup the loss, but I believe it would be recouped naturally in the course of time. I should imagine portion of the loss would be recouped by the fact that more traffic would be drawn over a greater length of line to Sydney. It would contribute to the existing line. Although the State might lose £2,800 directly, I think it might gain it indirectly. If the line started with a loss of £2,800 a year, I think it would be a payable asset in five years.

743. Did you ever take this view of it—that necessarily these estimates of revenue are based on the maximum of the produce of the country? I thought they were not. I thought they were based on the experience of some town under similar circumstances.

744. In the event of there being two good seasons in succession here, would not that reduce the importations from the Inverell district? It might slightly; but I think there would still be a large demand.

745. But would it not considerably reduce the demand? There would not be the same demand in a drought and in a good season.

746. If you have good grass seasons here, the demand for forage would not be so great? We have had good seasons here, and there has been a large demand for produce all the time, and it is becoming larger.

747. But your present demand would not be anything like equal to the production of Inverell? But the production of Inverell would, I think, increase to meet the demand.

748. But your consumption is not equal to the present production of Inverell;—therefore, if your seasons were to continue good, there would be no necessity to increase your importations? But by making this line you would add to their market by opening up the country beyond—from here to Walgett.

749. This link of the railway would offer a means of transit to the line south of it? Yes.

750. And you do not rely so much upon the absorbing portion of the Moree district? No.

751. If that is to increase largely, it can only come about, I presume, by natural causes, as population increases? Yes. Then there would be a market from here to Mungindi.

752. Do you think the proposal is warranted at the present time, or do you think it would be wise, in the interests of the country, to defer it? I think the line should be built at present.

753. *Mr. Black.*] Is your league also in favour of extending the railway from Moree to the Barwon? It was brought up for the consideration of the committee meeting the other day, and they decided to let the matter remain in abeyance until the Inverell line was dealt with. Personally, I have not gone into the merits of the matter. If it can be shown that it will pay, or that there is any likelihood of it paying, I shall be in favour of it.

754. To Goondiwindi also? If it would pay, although in that case it might injure Moree.

754½. Do you not think that if the league got all the railways it wanted, they would be sticking out from Moree like the spokes of a waggon-wheel? The only one we have agitated for in a marked manner has been the Moree-Narrabri line, and the present proposal. I might remind you of the fact that if a line were drawn from Bourke to Sydney, it would divide the Colony into two equal halves. The southern portion contains about 1,800 miles of railway, and the northern from 600 to 700 miles.

755. How is the population divided? I suppose the population might be greater down south.

756. Do you not think that railways should bear a greater proportion to population than to gum-trees? Decidedly.

757. *Chairman.*] Has your league kept in view the fact that if this line be constructed to Inverell, so far as the Inverell people are concerned, they would have to travel over the longest line in the Colony in order to get to Sydney? Personally, I am aware of that fact; but I know also that the Commissioners would sooner have the traffic round that way than round the mountains. I should imagine it quite possible that the producers could get their produce cheaper over a long length of line, than over a short length of line, in hilly and steep-grade country.

758. Supposing the ruling grade on the Great Northern line, and the ruling grade on the main north-western line, and to Inverell, will be governed at a point close to Sydney, viz., the Hawkesbury River, would your contention hold good then? Yes, to a modified extent.

759. Are you not aware that the ruling grade—1 in 40—is to be found at the Hawkesbury River,—therefore, no matter what the grade may be in the country districts, the ruling grade is close to Sydney. Whatever load you may draw over the country line, you will still have to negotiate the 1 in 40 at the Hawkesbury? Yes; but there may be circumstances which would modify that to a great extent. They may run a lot of trucks on the flat country, and shorten the train when they come to the heavy country.

760. But it is a maximum load with which you have to deal. A train-load is the amount an engine can draw? But supposing they start with twenty trucks and one engine, and travel 300 miles, and then divide the

the train into two, and travel a few miles. It would be much better than having two engines, and the greater quantity of waggons travelling the greater distance. It does not follow that because the steeper grade is at the Hawkesbury they would never draw from Inverell the trucks which would cross the Hawkesbury.

761. Is it probable that the traffic in Inverell will be sent round 509 miles to the metropolis, when they can get by rail 420 miles, and team carriage 40 miles? I have not sufficient data to enable me to judge.

762. Have you considered the point? No.

763. As a resident of Moree you only see the importance the line would be to Moree? Decidedly.

764. You leave the Inverell people to speak for themselves? Yes; if they can get a better route it should be built the other way.

Mr. Arthur Thompson, wool-scourer, Moree, sworn, and examined:—

765. *Chairman.*] How long have you resided at Moree? Twelve years.

766. Have you an extensive knowledge of the district? Yes; I have had for the last twenty-three years. I know more of the country between here and Walgett, and out to Collarenebri.

768. *Mr. Clarke.*] What information do you wish to communicate to the Committee? I think one thing which has been overlooked is the stock traffic on the route.

769. Are you of opinion that there would be large stock traffic from the western and north-western country to Moree or Inverell? Where Moree is suffering at the present time is in having no climate in which to freeze meat and tin it.

770. Do you mean to say that freezing and tinning could not be carried out in a climate like that of Moree? Not so well as in a climate like that of New England. New Zealand proves that. Their mutton always brings a better value, because it is frozen and tinned in a much better condition than we can freeze and tin it in this warm climate.

771. Is it not done at Murrurundi at present? Yes, and it is done at Bourke; but the Bourke meats will not compare with the New Zealand meats.

772. Are you aware that the proposed line is intended to stop at Inverell? That may be; the Commissioners may intend that at present; but if it is found beneficial the line will be taken to some other place, such as Tenterfield or Glen Innes.

773. Do you think it would be advisable to carry the line on to Glen Innes? Yes. It is the thin end of the wedge to get it to Inverell.

774. You do not object to the line being constructed to Inverell, and at some future time to some part of the Great Northern Line? That, in my opinion, is the best plan.

775. What quantity of stuff do you think would be likely to go from any portion of the proposed line to Narrabri, and thence to Sydney? It depends on the seasons. When a former witness was giving evidence he seemed to think a bad season would be more beneficial to the line. My idea is that the line would reap a greater benefit in a good season than in a dry one, because we would have fat stock to send over the line in large numbers to be treated.

776. Are you aware of the nature of the land upon the proposed line? Yes; I have a fair knowledge.

777. What kind of land is it? The first portion of it is only fit for grazing—that is, the whole of it on this side of Warialda.

778. Is it fitted for agricultural purposes? Yes, for the growth of all kinds of cereals.

779. Do you think it would be in the interests of the people of Inverell and Moree that the line should be constructed? Yes, and not only to Inverell, but to the whole of the eastern side of the Colony. It would give Inverell a market. Apart from that, the climate of New England is the best for freezing and tinning works. It is also the best and cheapest climate for working people to live in.

780. The proposed line will not assist in the development of those works? But I do not think the line would stop at Inverell. I think it would ultimately be extended to Glen Innes.

781. Are you aware that the estimated loss on the line is £2,800 per annum? So it is estimated, but I do not know how they get at it. I do not see how they can compute the amount of forage and similar stuff which they would get rid of in this western district. For instance, it will be cheaper for the Walgett, Angledoon, and Mungindi people to get their forage from here.

782. Do you think there is any probability of the loss being reduced in time? I think there is by increased traffic.

783. Would the products of the Inverell district be more than sufficient for local consumption here and out north and north-west? They do not know what they will take out west.

784. The surplus, I suppose, would have to go to Newcastle or Sydney? Yes; I believe Inverell could supply this district and then have a surplus to go to Newcastle.

785. Are you aware that the Public Works Committee have recommended a line from Tamworth to Manilla? I have heard so.

786. Do you think it would be advisable to extend that line? For myself I do not think that line is required, but they are the best judges of that part of the country.

787. Have you any property along the proposed line? No.

788. Can you give any idea whether the public through whose lands the proposed railway will pass would be inclined to give that land free of cost to the Government? My opinion of the public is, that if they think there is a probability of the railway going there they will say they do not want it. At the same time they do want it. They do not like giving anything if they can get payment for it.

789. Then you do not think it is likely they will give the land? Some might, but I am doubtful about it.

790. *Mr. O'Connor.*] What is your opinion with regard to the increase or otherwise of the population between here and Inverell? Whether the line is constructed or not, I think the population in the next five years will be doubled.

791. Are you aware that nearly 500,000 acres of land will be thrown open between here and Inverell in the next four years? Yes.

792. Would not that attract population? It should do so. I may say there are thousands of hides annually wasted in this district. At present it is impossible to get the bark about here for the purpose of tanning, but if there were a railway we could get tanning-bark from Inverell, or the hides could be carried there.

Mr.
H. Joseph.

6 Oct., 1896.

Mr.
A. Thompson.

6 Oct., 1896.

Mr.

Mr. Samuel Lewis Cohen, land agent and auctioneer, Moree, sworn, and examined:—

Mr.
S. L. Cohen.
6 Oct., 1896.

793. *Chairman.*] How long have you resided here? Fourteen years.
794. I suppose you have a general knowledge of the surrounding districts? I do not know whether I have much knowledge of the country between here and Inverell, but I know the Moree district.
795. *Mr. Roberts.*] Are you an alderman of the Moree Council? Yes.
796. For how many years have you occupied that position? Four or five.
797. Are you well acquainted with the people of the district? Yes.
798. Would you like to say whether the people in the district are in favour of the construction of the proposed railway? I think, if they are alive to their interests, they ought to be.
799. But are they? I suppose there are some exceptions; but I think the majority of the people are in favour of it.
800. What advantages do you think would accrue to Moree, or to the Colony generally, if the line were constructed? Moree is a non-producing community, and Inverell is a producing community. All the surplus produce which could be grown in Inverell could be absorbed by Moree, thence on to Narrabri, and westward from Moree down the Barwon. I think the Inverell people would find a better market. They would have only 95 miles of railroad traffic; whereas if they send their produce to Sydney, they will have to compete with more favoured districts such as Orange, Bathurst, and Goulburn.
801. You think there is a large market for Inverell produce in Moree and out west? Yes.
802. And owing to the fact that Moree and the surrounding district would procure that produce at a lower price than they are obtaining it now, there would be an advantage to Moree if the line were constructed? Yes; now you can buy corn at Inverell from 1s. to 1s. 5d. per bushels, and it costs us about 1s. to land it here—that means 2s. or 2s. 5d. Judging by the rates on other lines, it would cost us about 3d. to land it here. In proportion to the decreased price of the commodity the consumption and demand will be greater.
803. How far west do you think the district from here would be benefited if the railway were constructed? Walgett. There is a large population springing up west. There is one run which has only recently been thrown open, which has thirty or forty families upon it. All the settlements are tending west, with the throwing open of the leasehold areas.
804. Is there a large, although scattered population that way? Yes.
805. Is much fat stock sent from Moree to Inverell at the present time, or would much be sent if a railway were constructed? I think there would be a good deal. This is a better fattening country than Inverell. I think we could supply them with fat cattle and sheep; but I do not know in what quantities, as I do not know what is the demand.
806. *Mr. O'Connor.*] Although not acquainted with the physical features of the country, I suppose you are acquainted with the desires of the people? Yes.
807. In the event of land being thrown open for selection about Inverell, do you think people would be found willing to take it up? I have not the least doubt about it.
808. Within the next three or four years nearly 500,000 acres of land will be thrown open between Moree and Inverell; if that is so, will it be taken up? It depends upon what sort of land it is, and the areas. If it is thrown open to settlement lease in 2,500-acre blocks, or homestead selections of 1,280-acre blocks of good land, I have no hesitation in saying the whole of it will be applied for.
809. Do you know the country towards the Barwon? I have not seen it personally; but I have been to Walgett from Narrabri.
810. Do you think it will in course of time be very much improved? I do not think there is a doubt of it.
811. *Mr. Clarke.*] Can you give any estimate as to the value of land generally between Moree and Inverell? I do not know the country well after you pass Binniguy, which is 22 miles from Moree. I have known conditional purchase land 14 miles from Moree, with the balance unpaid, to bring £2 10s. an acre. The land along the river frontages from here is very valuable up to Binniguy. There is land about the town—2 miles out—which was sold for a farm two years ago at £20 an acre. There were about 14 or 15 acres available.
812. Is it worth that now? I think so. I may mention that in addition to the railway being used for fat stock from here to Inverell, it will also be used in times of drought for deporting poor stock. I know that has been done in Riverina to a considerable extent. The Commissioners make concessions; and as they do not suffer so much from drought in the Inverell district as we do, the railway will be used considerably for sending impoverished stock there. I may mention there is a great demand for land in this district—a demand which cannot be satisfied.

Mr. Alexander George Forbes Munro, grazier, Weebollabolla, sworn, and further examined:—

Mr. A. G. F.
Munro.
6 Oct., 1896.

813. *Chairman.*] What is your idea of the value of the land which is likely to be resumed for railway purposes? The land is of such various values that it would come under three or four headings. Some of the evidence given has led me to believe that the witnesses imagine the land is worth 30s. an acre between here and Inverell, on an average. I think the very best land beyond 10 miles from Moree would be along the river angles, which I would value at 30s. an acre, and the black plains country, and the black hill country, which is black soil also, I would value at £1 an acre. The box and ironbark forests would be only worth about 10s. an acre, and the belah scrub, of which there is a very large proportion, would not be worth more than 5s., for the reason that it costs about 10s. an acre to put it into workable condition. In its present condition it grows nothing where the scrub is thick.
814. But the whole of the freehold land along the surveyed route has not been parted with by the Crown for less than £1 an acre? I am speaking of the land which has not yet been alienated.

THURSDAY, 8 OCTOBER, 1896.

[The Sectional Committee met at the Court-house, Warialda, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G. |

The Hon. DANIEL O'CONNOR. |

HENRY CLARKE, Esq.

GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Moree to Inverell.

Mr. John Lanagan, commission agent, Warialda, sworn, and examined:—

815. *Chairman.*] How long have you been residing here? A little over three years. I was reared, however, within a distance of 15 miles from here.

816. Do you know the district east and west of Warialda? Yes.

817. Can you tell us what the prospective traffic would be for a railway between Moree and Inverell? Evidence as to the passenger traffic will be given by another witness. I have made out the stock traffic as near as possible from stock returns. I think the number of cattle which would leave the district by rail in the year would be 9,000; sheep, 76,200; wool, 10,146 bales.

818. You give us so many head of cattle and sheep—can you give us the number of trucks;—how many cattle are usually put into a truck? Ten. That makes 900 trucks. I believe the sheep trucks hold 200; but I am not clear on that point, and that would make 331 trucks. The cattle and sheep combined would make 1,281 trucks.

819. That would be for the stock leaving the district? Yes.

820. And from what parts would they come to be trucked here? I have gone 53 miles north to Yetman; south to Pal-lal, about 32 miles; and east to Reedy Creek, about 22 miles. That is in the direction of Inverell, and the station is within 3 miles of the proposed line.

821. This stock might be trucked at Warialda or wayside stations? Yes, and west to Gravesend—about 20 miles.

822. This stock might be trucked on the spot, or might go to Moree, or come to Warialda? I have gone into these figures believing they would be feeders for the line.

823. Your figures relate to outgoing stock;—there would be no stock coming into the place by train? Only in small quantities—say, for local consumption in a time of drought.

824. What do you mean by a time of drought? If we were short of fats we might get them from other places.

825. Does this district suffer in times of drought? Not to the extent it does further west.

826. Could the pasturage be depended upon here in a severe time so as to make a depôt for starving sheep from the western country? Not at all times.

827. If a drought occurs in the western country, I presume you very largely participate in it? Not very largely; our hilly country, of course, stands very much longer than the western plains.

828. How many bales of wool do you give? 10,146.

829. How many bales go to the ton? I have struck this number of bales by giving about 75 fleeces to the bale, from the number of stock.

830. Do you dump in this district? No.

831. I suppose there would be a little over 2,000 tons of wool which would be trucked from here? Yes.

832. How is the wool sent to market now? The chief part of it is sent by carriers to Tamworth by way of Bingera.

833. If the Manilla line be constructed, I suppose Manilla will be the depôt for it? Yes; if that line is constructed, and the Moree-Inverell line is not carried out.

834. What distance would that save you? Twenty-eight miles.

835. And you would have the convenience of having a better camping ground? Yes.

836. Taking Warialda as a centre, what will be the wool carriage from Warialda to Tamworth? About £3 5s. per ton. Some give 3s. per cwt. and others more. I think you could strike 3s. 3d. per cwt. as an average. In addition to the cattle I have mentioned, we very often have Queensland cattle coming past here in thousands. They often truck the fats to the nearest railway station.

837. Where do they cross the border? At Goondiwindi. That is the crossing for the chief part of the Queensland cattle which come through our district.

838. The usual route for the cattle crossing at Goondiwindi is *via* Warialda? I think it is about equally divided. Possibly we would have a little the best of it.

839. Is that accounted for by the establishment of the stock route? Yes; and I think the country is a little better watered, and the grass is better.

840. Where would they strike now, supposing they were going through? At Brecza.

841. How far is that from here? About 150 miles.

842. In that case the stock would strike the railway here and save travelling 150 miles? Yes.

843. But if they wished to go to the nearest railway station, and the proposed line were not constructed, they would touch it at Moree? Yes; crossing at Goondiwindi.

844. Or if they came by this route and thence to Moree it would be 55 miles longer? Yes.

845. I believe the Narrabri-Moree line has not yet been opened to the public? No.

846. And you do not know the effect it is going to have upon the travelling stock? No; that has yet to be learnt.

847. Do you supply the western country with store cattle? Yes; a good many are supplied for the western country.

848. Do they stand railway carriage? Not as a rule.

849. They would be more likely to travel by road? Yes; I do not think anything could be expected from the store cattle, because when the country is in such a state that you would have to truck, people would not be inclined to buy.

850. Do you think the quantity of wool here is likely to be increased? It should be increased; the return I have given is very much lower than the 1894 return.

- Mr. J. Lanagan.
8 Oct., 1896.
851. Is there room for much increase? Yes, at present there is.
852. What is your opinion as to the settlement of the district—has it increased or decreased during the last ten years? It has increased considerably.
853. In the number of people settled, and in the quantity of stuff produced? Yes.
854. Have you any reason to suppose that when the leases fall in and the areas are divided these figures will decrease? Not the slightest—I think the reverse.
855. You think if they get into the hands of the smaller men the quantities are likely to be considerably increased? Yes, judging from the experience I have had amongst stock. When land is cut into smaller holdings it carries more stock than larger holdings.
856. But the loss of so much of the leaseholds must necessarily reduce the number of stock on the stations? Yes.
857. You think that will be more than compensated for by the increased numbers on the smaller holdings? Yes.
858. You do not fear any retrograde movement in this district on that account? Not at all.
859. Is there any particular point which you would like to emphasise in connection with your evidence? I may state that for every piece of land which has been thrown open there has been a number of applicants. There is no doubt that people are thirsting for land. There is a large demand for it. I often have letters asking if there is any chance of securing land in the district.
860. Have any settlement leases or homestead selections been opened here? Yes, both.
861. What is the popular mode of holding the land? Where the land is fairly good each lot has been taken up. There have been as many as half a dozen or more applicants for each lot.
862. In what areas do the farming community hold their lands? The chief part of our farmers are conditional purchase holders of from 100 acres to 3,000 acres, and they farm portions.
863. What is the maximum for a conditional purchase in the Central Division? 2,560 acres.
864. Can you tell us whether the conditional purchase holders have held their land, or has there been much transfer? Very little transfer; the chief part of the old residents who took up the land are now on the soil.
865. From that would we be safe in assuming that they have been able to make a living on the land, and have held it? Yes. Many of the small holders—farmers—are also carriers, and some run stock, and between the lot they make a living.
866. I notice that the proposed railway station is some distance out of the town? Yes.
867. Is there any desire on the part of the people to have it closer? Yes; they would like to have it about a mile and a half away.
868. They would be better satisfied if it were brought closer to them? Yes.
869. You think it would tend to an increase of traffic? I do not know whether it would. Of course, landowners look to the likelihood of another town springing up, and values here must, consequently, go down. I have conducted the whole of our Crown land sales since I have been in business. Crown lands have sold readily.
870. Would the residents be satisfied to have the station erected upon the proposed site rather than none at all? I believe they would.
871. But you think it could with advantage to all concerned be brought closer? Yes.
872. Are you prepared to say whether there would be any engineering difficulties in getting out on the eastern side? I do not think the engineering difficulties are very great.
873. Or that they would increase the length of the line? They might increase the length of the line, but not very much.
874. Your contention is that Warialda, being the centre of population and an old established town, is entitled to be connected with the railway system? Yes.
875. And you know of no local reason why the proposed site should be put so far away? No.
876. And inasmuch as all the other towns of the Colony have the benefit of a railway station close to the town, you think Warialda has the right to a similar benefit, particularly when there are no engineering difficulties to be encountered? That is my contention.

Mr. Robert Kirkpatrick, Inspector of Stock, Warialda, sworn, and examined;—

- Mr. R. Kirkpatrick.
8 Oct., 1896.
877. *Chairman.*] How many years have you been in Warialda? Four years and six months.
878. I suppose your duties take you all over the district? Yes.
879. How far do you go in each direction? North, to Goondiwindi, which is 93 miles from here; south, to Cobbadah, which is 60 miles; east, about 35 miles—to within 5 miles of Inverell; and west, to Boolooroo Bridge, about 6 miles north-east from Moree, to the Big River.
880. *Mr. Black.*] Can you give the Committee a statement as to the number of acres of land there is in the district, and also as to the number of stock depastured in the district? Yes; there were at the end of 1895 3,092,795 acres in the district. The stock comprise 11,948 horses; 66,799 cattle; and 1,064,790 sheep. Those are the correct returns for 1895. The returns are made every year, in December.
881. I suppose the quantity of land under agriculture is, comparatively speaking, infinitesimal? Very small in comparison with the quantity used for pastoral purposes.
882. According to your figures you cover an area which does not really represent the extent of country which will be tapped through Warialda by the proposed railway? No. Of course, some of the traffic I daresay would come to Moree, some to Inverell, and some to Manilla.
883. Have you a knowledge of the character of the soil of the district? Yes.
884. What is your opinion of the soil in and around Warialda for agricultural purposes? I think it is very good soil for wheat-growing.
885. Is it chiefly red soil? Yes, about Warialda, and towards the south-west and partly north-west. It is ironbark country from 15 to 40 miles out, and then it is black soil.
886. Going out of the town towards Inverell—that is eastward—there is, I believe, some poor soil? Yes, for a few miles. It is sandy for about 6 miles, and after that the country is very good. It is a white-box country.
887. Are there not some steep grades there? Not very. There are little hills and valleys; it is undulating sort of country.

888. Lower down, along the route of the proposed line, is the country of better quality than it is after leaving the town directly by the road? Yes, all along the proposed line the country is better than near the town. Just about the town the country is sandy.

889. Do you avoid any of the ridges by taking the proposed line? I think there is a slight rise. The country is actually better along the proposed route—Kelly's Gully—although it is very rough through Kelly's Gully.

890. Are you aware that there is a large quantity of land around Warialda admirably suited for agriculture? Yes.

891. Is the climate also suitable for wheat-growing? Yes, it is very good for wheat.

892. What is the character of the rainfall here? The average for the last seventeen years is 29½ inches.

893. Do you have summer thunderstorms? Yes.

894. Do you have regular spring rains? The heaviest rains we get here are about the end of January or February. This year has been drier than usual.

895. *Chairman.*] Now that the Narrabri-Moree line is completed, do you think it is going to have any effect upon the travelling stock in this and the northern portions of this district;—will it divert the stock from the usual stock routes? It depends on the number which want to go. If great numbers went they would eat the stock routes out, and others would not travel.

896. Is it not natural that they will make for the nearest station, which will be Moree? They will, unless there is a trucking station here.

897. What effect would a trucking station have on travelling stock? Most of the traffic goes from here to Tamworth, and if there were a trucking station here I think they would use it, because very frequently the roads are not fit to travel on. I refer, of course, to fat stock. I think the store stock would be travelled to their destination, excepting in a severe year, when the railway authorities allow cheap rates for the carriage of starving stock.

898. Supposing the proposed line be made, and the line to Manilla be also made, do you not think it probable, Manilla being so much closer to Tamworth, that stock would travel to Manilla, and be trucked there in preference to being trucked here? It would, I think, depend upon the season. If there were grass on the roads they would most likely travel to Manilla—at least some of them would.

899. In a bad season they would be trucked? Yes.

900-1. Therefore, taking the average of the seasons, you must not depend on the whole of the stock being trucked here.

Mr. Frithiof Vaidemar Wikner, Resident Engineer, Roads and Bridges Branch, Department of Public Works, Warialda, sworn, and examined:—

902. *Chairman.*] How long have you been stationed here? Four years.

903. Are you prepared to give evidence as to the money expended upon the roads, and as to the state of the roads? Yes.

904. *Mr. Clarke.*] What are the boundaries of your district? I go to Boggabilla on the north; to Barraba on the south; half-way to Inverell—a place called McIntyre's—east; and to Yagobe on the west.

905. What is the state of the roads at the present time? They are pretty good just now. The last two weeks have been fairly dry, and they are in good condition.

906. Can you give any information as to the annual expenditure on the various roads under your supervision? Roughly speaking, about £5,500 per annum.

907. In the event of the proposed railway from Moree to Inverell being constructed, would it be necessary to have the same expenditure on the roads, or would there be a reduction of expenditure? I think there would be a slight reduction. On the main front road to Tamworth, the traffic would be less, and, of course, on the Inverell and Moree road it would be less.

908. I suppose it would be necessary to keep some of the roads—particularly the by-roads—in repair? Yes; they would have to be maintained.

909. Do you think any of the stock which now goes to Tamworth, *via* Manilla, would be put on the railway here instead of going to Manilla? I think so.

910. In the event of the line not being constructed, a portion, I suppose, will still go to Manilla, and some to Moree? Yes.

911. Can you give any idea of the tonnage of produce carried from Inverell to Moree? The tonnage up to the last fortnight has averaged, for nearly three months, about 100 tons a week.

912. Why do you confine yourself to the three months? I do not know the reason unless it is that they cannot produce anything in Moree in the shape of horse-feed, and they have had to resort to Inverell to get it. The traffic has been principally in horse-feed.

913. But is there no produce carried in the remaining nine months of the year? I have only noticed it recently. It has never been excessive until the last three months.

914. Would not there be some produce carried during the remaining nine months? Yes.

915. To what extent? I should think, at least, 100 tons a month.

916. That makes about 2,200 tons to the year? Yes; it includes horse-feed and produce generally.

917. Are you aware that Moree is sometimes supplied from Bingera? Yes; but I have only referred to the direct traffic from Inverell, which has to pass through Warialda.

918. I suppose that produce would be for consumption in Moree, and would be sent from here west and north-west? Yes.

919. In the event of a railway being constructed, would the traffic increase? I think it would be likely to do so. I think the market lies out west—Moree, and west of Moree.

920. Do you think more people would be engaged in the cultivation of the soil? I should think so.

921. Is there a large area of country around here fitted for the growth of cereals? I think so. I think the land will grow almost anything.

922. Do you grow maize in this locality? It can be grown, but not much is grown.

923. Is the land adapted for it? Yes.

924. Even the high land? No, that is stony in places; but it would grow wheat.

925. Are there any flour mills about Inverell? There are two, one of which I believe is working.

926. Have you any flour mills in Warialda? No.

927. Is there one at Bingera? Yes.

928. Do you think it would be to the public interests to construct the proposed line? Yes.

Mr. R.
Kirkpatrick.

8 Oct., 1896.

Mr.
F. V. Wikner.

8 Oct., 1896.

- Mr. 929. Are you aware that it would incur a loss of £2,800 per annum? I have heard so.
- F. V. Wikner. 930. Do you think the increased production in traffic would reduce that amount to such an extent that in a few years the line might possibly pay? I believe it would.
- 8 Oct., 1896. 931. Mr. Black.] Do you know the grades on the roads about here? Yes.
932. Do you know the proposed railway route? Yes.
933. Have you seen the deviation on the plan by which at one time it was proposed that the line should come through Warialda? Yes.
934. On which route is the best land situated? I should say the route south of Warialda.
935. Would the grade coming into Warialda be steeper than that proposed by the Railway Commissioners? There is no doubt it would be slightly steeper.
936. And going out of Warialda as well? Yes; going out towards Inverell.
937. Have you any idea what the grade would be going out? I cannot say what the railway grade would be; but the roads never exceed 1 in 10. That is where there are severe pinches on the roads. The grades on this road, with the exception of a few pinches, are, generally speaking, very easy. One in 10 is an excessive grade, but it includes gully-crossings.
938. Chairman.] Did you take any precaution to ascertain accurately the amount of traffic passing on the road to Moree? I questioned my maintenance-man.
939. Your figures for thirteen weeks are 1,300 tons;—have you any explanation to offer as to why that large amount should go over the road in so short a period? No; unless it is that there is nothing produced about Moree; a good deal of the produce is brought here from Inverell and is sold locally.
940. Is it not likely that owing to the bad season in Moree the demand for forage has been greater? Twelve months ago last winter they had the worst season they have had in Moree for some time.
941. Can you carry your memory to a period of three years ago, when the seasons at Moree were better—can you remember what the traffic in produce was then? I could not give you any accurate idea.
942. We should like to know whether this produce traffic is effected by the seasons about Moree and in that locality, the inference being that in good seasons the produce traffic would be less, and in bad seasons greater;—has there been a steady stream of produce to those points every year, or has it been erratic? I am inclined to think it depends to a certain extent on the seasons.
943. Therefore, the traffic, whether carried on drays or on the railways would depend very largely upon the demand, which would be regulated by the seasons? To a certain extent. No doubt the population will increase, and I think it is more likely to increase if there is a railway.
944. The fact, of course, remains that in that dry western country the demand for horse forage is largely regulated by the condition of the seasons there? I think so.

Mr. Arthur Ormonde Butler, Clerk of Petty Sessions and Crown Lands Agent, Warialda, sworn, and examined:—

- Mr. 945. Chairman.] How long have you resided here? About nine months.
- A. O. Butler. 946. Mr. Roberts.] Are you familiar with the country between Warialda and Inverell, and from Warialda to Moree? I have travelled from Inverell to Warialda, but not to Moree. My knowledge of the country would be obtained solely from the various notifications in the *Gazette*, setting apart the land.
- 8 Oct., 1896. 947. Do your official duties cause you to travel over any part of the country? No.
948. Can you give the Committee any information as to the transactions in land by the people of this district? I could give you the total areas of the various holdings. The total number of conditional purchases is 434, representing an area of 137,386 acres; additional conditional purchases, 411, representing an area of 69,453 acres; conditional leases, 326, representing an area of 196,837 acres; annual leases, 29, representing an area of 22,742 acres; settlement leases, 10, representing an area of 24,919 acres; homestead selections, 5, representing an area of 6,400 acres; total area, 458,237 acres. These represent solely land which has been confirmed to the applicants, and stands good on the books. There are a number of selections and other things which are not good, and which have not been confirmed to the applicant.
949. What are the boundaries of your district? It represents 116 parishes.
950. Does it go to the Queensland border on the north? Yes.
951. How far south? It is bounded by Moree on one side, Inverell on the other, and Bingera on the other. I take in part of Arawatta, the whole of Burnett, and portions of Stapylton.
952. Can you give us any information as to the revenue? The revenue in this office alone is, approximately, £16,000 a year.
953. Up to when is that return made up? That is what I estimate for this year. Up to the end of September my revenue was over £12,000.
954. How does that compare with previous years? It is rather in excess by £3,000. The total last year was £13,000, and up to September of this year it is over £12,000, and there are from £4,000 to £5,000 outstanding.
955. The result appears to be highly satisfactory? Yes.
956. Do you find many selectors giving up their holdings through finding it impossible to make a livelihood? There have been three forfeited in the nine months since I have been here. I think they were forfeited on account of not being taken up *bona fide*—not on account of the people being unable to maintain themselves.
957. Are you able to give any information as to the success of persons establishing homes for themselves in this district, and as to whether they are able to make a comfortable livelihood? From the way in which they pay up their instalments I should say they were very successful. I look upon that as a good sign. There are very few applications for extension of time to pay, and I think that is a criterion to go by.
958. Can you tell me the approximate value of the land between Moree and Inverell;—I suppose it would vary very much? Yes, it would vary very much. Some of the land set apart is worth 5s. an acre; other parts are worth £2 or £3 an acre.
959. Is the whole of the land between Moree and Inverell taken up? No; there are thousands of acres available.
960. I mean land through which the proposed line will pass? There is a great deal of land still open. It is proposed to set apart during this year, between Inverell and Moree, 348,000 acres in settlement and improvement leases.
- 961.

961. What class of land is that? The settlement leases would be very good agricultural land, and the improvement leases would be infested with prickly pear.
962. How would you class the different lands along the route of the proposed railway, some of which I believe are very poor indeed? Yes; and other parts comprise first-class grazing country also suitable for agriculture.
963. About what percentage is what you would call first-class grazing land? About 50 per cent.
964. Have you prepared any statement which you would like to read to the Committee? The detailed area I have given does not include scrub leases, improvement leases, occupation leases, or special leases, which amount to a large item in this district.
965. Have you every reason to believe that the revenue from land in this district will increase? It is increasing every month.
966. Do you express any opinion as to the effect railway communication will have upon the district? I think it would open up more country. Some people have an objection to taking up land unless there is some means of getting their produce to market.
967. Has it come under your official notice that there is likely to be a large demand for land if the railway be constructed? Judging from the inquiries which have been made, I imagine I should get rid of at least 100 more settlement leases, which means 100 more families in the district.
968. What areas of land would that probably include? It depends. If it were for agriculture it would be 1,280 acres. That is the maximum for settlement leases for agriculture. If it were for grazing purposes it would be 10,240 acres.
969. Have you numerous inquiries? Yes, mainly from Victoria. A great many Victorian settlers come over here, and also write for particulars.
970. Do you think that is in view of the possibility of the line being constructed? I think it has a great deal to do with it—that is, judging from the remarks they make when in the office. It seems to be the general impression that if the line be constructed it will materially benefit them, and induce them to take up the land.
971. Is there much agriculture going on around Warialda at present? Very little, I think.
972. Are you able to say whether those who have embarked in agricultural pursuits have been successful? I think so.
973. Can you say whether they are enlarging the area of land under crop? Almost all of them have taken up additional conditional purchases and leases for the purpose of increasing their agricultural holding.
974. *Chairman.*] Do your books show that during the last ten or fifteen years the land has been held *bona fide*, and not for speculative purposes? Yes; it has been held *bona fide*. The number of transfers has been small; I do not think they average more than fifty a year, and the majority of those have been due to people obtaining small loans from the bank by way of mortgage and release.
975. With reference to the large area of 348,000 acres to be thrown open in a few years, is it a fixed thing that 1,280 acres is the maximum area for an agricultural settlement lease? Yes; that is provided for by the Land Act.
976. And the maximum for grazing 10,240 acres? Yes.
977. Have any settlement leases been thrown open here? Ten so far: seven of 2,560 acres; one of 1,094 acres; one of 1,723 acres; and one of 4,181 acres.
978. Therefore the 1,280 acres has been exceeded? Yes; that would be for grazing and agricultural purposes.
979. What, in your opinion, would be about the area adopted for the disposal of these 348,000 acres? I think it would be 2,560 acres each. There are 399,500 acres proposed to be set apart for settlement lease—that is, for the whole of the Moree district; but for Warialda the area is 66,800 acres.
980. Is that area likely to be dealt with by homestead selection or settlement lease? By settlement lease.
981. Of what area? About 2,560 acres.
982. If that were alienated in that way, how many people would it put upon the ground? About thirty-three families.
983. When the whole of that area is alienated under that system it will only put thirty-three additional families on the soil? Yes; but, of course, there is a lot of land at Bingera and Moree practically adjoining that.
984. I suppose the areas already held by the conditional purchase holders are sufficiently large to admit of an extensive increase in cultivation? Yes.
985. And although the prospective settlement is not likely to be large, it cannot guide the Committee in arriving at a conclusion as to what the aggregate agriculture is likely to be? No.
986. Are there many unsold allotments of Crown lands within the town boundaries? There are four; but I do not think people would have them at a gift; they are all stone ridges.
987. Is there any unmeasured portion of Crown lands within the town boundaries, other than reserves? Yes; there are 20 or 30 allotments which were surveyed for auction purposes, but in view of the proposed railway they were reserved from sale.
988. Therefore there is plenty of room for the extension of the town at Warialda on Crown lands? Yes.

Mr. Thomas Heydon, baker and seedsman, Warialda, sworn, and examined:—

989. *Chairman.*] How long have you resided at Warialda? For seventeen years; but I have resided in the district for twenty-two years.
990. *Mr. O'Connor.*] Do you know the country between Warialda and Inverell? Fairly well.
991. What is it fitted for? For 30 miles on this side of Inverell it is first-class agricultural land.
992. That is to say, that for 30 miles out of the 38 miles between Warialda and Inverell the country is fitted for agriculture? Yes.
993. Have you any idea whether, if the land were available for selection, it would be taken up? I think it would be.
994. Do you know anything about the land between Warialda and Moree? Yes; it is first-class grazing land.
995. And if facilities were offered for its acquisition, would it be taken up? Doubtless it would.
996. If there were a railway connecting Inverell, Warialda, and Moree, would it be a certainty that settlement would be stimulated? Decidedly; but I think more so to the north of Warialda. There is grand country to the north of Warialda, towards Queensland.

Mr.
T. Heydon.
8 Oct., 1896.

Mr.
A. O. Butler.
8 Oct., 1896.

- Mr. T. Heydon.
8 Oct., 1896.
997. Do you know the Warialda district? Fairly well.
998. Do you know the people who are settled on the soil about here? Yes.
999. Are they prosperous? I never saw people more prosperous than the selectors out north from here.
1000. I suppose those who come here have stayed here? Yes; and they have succeeded.
1001. And increased their holdings? They have paid me well, at any rate.
1002. Are your business transactions of a satisfactory character? Very. I was never in a town or district where I have been paid so promptly as I have been in Warialda.
1003. Are you of opinion that however the people may be now, railway communication would add to their prosperity? I should think so. It would stimulate the production of the country. It is of no good producing unless you can get a market. The production in Warialda is limited at present. When there is a certain amount in the town, it is well supplied, and you must take your produce somewhere else. I believe this would be a grand fruit-growing district. I have some trees which would bear comparison with anything I have ever seen in the old country or this. I refer to apple and pear trees.
1004. I suppose if there were means of sending fruit to market the industry could be enlarged? Yes.
1005. I suppose if there were facilities for meeting a ready market, the conditions of the country would be favourable for fruit production? Yes. I may mention there are beds of freestone in the district which would be of commercial value. The stone is all around Warialda, and it is of the finest description. Twenty-two years ago they used to cart it to Bundarra and Inverell. Although you are only 8 miles from the outcrop of the granite you have some of the finest freestone here. When the Bundarra bridge was being constructed, the contractor wrote to see if he could get freestone here, but at that time labour was scarce and the people who had the quarry wanted such an exorbitant price that he could not afford to take it. It would become a commercial commodity if we had cheap railway carriage.
1006. Mr. Roberts.] Where do you purchase from? Sometimes in Bingera, and sometimes in Inverell, just as the market suits me.
1007. Are you able to give an opinion as to the quality of the flour? Yes, I have seen as good flour produced in Inverell as in any part of the world.
1008. Are Inverell flour and Bingera flour very similar in character? They are. If anything, of the two the Bingera flour is a little shorter. It has not that amount of glutine in it which the Inverell flour has.
1009. Then you prefer the Inverell flour? Yes.
1010. Have you ever used South Australian flour? Yes.
1011. How does that compare with Inverell flour? I have had flour from Inverell which would equal any Adelaide flour, either for colour or strength.
1012. I suppose you can get your flour from Inverell cheaper than anywhere else? Yes; but in years gone by we had to go to Tamworth for it, but not now. We are well supplied from either Bingera or Inverell.
1013. You are never obliged to send out of the Colony for it? No; twenty-two years ago I baked Adelaide flour in Inverell.
1014. What is your average annual consumption of flour? About 24 tons in twelve months.
1015. Is there anyone else engaged in a similar business to yours? Yes, a woman.
1016. How much would she consume? About 10 tons.
1017. Would 30 tons of flour make bread for the whole of Warialda? No; numbers of people bake their own bread—at the public-houses, for instance. I depend principally upon people travelling through.
1018. Would it be of advantage to you to have Warialda connected by railway with Inverell? It would depend upon where the station was. I may state that the more frequently you handle goods the dearer they become. My opinion is that it would be a great mistake to have the station at Kelly's Gully. The carriage from there to Warialda means money. It would be no advantage to anyone in particular.
1019. Mr. O'Connor.] Where is the best site? Somewhere closer to the town.
1020. Mr. Roberts.] If the line were constructed, would you be able to get flour cheaper than you get it now? I presume so.
1021. What is the present carriage by team to Warialda? About £1.
1022. And how much from Bingera? £1; it used to be 25s.
1023. How far is it from Warialda to Bingera? Twenty-six miles.
1024. Is it a better road from there? Yes.*

Mr. Joseph Battersby Scholes, grazier, Ezzy's Crossing, Big River, sworn, and examined:—

- Mr. J. B. Scholes.
8 Oct., 1896.
1025. Chairman.] How far is Ezzy's Crossing from Warialda? Eleven and a half miles.
1026. How long have you been in the district? Two years, in December.
1027. Do you know the route of the proposed railway? I know it as far as Gravesend.
1028. Does it pass through your property? Yes.
1029. Does it pass through any of the freeholds? Yes, part of it.
1030. If the proposed line were constructed, what advantage would it be to you over and above the line you now have at Moree, and the contemplated line to Manilla? We should have the advantage of quick communication, and the advantage of getting fat stock from Sydney.
1031. What advantage is it to a grazier to have quick communication other than for his stock? There is always an advantage in having quick communication. It may not be a great advantage; but still there is an advantage, particularly with regard to stock.
1032. What does it cost you at present to send your wool to the nearest railway station? £3 per ton to Tamworth.
1033. If the line were constructed, to where would you send it? We should still have to send it to Tamworth.
1034. Would not you send it to Moree? We could not get over the river except under exceptional circumstances.
1035. Is it not possible to follow the river until you get to the regular crossing? Not without coming to Warialda.
1036. What extra distance would that involve? About 12 miles.
1037. That would be shorter than going to Tamworth? But the road is not nearly so good.
1038. But if you have to draw your stuff an extra 12 miles, as against 100, what then? I would have to draw 62 miles.

1039.

* NOTE (on revision):—I would like to add that the best freestone is all on Government ground.

Mr.
J. B. Scholes.
8 Oct., 1896.

1039. What distance is it from your place to Warialda, and thence to Moree? Sixty-two miles.
1040. And what distance from your place to Tamworth? 120 miles.
1041. Which route would you carry by? I would certainly carry by the cheaper route.
1042. Would not the shorter route be the cheaper? Yes.
1043. Then, so far as you are concerned, if the proposed line were not constructed you would still be 60 miles nearer to a railway than you were last year? Yes; but still at the present time it is as cheap to send to Tamworth as to Moree on account of the extra railway carriage. A man will take loading from about here to Tamworth for about 3s. per cwt., and to carry a short distance of 40 or 50 miles they want 1s. 6d. per cwt. Then there would be the additional railway freight from Moree to Tamworth. The present rate is about £4 from Moree to Sydney, and from Tamworth less than £3.
1044. If it were £3 from Tamworth to Sydney, and £3 10s. from the station to Tamworth, it would be £6 10s. To Moree it would be 30s. and £4 by rail, which would be still cheaper? Yes; but I doubt very much whether men would undertake to carry it for that rate coming round by Warialda. They cannot take the load. The roads are bad and heavy.
1045. But they are not likely to demand more than 25 to 30 per cent. extra? No.
1046. But even that would put you on the same footing from Tamworth, and you would only have half the distance to carry? Yes.
1047. What would be the special advantage to you if you had the railway and a siding at the station? The advantage would be in trucking stock.
1048. So far as wool is concerned, that is all disposed of in a few weeks of the year? Yes.
1049. And generally when the roads are good? Yes.
1050. Stock are sent away all through the year? Yes.
1051. How many fat stock would you be able to send away in a year? It depends on what kind I was raising. I think about 25 per cent. would be about the average of fattening stock.
1052. In other words if you had 10,000 head of cattle you would be able to send away 2,500 head every year? Yes; provided the seasons are fair.
1053. What would be the value of your freight to the railway in the course of the year? I am not prepared to say. I have only a small place.
1054. How many sheep have you? 4,000.
1055. What is the extent of your holding? 2,100 acres.
1056. Would you be prepared to give your land free of cost to the Government if it were required for railway purposes? Yes, so long as they paid the cost of legal transfer.
1057. You recognise, then, that the construction of a railway would enhance the value of your property? Very much so. There is any amount of beautiful land available all through the district.
1058. You mean it will be available when the leases fall in? Yes; and it is available now.
1059. If there is such an amount available now, how is it that it is vacant? The land is so classed that people have to go in more for agriculture than for grazing on most of those farms. They are heavily timbered, and require cultivation, and that will not do for raising stock.
1060. Is it pastoral country you are speaking of? Agricultural country.
1061. Is it likely to be settled on for that purpose? Yes.
1062. There are 66,000 acres of land to be thrown open here, and that will settle thirty-three families? I believe so.
1063. Therefore, the production is not likely to increase very largely? I think the present applicants would go in for cultivation. At present very little is done.
1064. Can you tell us why they do not go in for agriculture? They have not the consumption. There is only one market.
1065. Which is that? Sydney.
1066. But inasmuch as Warialda is supplied by Inverell and Bingera flour, do you not think the Warialda district would make an effort to supply itself? It has been making an effort during the last three or four years.
1067. Where is the wheat sent to? Inverell or Bingera.
1068. Is it brought back in the shape of flour? Yes.
1069. You are of opinion, then, that the possibilities of cultivation in the district are very much larger than they now appear? Yes.
1070. And that railway communication will intensify them? Yes.
1071. *Mr. Roberts.*] You say you would be prepared to give free of charge what land might be required by the Government for the construction of the railway? Yes.
1072. Can you speak for other occupants of land along the route of the proposed line? No.
1073. You do not know what opinions any of your neighbours have formed on the subject? No.
1074. Is the land between Moree and Warialda fitted for agriculture? I cannot say, as I have not been further than Gravesend.
1075. Do you know anything as to the character of the lands between Warialda and Inverell? Yes, nearly the whole of it is beautiful agricultural land. It is nearly all volcanic country, and the soil is black and red.
1076. Is it all good land? Not all, but the greater proportion of it is beautiful black and red soil.
1077. Is it adapted for the growth of wheat? Yes, and it is also adapted for the growth of fruit and maize.
1078. *Mr. O'Connor.*] How did you acquire your land? I bought it.
1079. Are you satisfied with your purchase? I am. I run two sheep to the acre.
1080. If the proposed railway were constructed, do you think the settlement would increase? It would indeed. Most people who come to New England are surprised when they see the country.

Mr. William Butler Geddes, agent, Warialda, sworn, and examined:—

1081. *Chairman.*] How long have you resided at Warialda? I was born here.
1082. Do you know the whole of the district? Yes.
1083. *Mr. Black.*] Have you anything to do with the coach passenger traffic at Warialda? Yes, I am the agent from here to Tamworth.

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1084. How long have you occupied that position? I have been engaged at it for about twenty years.
1085. Have you any knowledge as to the passenger traffic between Warialda and Glen Innes? No.
1086. If the railway were constructed, how many passengers do you think would be likely to travel by it daily from Warialda to Inverell? I do not think there would be many in ordinary times.
1087. Could you give any idea as to how many would be likely to leave for Moree? No.
1088. Do you think it would be two a day? It ought to be.
1089. Do you think it would be more? Yes.
1090. Would it be three a day? Probably.
1091. Would it be more than three? It is only guesswork. I have seen as many as five and six on the Moree coach.
1092. Do you know the conditions under which land is held in the district? Yes.
1093. I suppose you are aware that of late years it has been the practice of the Railway Commissioners to favour the construction of no lines which involve the expenditure of large sums of money for resumption? I understand they have set their faces against it to a certain extent.
1094. Do you think the landowners along the route of the proposed railway are likely, considering the benefits they will derive from its construction, to be prepared to hand over the land through which the proposed line will pass, if constructed, free of cost to the Crown? I should think they would, with the exception perhaps of that which you saw under cultivation yesterday. No one likes to have his wheat paddocks severed; but I think they would give ordinary grazing land.
1095. You have made no personal inquiry? No.
1096. Have the Progress Committee collected any statistics of that character? Not that I am aware of.
1097. I suppose you know that the proposed site of the railway station at Warialda is at Kelly's Gully, 4 miles from the town? Yes.
1098. And the Progress Committee desire to bring it within $1\frac{1}{2}$ mile of the town? Yes; that is 3 miles closer.
1099. Do you think that the reduction in distance would be a greater convenience to the inhabitants? Certainly; and it would save a large resumption of land.
1100. One of the witnesses has stated that the handling of goods is an important item; but I suppose there would not be any more handling if the station were 4 miles away than there would be if it were $1\frac{1}{2}$ mile away? That is so.
1101. Is the site selected by the Progress Committee on Crown lands? Yes; but it was not selected by the committee. The surveyors made a trial survey to that spot irrespective of the Progress Committee.
1102. Still the Progress Committee prefer it? Yes.
1103. How is the land held upon which the Commissioners propose to erect the station? It is conditionally purchased land, or it may be freehold.
1104. Is it cleared and under cultivation? Yes.
1105. What is it worth at the present time—I mean the piece upon which the Commissioners propose to erect a railway station? £10 an acre ought to be a fair price for a small portion, taking severance into consideration.
1106. A landowner at Moree has sworn that there is no land between Warialda and Moree worth more than 30s., and that the utmost value in most cases is 10s. an acre; would you consider that reliable evidence? I would not. Some of it may be worth only 10s.; but it is absurd to talk about land, with a growing crop on it, being worth only that. I am sure 30s. an acre did not clear it in order to prepare it for the plough.
1107. What is the land worth uncleared? Freehold land in that position would be worth from £2 5s. to £2 10s. an acre.
1108. Then it is pretty good land? Yes.
1109. With regard to the route which was at one time laid down by the surveyor, and with regard to the site of the railway station—does the bringing of the railway to that point involve any expense in connection with engineering difficulties, and does it involve running over grades which, for this district, are exceptionally severe? I have read the evidence taken in Sydney, and I notice that one of the Government officials says it will cost £10,000 to bring the line into Warialda. We do not see where that cost comes in for 3 miles of easy construction.
1110. Anyhow, your chief object is to get the railway station as near as possible without reference to expense? We should certainly like to have it as close as we can get it.
1111. *Mr. Roberts.*] What business are you agent for other than that to which you have referred? I am Secretary for the Show and for the Pastoralists' Stock Board. I also buy corn here for the coach horses.
1112. Do you purchase all the maize you require at Warialda? Yes; as it is cheaper, I buy it from Inverell. I have bought 105 bags since June from Inverell for our coach horses.
1113. Will there be a great increase in traffic from here if the proposed line be constructed? I think so, if only because of the time which will be saved.
1114. Have you any knowledge of the wool traffic? Not a great deal. I may mention that in the Pastoral and Stock Board district there were 1,500,000 sheep in 1895. During that year a great many were lost, but still I daresay that at the end of this year the number will be nearly the same.
1115. Where does the wool go to at present? To Tamworth, although this year some is going to Moree.
1116. What percentage will go to Moree when the line is opened? I only know of one large station which sent it there this year. They say there is a saving of 6s. 6d. a ton in carrying it from that particular station to Moree instead of to Tamworth. I do not think that will last, because I believe the carriers will cut the Tamworth rate. Every pound of loading which comes here comes from Tamworth. Tamworth is the railway station at present.
1117. Do all the storckepers get their supplies from Tamworth? Yes; excepting flour.
1118. What rate per ton do they pay for the carriage of their goods from Tamworth? £3.
1119. How far north does the wool come through Warialda? I should say from Tullooona. That is about 70 miles from here. I expect, however, that some of that wool went to Moree this year.
1120. You have spoken of some wool going to Moree at a saving of 6s. 6d. a ton; would that wool have come to Warialda if the proposed line were constructed? Yes; the place is only 20 miles from here.
1121. Would there be much trucking of stock here? I think there would be.

1122. Does most of the stock go to Tamworth at present? It is generally trucked at Breeza.
 1123. Do you know of any wool which goes from New South Wales to Brisbane? I hear that some of the clips are at present going to Warwick.
 1124. Do you think we should get a large quantity of the wool which now goes down to Brisbane if the proposed line were constructed? I would not go so far as to say that, but a portion would be obtained.
 1125. Do you think all the wool which now goes to Tamworth would come to Warialda? Certainly.
 1126. And, therefore, the railway would benefit by the carriage of an extra number of miles? Yes.

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Mr. Robert Buist, proprietor, *Warialda Standard*, Warialda, sworn, and examined:—

1127. *Chairman.*] How long have you been in the district? Four years.
 1128. *Mr. O'Connor.*] Do you know the district well? Yes; I have been in every part of it, and I know everyone in it pretty well.
 1129. What is the distance between Warialda and Moree? Fifty-three miles.
 1130. Is there much settlement between the two places? No; there is settlement from here down to the river, and then there is no settlement till you get to Maiden's public-house; and then there is none until you get to Biniguy.
 1131. What is the character of the country? From here to the river it is good country; from there to the hotel—excepting on the river flats—it is moderately good; and on the flats it is good all the way to Moree.
 1132. Do you know the country between Warialda and Inverell? Yes.
 1133. What is your opinion of it? Along the road, going out for 8 miles, until you get to the White Gate, it is pretty sandy, and is not much good; back from the road it is good grazing land; but from the White Gate right to Inverell it is good agricultural land the whole way.
 1134. Are you in favour of the construction of the railway between Moree and Inverell? I am.
 1135. Do you think it would enhance the value of property in this neighbourhood and encourage settlement generally? I am quite satisfied it would enhance the value of landed property.
 1136. Would it not encourage population? Certainly; the greater the facilities there are for conveying produce to market the more settlement will there accrue.
 1137. Do you know how the land is held between Warialda and Inverell? I think it is mostly leasehold.
 1138. Do you think, if the land were available, and if the leases were terminated—as they will be in the near future—it would be readily occupied? I am quite satisfied of it. The question was asked this morning why people did not now take up the land. That can be explained in this way: where there is a probability of good land being thrown open in the near future, people do not care to go upon moderately good land, especially when they can get better land by waiting for it. I have no doubt the land will be sought for if facilities are given for conveying produce to market. I believe, ultimately, there will be an extension to the coast, and I look upon the proposed railway as the first step towards it.
 1139. Do you know the condition of the people of the district? They are considered very sound. I know they always pay me, and they generally pay the printer last of all. I am quite satisfied they are prosperous and progressive.
 1140. Are they better off to-day than they were two years ago? I cannot say. It is possible the last drought cut them up a little.
 1141. Were they well off twelve months ago? Yes, and they are well off now.
 1142. *Mr. Clarke.*] Is the land near Moree fitted for the production of cereals? I do not think it is to the same extent as the land about Warialda and towards Inverell. In the first place, the rainfall of the Moree district is only 25 inches, and about Warialda it is 30 inches. The rainfall at Moree is not distributed over the year in the same way as it is here, and that militates very much against agriculture.
 1143. But the character of the bulk of the land between Warialda and Inverell is suitable for agricultural purposes? Yes.
 1144. *Chairman.*] Is there any special point you would like to bring before the Committee? No. You asked a question this morning from one of the witnesses as to whether agriculture was on the increase. Of course, the agricultural area here is very small. You also asked the question why it was so small. That can be explained in this way: that a man usually gets his living in the easiest way possible, and as long as he can get a good living from the sheep's back he will not bother about following the plough. Necessity of late has compelled some to do the latter. I think the increase in the cultivation of wheat this year over last year will be about 700 acres.
 1145. Making a total of how many acres? About 2,000.
 1146. What is the annual yield per acre? I cannot state positively; but I should imagine it is not less than 12 or 14 bushels.
 1147. What sort of a crop had you last year? The farmers spoke highly of it.
 1148. What has been the general prospect of the district during the last five or seven years;—has there been a tendency to settle and produce, or is the district one of those to which people come for a short time and then go away again? My experience is that when once they come here they stay. I do not know of one person who has come to this district and settled during the four years I have lived here who has left it.
 1149. The conditions necessary to make settlement a success are, of course, climate or soil, and rainfall;—do you believe these conditions exist here in such a degree as to make settlement profitable? I do.
 1150. Either for grazing or for agriculture? Yes.
 1151. And if the land be offered by the State for settlement it will be readily availed of, and settlement and production will increase? Yes. I may point out that there is a number of settlers about here who are now going in for agriculture in a small way. Last year I was at a place where a man put in 5 acres as a trial. Yesterday I found he had broken up 50 acres to plant with corn.

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Mr. George Hollinworth Gordon, grazier, Gragin, near Warialda, sworn, and examined:—

- Mr. G. H. Gordon. 1152. *Chairman.*] How far is Gragin from Warialda? 13 miles.
 1153. How long have you been in the district? I came here in 1865, and I have been living in the district since 1868.
 8 Oct., 1896. 1154. *Mr. Clarke.*] Do you know the nature of the land say from 20 to 30 miles on each side of the proposed railway? Yes, in many places.
 1155. What is it best adapted for? For grazing and agriculture mixed.
 1156. Large portions of land along the proposed line are adapted for agriculture? All the land from here Moree is agricultural land—that is, wherever the basaltic land comes in.
 1157. Is the black-soil country adapted for agriculture? Yes, for wheat; but it will not grow potatoes.
 1158. Is it adapted for the growth of wheat at all times? Yes.
 1159. We have it in evidence that the Moree district is adapted to the growth of cereals, but that the irregular rainfall prevents them being grown. We have a rainfall of 26 inches in Moree, and from 30 to 32 inches in Warialda.
 1160. And you think it would be possible, notwithstanding the irregular rainfall, to grow wheat? Yes, in ordinary seasons. There are seasons, of course, in which you cannot grow cereals.
 1161. I believe the country from Warialda to Inverell is more or less adapted to the growth of wheat and maize? Yes.
 1162. Are there any portions of inferior land along the proposed line? Yes, there are plenty of sandy ridges in places not worth sixpence an acre.
 1163. What area of land between here and Inverell—or for 20 miles on each side of the proposed railway—is adapted for agriculture? As a rule, there is splendid agricultural land, and next year a lot of it will be thrown open, and I feel sure every acre of it will be taken up.
 1164. Is there much land between Warialda and Inverell alienated? As far as I am concerned there is a small quantity, but it is proposed to surrender the alienated land by way of exchange, and therefore it will come back to the Crown. The land I shall be taking will be 15 or 16 miles further from the railway.
 1165. You would be prepared to give the land through which the railway would pass for nothing? I would not mind making a fair exchange. If a man gives up his land for the line he should get a fair proportion alongside in exchange.
 1166. We have it in evidence that there are one or two landholders who would not give up the land without being paid for it? I do not want payment.
 1167. Do you think the landowners, as a whole, would be prepared to give their land in exchange for land elsewhere? I think so.
 1168. According to the statement of the Railway Commissioners, there will be a loss of £2,800 per annum on the proposed line;—do you think it possible that loss might be reduced in the course of a few years' time, and the line made to pay? It depends what the carriage is to market. If the rates are very high, people will not use the line; but if the rates are within reach it is extremely likely the line will pay. I may state that I send my produce to Glen Innes, and thence to Sydney.
 1169. If the line were constructed, would you send your produce by it? Yes—that is, if it is carried more cheaply than it costs me to send to Glen Innes by team. I ship at Newcastle, not at Sydney.
 1170. Is Glen Innes the most convenient place to which to send your produce? Yes; it is the better road.
 1171. Do you think the produce grown on the good land at Inverell would find a market at Warialda and north and west of Moree? There is no doubt about it; it has been finding it for a considerable time.
 1172. Do you think the proposed line would carry wool from towards the Queensland border—beyond Moree? There is no doubt about it.
 1173. It would not be to the interest of the producer to send it to Queensland? I do not think so.
 1174. I suppose the neighbourhood of Moree is a grazing district? It has been.
 1175. Do you think that cereals grown in the neighbourhood of Inverell and Warialda would be able to compete with the South Australian wheat? It all depends on the carriage. If you carry the flour to this district so cheaply that it will not pay to grow here, of course there will be an end to it. It depends on what rate you carry into the country at. The rates ought to be higher into the country, and cheaper to the coast.
 1176. I suppose you know it is intended that the line should pass Warialda at a distance of 4 miles? Yes; I think it is a pity, in view of the small difference in cost; I think it may come here. The first cost is generally the smallest.
 1177. I believe the extra cost will be £10,000? I think you could make the interest on the money by bringing it to the township.
 1178. It has been suggested that it should come to within 1½ mile? If it comes within 1½ mile it is virtually within the town.
 1179. You think then, even in view of the extra cost of £10,000, it would be advisable to bring the line into Warialda? I think it would. I think eventually you would reap the benefit from it.
 1180. *Mr. O'Connor.*] Have you much land which you could put under cultivation at once? Yes, if there were anything to be made out of it.
 1181. If the railway rates would enable you to reach a market at which you could profitably sell your cereals, would you go in for further cultivation? Yes.
 1182. *Mr. Black.*] You say you do not view favourably the proposal that you should give your land for the construction of the railway? Yes.
 1183. Would you hold that opinion if it turned out that you derived a proportionate increase from every acre of your holding in consequence of the construction of the line? No. As far as I can see, it will cut off 900 acres from one side of my land on which there is no water, and there is plenty on the other side.
 1184. But what if it is not proposed to fence the line? If you do not fence it at present it is possible you may do so in the future. For instance, if you run night trains you may have to fence. I do not ask for compensation, but for an exchange for the land which I give to the railway. I would not be disposed to give up the land except on exchange, acre for acre.
 1185. If the people of the community said, "You cannot have a railway on such terms," what then? In reply to that I say the general public will suffer.
 1186. *Mr. Roberts.*] What is the size of your holding? The freehold land is 52,000 acres, including conditional

conditional purchase. The conditional lease is about 3,000 acres. The leasehold area is about 43,500 acres rented from the Crown, and the resumed area is about 28,000 acres—in all, about 126,500 acres.

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1187. Is it all in one block? Yes, 13 miles east of Warialda.
1188. And the proposed line runs through your property? Yes. The Government are asking for a surrender of the greater portion along the proposed line. There will not be much of the line running through the purchased land. It will come through about 4,000 or 5,000 acres of it.
1189. Do you confine your attention to sheep? Yes, and cattle, and horses.
1190. How many bales of wool do you send away annually? About 600 to 800.
1191. Is Glen Innes your nearest railway station? It is the most accessible, although it is about 70 miles away, and it is about 71 miles to Moree.
1192. Will you continue to send your wool to Glen Innes after Moree is connected with Narrabri by rail? Yes, if the line does not come in further, because the road is too bad. We have the big river to cross, and there is no bridge.
1193. If the proposed railway were constructed, would you be a customer of it, and send all your wool by it? Yes, provided the rates were not higher than they are to Glen Innes.
1194. What do you pay by way of Glen Innes? £2 10s. a ton, and £2 17s. 6d. thence to Newcastle for wool—in all, about £5 5s. 6d. per ton for wool only.
1195. Do you ever send wool to Grafton? No. Some years ago I sent it from Strathbogie to Grafton.
1196. Would it not suit you to send it that way? No. I ship at Newcastle, and not at Grafton. I do not sell in Sydney.
1197. Would it cost you the same amount of money to send it by railway from Tamworth to Newcastle as it does to send it from Glen Innes to Newcastle? Exactly the same. I could send at the same now from here to Tamworth as from here to Glen Innes, but the carriers I generally employ run on the Glen Innes line.
1198. Where do you procure the stores you consume? I buy everywhere. I buy through Mr. Utz, of Glen Innes, also from D. Cohen & Co., Lassotter & Co., and Earp, Gillam & Co., of Newcastle; it depends on the price.
1199. Do you find it advantageous to buy at Glen Innes? It is an advantage to buy certain things there; we can get salt from Grafton and Glen Innes cheaper than we can get it brought up by rail from Newcastle.
1200. When you buy at Sydney, where do you stipulate for delivery? We stipulate for Wright, Heaton, & Co. to send it up in 6-ton trucks to Glen Innes. The freight on a 6-ton truck to Glen Innes is £3 10s.
1201. Have you given any consideration to the question of connecting Moree with Inverell? No.
1202. Individually, you do not think it will make much difference to you one way or the other? It depends on the rates we are charged. I should be very pleased to have the railway if I could send my goods away as cheaply by it as I do now by road.
1203. As one having an interest in the welfare of the Colony, do you think it would be wise on the part of the State to construct the proposed line? I do. I think railways ought to be constructed everywhere.
1204. Do you think it will lead to a large amount of settlement? I am sure it will.
1205. Would you like to offer an opinion as to the nearest market for Inverell cereals? There is no doubt it is west from Inverell. I get all my flour from Inverell. Hundreds of tons come through me every week to Moree in the shape of chaff, corn, and flour. They load with 7 tons when the road will carry only 3 tons. The result is that the roads have been ruined by the large loads which have been carried at nominal prices and the small rates of carriage, which make carriers overload.
1206. Do you know how far west the traffic goes from Moree? To Mungindi.
1207. Do you know that part of the country? I have been for some distance below Moree.
1208. Is there a large population between Moree and Mungindi? I cannot say it is large, but it is scattered.
1209. Do you think there is sufficient population between Inverell and Mungindi, and round about Mungindi, to consume the whole of the Inverell produce? Yes; the Inverell produce is not so large when you go into it.
1210. Is it the difficulty of getting produce to market which leads to a lot of land at Inverell not being under cultivation? Yes, that is the sole reason.
1211. Do you deem that Inverell, owing to its large settlement and fertility of soil, ought, without delay, to be connected with the railway system of the Colony? I do. In some way or other it ought to be connected.
1212. Would you like to express an opinion as to whether you think it is desirable to connect Inverell with Moree or with Glen Innes? I think, in the public interest, it should be connected west. The country between Glen Innes and Inverell is very rough, and when the line comes to Inverell it is only from 40 to 42 miles from there to Glen Innes, and the centre will be only 20 odd miles from either end.
1213. You believe that owing to the market of Inverell being westward it is in the public interest to connect Inverell with Moree? Yes.
1214. *Chairman.*] Can you give any figures as to the proportions of the stock traffic from Warialda;—what is your opinion as to the number of trucks of stock which can be sent from here? The Stock Inspector ought to be able to give you that information. I have never sent any to market. I have always sold them on the station.
1215. Do you think this particular centre has improved enough to provide 3,000 trucks a year? I cannot say.
1216. Do you think it will be wise in the interests of the country to carry the traffic west of the Great Northern line, *via* Moree, and thence to Sydney, in lieu of the Great Northern line ultimately connecting with the coast? I do not think it should be connected from Glen Innes to Inverell. If connected at all it should be further down the line—to Guyra, and it should then go to the coast. Inverell is exactly 42 miles from Glen Innes, and the people between there and Inverell could send to which place they liked.
1217. But the present proposal is in lieu of any coastal connection;—in other words, it is said that Inverell is the proper starting-point, and that there should be no connection between the main northern line and Inverell;—do you think that is a wise view to take of the matter? I do.
1218. Or do you take this view—you think at present a connection ought to be made from Inverell to Moree, but eventually should be made with the Great Northern line? No, I do not. I hold emphatically that the railway should start from Inverell and go west.

- Mr. G. H. Gordon. 1219. By doing that you put Inverell in this position: that it would be at the extreme end of the longest line in the Colony? I suppose some town must be there, and it is unfortunate, perhaps, that Inverell should be in that position.
- 8 Oct., 1896. 1220. And so closely situated to the Great Northern line that, as far as goods are concerned, the railway cannot carry them at all? They are carrying goods from Glen Innes to Inverell at 1s. and 1s. 6d. If teams can carry at that price I am sure the railway could not carry them very much more cheaply.
1221. If the teams continue to carry to Inverell at that price, from what source is the railway to get this traffic? It depends on the rates. If you fix your rates as high as the railways have them at the present time I do not think you can compete with land carriage.
1222. You are of opinion there will have to be a considerable reduction made? I think so. I know goods are coming from Grafton to Glen Innes and on to Inverell a great deal cheaper than they can be brought by the railway. I know the goods I buy in Glen Innes come that way. I was buying some sugar the other day in Sydney from Messrs. Lassotter & Co., and I told them the price I was getting it delivered at Glen Innes. They said that the railway could not take it at that price.
1223. In order to secure the Inverell traffic you hold that there will have to be some lesser rearrangement of the railway rates? Yes

Mr. John Dixon, farmer, Warialda, sworn, and examined:—

- Mr. J. Dixon. 1224. *Chairman.*] Where is your residence? Six miles from Warialda, on the southern side of the road.
- 8 Oct., 1896. 1225. How long have you been farming? About eleven years.
1226. How long is it since you commenced to grow wheat largely? About five years.
1227. How much have you usually grown? I have 150 acres of wheat under crop this year. Last year I had in 60 acres.
1228. How many bushels do you grow to the acre? Last season, which was a bad one, went about 15 bushels.
1229. What did you do with it? I took it to Bingera and got it ground into flour. If we have any large quantity we take it to Bingera and grind it, and then go to Moree and sell it.
1230. You take it there because you are your own carrier? Yes; if I did not I should have to pay someone else to do it.
1231. Has your success in farming been so great that you have been induced to go into it upon a larger scale? I have 50 extra acres cleared this year.
1232. Are you going to farm it? Yes, and I shall have 200 acres under crop next year.
1233. The cost of conveying your wheat to Bingera and getting it ground into flour, and then carting it to Moree must, in the aggregate, amount to a considerable sum? Yes, it does not leave you much profit.
1234. What do you consider a fair price per bushel for wheat? I think all the farmers I know of would be satisfied with 3s. and 3s. 6d.
1235. Can you live on that? Very well.
1236. That is, if you had a cheap rate of carriage to admit of your sending it to your only market? Yes.
1237. I suppose it would be of no use your growing larger quantities unless you had some market to which to send it? That is so.
1238. There is not much grown about Warialda altogether? I think there are about 1,250 acres under crop this year.
1239. And I believe the greater portion of that has come under cultivation in the last few years? Four or five years.
1240. Why has not cultivation been going on for some considerable time? When I came in 1869 there were no settlers about, only squatters. The people lived by grazing then and by labour.
1241. I suppose they find employment is scarce now, and sheep farming is not so profitable, and necessity drives them on the land? That is so.
1242. Do you think the proposed railway would help you much? I think it will help the farmers a great deal; the country here is not adapted generally for sheep. A great many would turn to farming if they had the means of getting their produce away.
1243. Supposing Inverell and Warialda produce more stuff than the western districts can absorb, what are you going to do with the balance? I think if there were a railway there would be more population in the country to consume it.
1244. Are you aware that Inverell at the present time is producing double the quantity of produce which can be absorbed by the north-western districts? No, I am not.
1245. You have no doubt that the close proximity of Warialda to Moree would afford a good market for Warialda, leaving Inverell to speak for itself? Yes.
1246. And you think that in the course of time it would quadruple the amount of cultivation? I am sure of it.
1247. Supposing the proposed railway be not made, but that one be made from Tamworth to Manilla, do you not think you will still have the market? I do not think the Manilla line will be of any benefit to the farmers generally. It is a long way to carry wheat to Manilla. I think it would be better to carry to Moree.
1248. If your produce should increase four-fold in the course of a few years, and the western market continues good, do you not think you could still continue to carry it there? If we do not get a railway we shall have to try to, but we can do so much better with a railway.
1249. Would it benefit this district in any other way? I think it would in many ways; for instance, if a man like myself had half a dozen bullocks, or a few sheep to send away, he could send them.

Mr. Thomas Lawson, storekeeper, Warialda, sworn, and examined:—

- Mr. T. Lawson. 1250. *Chairman.*] I believe you are a member of the firm of Lawson & Co.? Yes.
- 8 Oct., 1896. 1251. How long have you been in business in Warialda? Ten years.
1252. Have you ascertained the probable amount of imports and exports from this district? I can give you part of what we get in the town—not outside the district.
1253. *Mr. Roberts.*] Where do you get your merchandise from, as a rule? Sydney or Newcastle. Of course we do not get flour and produce from there. 1254.

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1254. Does it come by any particular route? *Via Tamworth.*
1255. Do you find it cheaper to bring it that way than by any other route? *Yes.*
1256. What rate per ton do you pay for carriage? It varies according to the class of goods. Third-class goods cost £7 3s. 9d. a ton to Tamworth. We pay £3 a ton from Tamworth to Warialda. That includes hardware, drapery, and boots. They compose the bulk of the stuff we carry. The other stuff—iron and wire—does not cost so much, and we do not carry the same amount of it. Galvanized iron and wire would cost us £5 3s. 6d. to Tamworth, and £8 3s. 6d. delivered here.
1257. Do you get your goods in large quantities in order that you may get them at the lowest rate? *Yes. Third-class stuff costs us a shade less than truck lots—30s. less.*
1258. Do you get your goods at any stated period during the year? *Every month, and more frequently if we want them.*
1259. I suppose that by that means you are able to take a large quantity? *Yes; we send our own teams down and save time.*
1260. Do you give the carriers loading down? *Not unless we have anything—a few skins; but they go down without loading, as a rule.*
1261. Have you prepared any statement showing the quantity of goods coming in and out of the town? *We have not much going outwards at present.*
1262. How many other stores are there in the town besides your own? *Two large ones, and two or three small ones. I may state that we get about 310 tons of goods by rail from Tamworth. The amount of wheat, corn, chaff, hay, potatoes, and flour brought into the town is a little over 425 tons. That amount comes into the town for consumption. In addition to that the outside people buy their own stuff, I should think they will buy two or three times as much as the amount which comes into the town,*
1263. Could you form an estimate of the tonnage of goods supplied to people who do not do business with the storekeepers? *I could not. That information could be best obtained from the railway people.*
1264. You accounted altogether for 735 tons of goods of all descriptions other than wool? *Yes.*
1265. Mr. Harper, of the Department of Railways, estimates the amount at 1,000 tons? *Of course he includes the outside stuff.*
1266. Have you formed any estimate of the passenger traffic at Warialda? *No; but there will be more travelling by the railway, than travel by coach and other means at the present time.*
1267. Do the people about here travel to Sydney and other places? *Yes.*
1268. And I suppose a good many business people visit Warialda? *Yes.*
1269. Having brought the goods into the store, where, as a rule, do they go to;—how far does the influence of your business extend? *Up to about 60 miles.*
1270. In what direction? *Principally north and north-west.*
1271. If the railway should come here, to what extent would your firm be a customer? *If the freight were satisfactory we should get all our goods by rail direct; it would be a benefit to us in the saving of time.*
1272. Are you large purchasers of agricultural produce—flour and wheat for instance? *We get through about 50 tons of flour and 125 tons of produce without pushing.*
1273. Where do you purchase it? *Mostly in Inverell.*
1274. What is the freight for flour from Inverell to Warialda? *25s. to 30s. a ton. We have paid £2 until recently.*
1275. Can you get flour more cheaply from Bingera and Inverell than from Adelaide? *Yes.*
1276. Is it ever necessary for you to get Adelaide flour? *No. We get it from Inverell or Bingera, and we hope soon to have a mill here of our own.*
1277. Is business in a flourishing condition? *Yes, it is improving.*
1278. Are those engaged in agricultural pursuits doing well? *Yes.*
1279. Do you regard the district as a prosperous one? *I do.*
1280. And it is not in any way decreasing? *No; it has a future before it. It has not developed in any way yet.*
1281. Do you think the railway will tend to its advancement in a marked degree? *I do. It will give better facilities for getting produce away, and bringing stuff to the town.*
1282. Does the market for Inverell produce lie in this direction? *Yes.*
1283. You have no hesitation in saying that? *Not the slightest; there is no market the other way.*
1284. Do you know the Inverell road? *Pretty well.*
1285. Do you think it would be better, in the interests of the country, to bring the railway from Inverell to Moree than it would be to bring it from Inverell to Glen Innes? *I think it would be the most sensible line ever laid down.*
1286. What is your principal reason for saying that? *Because the market for Inverell is, without doubt, out west; there is no market anywhere else for Inverell stuff.*
1287. How many tons of flour come into Warialda for local consumption? *150 tons. At the present time the bulk of that comes from Inverell. In the early part of the year it came from Bingera. It all depends on the rate of carriage.*
1288. What is the quality of the flour? *They are both about the same. I can sell one equally as well as the other.*
1289. Is the Bingera or the Inverell flour preferred by your customers? *No; we can sell one just as well as the other.*
1290. Is there much agriculture going on around Warialda now? *Yes, and there has been for the last three or four years. 1,300 acres of wheat are in this year. Maize has also been grown.*
1291. Have those who have made the experiment reason to be satisfied with their venture? *They are clearing more land each year, and that is the best sign you can have of success.*
1292. Will large quantities of stuff be trucked if the railway comes here? *Yes.*
1293. Where does the stock go to now? *It has to be travelled to Brecza for trucking. It travels through Warialda to the trucks.*
1294. Does most of the wool go to Tamworth? *Yes.*
1295. Is that owing to the excellence of the road and the probability of better feed being obtained upon it? *The road is a good one; but I suppose they could land it more cheaply in Sydney that way than by any other.*

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1296. Does it suit them better to go that way than by way of Moree? Some of the wool is going to Moree this year. All the wool going to Tamworth now will, if the railway be constructed, come here—that is, unless the freights are altogether too high.

1297. Assuming the rates to be moderate, there will be a large quantity of wool going to Warialda? Yes; the whole of the wool will go.

1298. And there is every probability that thousands of sheep will be trucked here? Yes.

1299. *Mr. Black.*] You say you consider the proposed line to be the most sensible line which could be laid down, because it will provide a market for Inverell produce;—would you still say that if the estimated annual loss became for many years a burden on the consolidated revenue? I do not think it could be a loss for long. It will ultimately do good. There is a large population in Inverell which has no easy market at the present time, and the people out west are not in a position to grow anything.

1300. Supposing all the surplus products of Inverell are carried over the railway to the west, for consumption there, would the railway pay? I think it should. I think it ought to be a paying line.

1301. Do you mean that the products consumed by the people of Moree can be carried over 96 miles of railway, and make that railway pay? I think so. If they can carry by team now, they ought to be able to carry better by rail.

1302. Do you think the line could pay when you know it is not possible for the Railway Commissioners to land Sydney-purchased goods in Inverell as cheaply as they can be brought by way of Grafton and thence by road? I think it is only third-class goods which are sent by way of Grafton. There is a lot of stuff which comes by the railway which could not be landed more cheaply by way of Grafton than by the railway. It will cost from £5 to £5 10s. to land at Inverell by Grafton; and we can land third-class goods at Warialda from Grafton at £6 10s.

1303. Is there any product to the west which the people of Inverell would be likely to exchange their goods for? That I could not tell you. It seems to be a pastoral country only.

1304. You never heard of any? No.

1305. Then, as far as Moree and Inverell are concerned, the traffic is likely to be one way? Except in regard to stock.

1306. Do you think the cereal products of the Inverell district—in the event of production being largely increased here—could successfully compete in the Sydney market with products grown under more favourable circumstances in regard to railway proximity and rainfall? I think the distance to Sydney is too great.

1307. *Mr. O'Connor.*] You think that in the course of time, by means of increased trade and settlement, the estimated loss on the proposed railway will vanish? Yes.

1308. *Chairman.*] What is the estimated carriage from Tamworth? On third-class goods it is £3 per ton.

1309. Does that apply to all classes of goods? Yes.

1310. It costs you £7 3s. to land third-class truck lots here? Yes.

1311. And it costs you £10 3s. 9d. to land third-class ordinary lots? Yes.

1312. As matter of fact, is it not always convenient for a country storekeeper to have truck lots? That is so.

1313. A fair proportion of your goods will cost you £10 3s. 9d.? Yes, fully one-half, or more.

1314. Therefore, if you get a train rate of £8 for a truck load, you will still be paying £1 a ton more than you are paying the other way? Yes. Still we would be able to run the stuff much more quickly. It takes a month from the time you send an order to the time you land your goods, which means that you have to carry heavier stock, and you could afford to pay a little more by rail in order to save the extra bulk of stock you have to carry.

1315. The third-class ordinary rate, to land at Warialda from Sydney by the proposed railway, would cost you £11 5s. 4d. per ton? Yes, and now it costs £10 3s. 9d.; that is a difference of £1 1s. 7d.

1316. If that should prove to be the case, the railway would prove of very little use in bringing goods to you? It would bring a certain amount even on account of the saving of time in transit.

1317. Competition would still go on by the dray, more especially as a line is likely to be near you at Manilla;—in view of the figures I have placed before you, would or would not the railway get the traffic? It would get a certain amount of it, I have no doubt; but I do not suppose it would get the whole of it.

1318. You are aware that in business the question of carriage is a most important item, and there are always incidental reasons why a little carrying should be done, and if there is a margin of £1 a ton in the carriage of goods it is reasonable to suppose there would be a considerable leakage from the railway? Yes.

1319. Do you not think that it is extremely probable that when there is a margin in favour of the dray traffic, at all events a certain proportion of that traffic will be continued? Yes, a certain proportion will.

1320. Could not very strong illustrations be given upon the road from Tenterfield to Grafton, and from Glen Innes to Grafton, where the dray traffic have been competing with the railways ever since they were opened? Yes; but they have had the water carriage too.

1321. Take Tenterfield as the most remote town in the north, being 120 miles from the sea-board. You are situated 120 miles from Tamworth. Tenterfield drays have been competing with the line ever since it was opened. Your outlet is by way of Tamworth; therefore, unless the Department of Railways can carry stuff from Sydney to Warialda at less than you can get it from Tamworth to Warialda, what will be the effect? The teams carry from Morpeth to Tamworth at a lower rate than does the railway even now, and still goods come by the railway.

1322. How long does it take a dray to come from Tamworth to Warialda? It varies—ten days, I think.

1323. Then, so long as the dray can compete in favour of the storekeeper, what will happen? The dray will get a certain amount of traffic, but not the whole of it.

1324. You have referred to the importation of 150 tons of flour;—is that the importation of the whole district of Warialda? No; only for the town.

1325. Would the importation for the town and surrounding district be 450 tons? I think so.

1326. In that case your wheat now under crop would supply yourselves? But we are increasing in population.

1327. But if you grow sufficient to supply yourselves only, you will have none to export; consequently, the railway consideration does not enter into the question at all? But if you grow more than you require to supply yourselves, the balance must go somewhere. There is every reason to believe a good deal more will be grown than we can ever use, unless something occurs which will bring further population into the town.

1328. You have 300 acres under wheat now, which will barely supply yourselves; it will be a large increase which will quadruple that? I suppose there must have been twice as much as that put in this year as last year.

1329.

1329. You expect, then, that in the near future the wheat production of Warialda will be sufficient for local requirements, and that there will be a surplus for exportation? Yes.

1330. And so far as the statement made by one of the witnesses is concerned, it is evident there are other considerations which suit this purpose in carrying to Bingera, and that a market could be found in Warialda if necessary? Yes.

1331. The mere fact of your having to pay 30s. a ton carriage from Inverell to Warialda will be so much more in favour of your cartage to Bingera for gristing purposes? Yes.

1332. What do you pay for carriage to Bingera? £1 a ton.

1333. I suppose you attach no value to the down-country markets, such as Newcastle and Sydney? None whatever; the distance is too far.

1334. You know that Tamworth competes very largely for the western trade? Yes, but they cannot compete with us. They have no market here now for wheat.

1335. Nor for anything else? No; there is no trade between Tamworth and Warialda except for merchandise.

1336. Would you look for a trade as far as Narrabri and Gunnedah? I do not think so. We should look more towards the Queensland border.

1337. Why do you attach so much importance to the Queensland border? They always do absorb the produce. It has always gone out there, and they have always consumed as much as was taken.

1338. Have you any idea of the amount of produce and flour sent to the Moree town and district from all sources every year? No.

1339. Would you be surprised to hear it is not half of what Inverell itself produces? I do not think the calculation has been very good.

1340. You are aware that the population of the Moree district is limited? Yes.

1341-2. Consequently the consuming power is limited? Yes.

1343. And the consumption of flour annually would be about the same, subject to its rational increase; but the consumption of fodder depends very largely upon the seasons. In a bad season a larger quantity will go in, while scarcely any will go in good seasons? Yes; but of course when it is dry there is nothing else but feed.

1344. Therefore, if Warialda and Inverell relied on the north-western market, they would find it would not be able to absorb their produce? Yes; but they have absorbed it so far.

1345. Supposing favourable climatic conditions there, they do not require any fodder at all;—what are you going to do with your surplus? It cannot go the other way. We cannot possibly compete with it. They can grow produce to the south of Queensland more cheaply than it can be grown anywhere.

1346. You say, then, that under those conditions the market will be an unfavourable one, and other places will have to absorb the produce? Yes.

1347. You are of opinion, however, that on the whole, the north-western district offers a very fair market for the produce of the higher lands? Yes, I am of that opinion.

1348. *Mr. Clarke.*] Did I understand you to say that 450 tons of flour were consumed in Warialda and district? Yes.

Mr. John Shelton, grazier, Warialda, sworn, and examined:—

1349. *Chairman.*] How long have you been living in this district? About twelve years.

1350. Is there any particular point which you would like to bring under the notice of the Committee? Mr. Lawson spoke of the consumption in the town and district. I think he has under-estimated the consumption. So far as I can understand the railway rates to Warialda, I think there will have to be a reduction made before the railway can get the whole of the traffic. Of course, it will depend upon the difference there between Tamworth and Warialda or some point on the line.

1351. That is, if goods can be obtained from Tamworth to Warialda more cheaply by road than by rail, they will come by team? Personally, I prefer getting them direct from the railway if I am near it.

1352. Supposing the bullocks and the horses were fat, and you wanted 4 or 5 tons of loading, and your dray was doing nothing, would you not be likely to put the bullocks or horses in the dray and carry to Tamworth, or would you pay the cost of carriage by rail? I think I would get my goods by rail. Of course, it all depends on the difference in the cost.

1353. But there are other reasons which govern one's actions in these matters? I think it will be a great advantage to myself and others to be able to send two or three trucks of fat cattle or sheep away if I have them.

1354. Then the great advantage the railway will be to you will be in enabling you to move a few fat stock about? Yes.

1355. You set more value upon that than you do upon the carrying of your goods? I set a certain amount of value upon the carrying of goods. If the rates are the same, or even a little more, I would prefer the railway.

1356. But if it comes to a difference of £1 a ton on your wire and salt, you would get them by the road? Yes, a difference of £1 a ton is too much. If, however, the difference is only 5s. or 7s. a ton, I should prefer the railway.

1357. *Mr. O'Connor.*] I suppose it is of great advantage to a man who has cattle to send to market to be able to send them by train? It is almost impossible to send them from here to Sydney by road.

Mr. George Freeman, manager, Gournama Station, sworn, and examined:—

1358. *Mr. Black.*] How long have you been manager of the Gournama Station? Twelve months.

1359. Are you favourably disposed to the construction of the proposed railway? I am.

1360. What benefit do you expect to derive from it? I think it will be a good thing for the district. As things are now, the Moree railway is of no use at all, and it is of little use to the people further north. If the line were constructed to Warialda, we would get a lot of the Queensland wool as well as a lot of the western wool.

1361. Do you not think that that would go to the railway at Moree in any case? It might; but it would be nearer for a lot of it to come here.

1362. But if in any case it would go to the railway, how would its coming to Warialda increase railway receipts? If the rates were higher from Warialda than from Moree to Sydney it would increase them.

1363.

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Mr.
J. Shelton.
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Mr.
G. Freeman.
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Mr.
G. Freeman.
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1363. If there are no differential rates on the railway, the wool leaving Queensland on the dray, being already on the dray would not in preference be brought to Moree instead of to Warialda, where they would pay an increased rate? It would depend on the distance they had to bring it. If they had to carry it a lesser distance on the dray they would have to pay a lesser carriage; therefore it cuts both ways.
1364. Do you think the difference of a few miles in road carriage would make up for a good many miles of difference on the railway? I think that a few miles on the black soil would make up for a lot.
1365. In what way would you make use of the railway? We send about 420 bales of wool away, and it would go from Warialda. As it is now, we send it to Tamworth. We can have the wool carted from Gournama to Newcastle at 6s. 4d. less than it can go by way of Moree.
1366. Where is your holding? Twelve miles north from here. I spent a lot of my time on the Barwon above Walgett. In 1884 it cost one station alone £800 for fodder. In 1893-4 and '95 it cost Angledoon £1,500 for fodder which came from Armidale. If we had a railway the products would go from here and from the Inverell district. We are 120 miles from Tamworth and 60 miles from Moree and yet we can have our wool taken cheaper by way of Tamworth than by way of Moree. That is owing to the bad road. It is difficult to take produce from here to Moree on account of the road.
1367. Does not that tell against your argument about the Queensland wool going from Warialda instead of Moree? No; because if the line were constructed here, the wool would come here instead of going to Moree, because it is so dry there. I can go within 24 miles of Warialda and find 10,000 acres of land equal to any agricultural land in Australia. The people owning that land are willing to let it on halves to farmers.
1368. Where would they find a market? Of course, it would come here eventually. If there were enough stuff grown in the district mills would be started here and flour would be made, and it would be taken on to the Barwon. Nearly all the southern Queensland people get their flour from, and send their wool to Narrabri.
1369. There being a flour-mill here, and enough flour being made in the district for the use of Warialda, would lessen the estimate of the traffic on the railway, which is largely made up of flour carriage to various places over the line? But they would be able to manufacture flour at Inverell and send it out also. We can fatten sheep here, but people cannot send them to market now because it is too far for the train.
1370. If you now send your wool to Tamworth—120 miles by road—in preference to 60 miles to Moree, would you, if the railway came to Warialda, use the line from Warialda? Undoubtedly, and Yalleroi station would do so also; but they are this year sending their wool by teams to Morpeth. All that wool is lost.
1371. Is there any guarantee that they would not continue to send it to Morpeth? Not if the rates were too high. If they have to cart it 120 miles by team, they might just as well continue another 50 miles to Morpeth.
1372. If the railway came here, how would you get your station supplies? By rail from Sydney.
1373. By the truck load? Yes.
1374. Supposing you could land them more cheaply here, even after the railway was constructed, *via* Tamworth and thence by team, or *via* Grafton and thence by team, would you, in spite of that, get them by railway? Yes; we would get them by rail if it only made a difference of a few shillings.
1375. If the difference were £1 a ton you would not use the railway? No; I do not think so. It would depend on whether we wanted our loading quickly or not.
1376. Is there much land at Gournama? We have 32,000 acres, and we have just exchanged 7,000 acres with the Crown which will be thrown open soon.
1377. Is it good agricultural land? Some of it is.
1378. How much of that land would be necessary for the support of one individual—the head of a family? Forty acres. They are living on that now. Any man can put in a crop of 40 acres and make a living out of it, that is if he did other jobs as well.
1379. Where would he get rid of this produce? He could sell it to the storekeepers.
1380. *Chairman.*] Where are the people who are living on that amount of land? Near the town.
1381. *Mr. Black.*] Supposing you cut up 7,000 acres in 40-acre blocks; that would settle about 170 people; you say that a man with a 40-acre block can live by selling his produce to the local storekeeper;—would the local storekeeper take the produce of 170 different people? I suppose so.
1382. *Mr. Roberts.*] Can you give me any information on the question of the trucking of stock from Warialda? I think a lot of fat cattle would be trucked from here. People now sell them on the spot, because it is too far to take them to a railway. Station people come round and buy them.
1383. Would they come from the north of Warialda? Yes.
1384. Are large quantities now going through Warialda to Tamworth? I should think that during the last six months 20,000 head of cattle have gone along here—not all fat stock.
1385. Do you know as a fact that 20,000 cattle have gone? More or less. I know they have had to pass through Gournama.
1386. *Mr. Clarke.*] Are you aware that there is an export duty of £2 10s. per ton on Queensland wool, and would not that prevent it coming this way? Certainly it would; but a new Government might come in and upset that.

SATURDAY, 10 OCTOBER, 1896.

[The Sectional Committee met at the Court-house, Inverell, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq., (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

The Hon. DANIEL O'CONNOR.

HENRY CLARKE, Esq.

GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Moree to Inverell.

Mr. Francis George Finley, Chairman, Local Land Board, Armidale, sworn, and examined:—

Mr.
E. G. Finley.
10 Oct., 1896.

1387. *Chairman.*] How long have you been connected with this district? Eighteen to nineteen years.
1388. Were you in residence in the Moree district for some time? Yes; I had the administration of land matters there for a short time.
1389. Have you a personal knowledge of the whole of the country which will be affected by the proposed railway? I have a fair general knowledge of it. I have not been in the Moree district for the last ten or twelve years, during which time I believe a considerable change has taken place; but I have a general knowledge of the district.
1390. How far does your district extend west? Fourteen or 15 miles to Little Plain.
1391. And east? Twenty-five miles east of Glen Innes.

1392.

1392. During your period of administration in the Inverell district, has the alienated land by way of conditional purchase and other forms of alienation been held as *bona fide* holdings, or in many instances for speculative purposes? I do not consider there is any district where land is held more generally for *bona fide* purposes than the Inverell district. I do not believe any land is held for speculative purposes.

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1393. Consequently there has been a steady increase of *bona fide* settlement? There has.

1394. Is that likely to continue? Yes, as far as the unalienated lands are concerned. Of course the principal part of the district has been alienated, but still there is a number of reserves being thrown open daily, and under the improved conditions of the present land laws they are being rapidly taken up as they are thrown open. The area of Crown lands now available in the Inverell district is very limited.

1395. Is it the policy of your Department to continue the conditional purchase alienation, or the more recent forms—homestead and settlement leases? The trend of the administration of the law now is to throw the lands open for settlement leases and homestead selection. The conditional purchase and conditional lease is still in vogue and is largely availed of.

1396. If it is intended to throw open land for settlement or homestead, is it not the practice to reserve it prior to dealing with it in that form? Yes.

1397. Therefore it would not be available for conditional purchase? No; but there is a clause in the Act which does not prevent a man getting an additional conditional purchase, although it might be in the proclaimed area for homestead selection.

1398. That would be by a man who is already resident? Yes; it would not lead to original conditional purchases.

1399. Is there any fixed regulation which determines the area of settlement lease in this particular district? No; they are recommended by the District Surveyor, and those areas are supposed to support a man and his family.

1400. Have you dealt with any settlement leases in the district? One or two. I think they are on the borders of the Glen Innes and Tenterfield districts. A large number of homestead selections has been taken up here.

1401. Of what area? Small areas. The land is considered very good, and fit for agriculture; hence the areas are small.

1402. What do you mean by small areas? From 20 to 200 acres.

1403. Would the Committee be right in assuming that the land likely to become available in this district is likely to be dealt with in a manner which will lead to a large settlement by reason of the small areas which will be offered? Decidedly—the land is so good in this district. Of course every area means an additional resident, and I think it will lead to a largely-increased population, especially if the lands are thrown open.

1404. You have no reason to suppose that the district, as far as settlement is concerned, is going back? Decidedly not. If there is any change at all it will be towards an increase.

Mr. Robert Howard, Secretary, Moree-Inverell Railway League, Inverell, sworn, and examined:—

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1405. *Chairman.*] What is your occupation? I am a miller at Inverell.

1406. How long have you been in Inverell? I have resided in the Inverell district for nearly six years.

1407. I believe you are occupying a prominent position in connection with the Moree-Inverell League? I have done so of recent date; formerly, Mr. McIntyre was the Secretary, and when he left the district, I was duly appointed in his place at a public meeting held for the purpose.

1408. The Committee will be glad to hear from you what evidence you have put forward either for or against the proposed railway? I have a statement prepared of the estimated traffic and returns on the proposed line from Moree to Inverell, compiled by our Committee, which I will put in, as follows:—

Estimated Traffic and Returns on proposed Line, Inverell to Moree.

		£	s.
From Inverell to Moree	Flour or wheat, 100,000 bushels—2,500 tons at 8s.	1,000	0
	Potatoes, chaff, and other cereals, 1,800 tons at 8s.	720	0
	Corn, 50,000 bushels—1,250 tons at 8s.	500	0
	Hides, tallow, &c., 150 tons at 15s.	112	0
	Tin ore, 700 tons at 12s. 6d.	436	5
	Miscellaneous, 150 tons at 17s. 6d.	131	5
	Wool from 240,000 sheep, at 15 bales per 1,000, 600 tons at 17s. 6d. ...	525	0
Between Inverell and Warialda to Moree and vicinity.	Passenger traffic, 4,000 1st class passengers at 15s.	3,000	0
	Do, 2,000 2nd do. at 10s.	1,000	0
	Live stock, 300 trucks at 30s.	450	0
	Mails	700	0
	Flour, maize, and other products, 700 tons at 7s.	245	0
	Carriage on wool from 1,503,510 sheep, at 15 bales per 1,000 sheep, 4,500 tons at 15s.	3,375	0
	Hides, tallow, &c., 200 tons at 10s.	100	0
	Miscellaneous, 150 tons at 12s. 6d.	93	15
	Passengers, 2,000 1st class, to and fro at 6s.	600	0
	Do, 1,000 2nd do. at 4s.	200	0
From Moree to Inverell.	Mails	500	0
	Live stock, 3,000 trucks at 25s.	3,750	0
	To goods for Inverell, 1,800 tons at 12s. 6d.	1,125	0
	Supplies to stations and other consignees, 800 tons at 12s. 6d.	500	0
	Miscellaneous, 150 tons at 17s. 6d.	131	5
	Trucking stock	500	0
	Supplies to owners of 1,500,000 sheep and for town of Warialda and district, being about 50 per cent. return loading, 3,000 tons at 10s.	1,500	0
	Traffic on line within Moree district between western boundary of Warialda district and Moree, wool and general goods	500	0
	Flour, 1,000 tons at 8s.	400	0
	Maize, 300 tons at 8s.	120	0
Hay and chaff, 300 tons.	120	0	
General goods, 1,000 tons at 17s. 6d.	875	0	
Passengers, 500 at 12s. 6d.	312	0	
Estimated increase of traffic within two years of completion of line.			
		23,521	10

Mr.
R. Howard.

I have also an approximate return of stock within the areas shown by the blue etching on a map which a witness will afterwards present. The return is as follows:—

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APPROXIMATE return of stock within area shown by blue etching on map.

Owners.	Sheep District.	Horses.	Cattle.	Sheep.
Large	Warialda	4,195	55,737	785,079
Small	do	8,491	17,613	720,461
Large	Moree	182	9,350	155,440
Small	do	118	650	5,060
Large	Glen Innes	462	4,290	143,329
Small	do	4,410	39,971	87,695

It is estimated by our committee that the amount of wheat or flour which would go down to Moree from Inverell for consumption in the western market would be 100,000 bushels, or 2,500 tons.

1409. Do you mean that that would be the direct traffic with Moree, or would it include the intermediate traffic? It is the direct traffic with Moree.

1410. That, you say, is equal to 2,500 tons? Yes. I may state that the mill I represent turns out at present about 1,000 tons of flour per annum. That mill is running during the daytime only. If it were running night and day it would turn out 2,500 tons. The production of wheat for the Inverell district, according to the police returns for 1894-5, is 134,318; but for the electoral district of Inverell it is 153,213 bushels for the same year.

1411. How far do the boundaries of the electorate extend? I think to Little Plain on the west.

1412. Do you believe that return of wheat to be correct? Yes; it is obtained from the Government Statistician's office.

1413. Would the whole of that wheat come to the town of Inverell to be gristed? A small portion has, in some years, gone to Bingera—from Little Plain, for instance; but we do not estimate that that would occur if we had a railway from Inverell, because Bingera would be situated 28 miles from the railway. Consequently, it would pay the farmer better to bring the wheat to Inverell, grist it, and send it by railway to Warialda or Moree as the case might be.

1414. Do you know what proportion of wheat would go to Bingera? I believe the quantity is so small that it would not be worth taking into consideration. At any rate, it would be small in the future. When the railway is constructed there will not be that inducement to take wheat to Bingera.

1415. Do you think 5,000 bushels would go to Bingera? I do not think any would go.

1416. How is the wheat usually disposed of? Our own consumption in the Inverell district amounts to something like 48,000 or 50,000 bushels per annum. There is a population in the electoral district of Inverell of close upon 9,000, and I estimate 6 bushels per head for consumption.

1417. That would give you about 1,000 tons of flour? Yes.

1418. And you think that would cover the consumption of the Inverell electoral district? It would.

1419. What about the balance? The balance would be about 103,000 bushels. The greater part of our flour which has gone out of the Inverell district during the time I have been here has gone westward. Some has gone down to Goondiwindi. In the year 1893, the mill I represent sent about 60 tons to Goondiwindi which paid £1 a ton over the border; but since that—in 1894-95—wheat has been very cheap here, and in consequence millers were able to push their flour out a much greater distance than they could in a year like the present, when, instead of wheat being bought for 2s. and 2s. 3d. a bushel, it averages from 4s. to 3s. 6d. I think the estimate for the crop in Inverell last year was something like 60,000 bushels, but that was owing to an adverse season—the only adverse season we have had since 1888. The whole of our surplus has practically gone westward. On some occasions it has been sent eastward. For instance, Mr. Utz did not buy much wheat in Inverell this year. In some years he buys a good deal. I believe he buys to the extent of 20,000 to 30,000 bushels in some years, but if he can get his wheat cheaper in other markets he does not come to Inverell.

1420. But had you a surplus last year? Yes, of about 10,000 bushels; but Mr. Utz did not come to get it, because he could get it cheaper elsewhere. He obtained something like 5,000 bags, or 20,000 bushels, of Californian wheat. In consequence of Mr. Utz bringing this Californian wheat from Newcastle, he could not sell his flour in Glen Innes under £10 a ton, unless he lost money. As a consequence of that some flour has gone from Inverell this year to Glen Innes, but not much. It has gone from the mill I represent, and I believe some has gone from Mr. Oliver's mill. I believe some has gone as far as Armidale. I would like to point out the reason of that. Carriers trading between Inverell and Glen Innes have been taking return loading for as low as 10s. a ton, and we have got bran and pollard from the mill I represent, up to Glen Innes as low as 6s. 8d. a ton, by carrier, return loading. I may say in explanation of that statement that that was done during the time the bridge was being built here. I think there was a good deal of competition, and that helped to cut the price down considerably. The reason the carriers are able to carry so cheaply is in consequence of the low price of feed, corn, &c. It is not bringing more than 1s. 3d. a bushel this year. I may say that if we had a railway to Moree it would only cost us 8s. a ton to send out flour from Inverell to Moree. Consequently we could practically command that market. If we do not get the railway, we shall lose the market entirely, because our friends in Tamworth can land their flour in Moree for about 14s. a ton, whilst we have to pay £2 and £2 5s. for road carriage. Therefore we are entirely shut out. It is not only Moree that we look at, but the whole of the western market. I have been given to understand that the line will probably go from Moree to Mungindi or Colleymongle. If the line does go to Colleymongle, we can probably send our flour there, and get it on the Barwon; and it can go to Byrock or Bourke.

1421. *Mr. Roberts.*] Do you wish to infer that the 103,000 bushels to which you have referred goes to Moree, or to Moree and districts beyond? To Moree and districts beyond.

1422. Have 103,000 bushels annually left Inverell for Moree and the western districts? No; I think 40,000 or 50,000 has gone; but we anticipate that, when we get the railway, we shall be able to compete with Adelaide. At present, Adelaide can land its flour in Moree 12s. a ton cheaper than we can.

1423. *Chairman.*] You are narrowed down now to a surplus of 100,000 bushels, equal to 2,000 tons of flour? Yes.

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1424. You say the bulk of that goes west? Yes.

1425. What is the next item? Potatoes, chaff, and other cereals, 1,800 tons.

1426. Does that also go west, or to Moree only? It goes west. Of corn, the estimated traffic from Inverell to Moree is 50,000 bushels, or 1,250 tons. In a dry season like the present there is a demand for a greater quantity of corn than that in the western district, but we strike an average, and say that 50,000 bushels will be required annually. Of hides, tallow, &c., the estimated traffic from Inverell to Moree is 150 tons. Of course, my pastoralist friends tell me I do not understand this subject much, but I know that in seasons when sheep are cheap a great deal of boiling-down is going on, and I believe a larger amount than 150 tons of hides and tallow would be sent away annually. Then we have tin ore, 700 tons of which we estimate will be carried. I understand that according to the returns of the Department of Railways for 1894-5 this is the amount which was sent from Tingha. We already have a mine here in the Elsmore district which has opened up a rich deposit of tin. From that and other sources we expect to keep the output of tin up to the quantity I have stated.

1427. Is that the output now? It is, I believe. Then we have miscellaneous items, amounting to 150 tons. There is also the wool from 240,000 sheep within the district. We estimate fifteen bales to 1,000 sheep, and the total comes to 600 tons. The sheep, according to the returns of the Inverell district, are put down at 583,361. The next item is the passenger traffic. We estimate that there will be 4,000 first-class passengers at 15s. per head, and 2,000 second-class passengers at 10s. a head.

1428. Where would these passengers go to? Between Inverell and Moree and Sydney, and other parts.

1429. But you are only calculating the value of them upon the proposed line? Yes. Then we have live stock—300 trucks at 30s. a truck. That is calculated between Moree and Inverell. That, I think, is a very moderate estimate. I have learnt since the estimate was made that there would probably be a greater amount. Then we have mails, £700 per annum. The charge for mails is £12 per mile, and that is the basis upon which we have reckoned it. The mails carried to the Moree-Inverell district total 2,200 tons annually.

1430. That is so far as Inverell and Moree are concerned;—now with regard to the trade between Inverell and Warialda and vicinity? Between Inverell and Warialda and vicinity the traffic in flour, maize, and other products would be 700 tons at 7s. a ton. There will also be the carriage on the wool from 1,505,540 sheep within the Warialda district. It is estimated that the traffic in hides, tallow, &c., between Inverell and Warialda and the vicinity will be 200 tons; miscellaneous traffic, 150 tons; passengers, 2,000 first class, and 1,000 second class. Then there will be live stock—3,000 at 5s. a truck. From Moree to Inverell there will be the following traffic:—To goods for Inverell, 1,800 tons at 12s. 6d. per ton. Since the return was made up we have found that that is a very low estimate indeed. The official reports for the year 1891 state that the traffic outwards and inwards west of Glen Innes was 5,112 tons. We have only put down 1,800 tons.

1431. You are reckoning, of course, that these will be the goods sent through Moree in transit to Inverell. Are you estimating that any portion of them will come from Moree? I suppose there would be the ordinary traffic on the line.

1432. What does Moree produce which she could send? I do not suppose she produces anything which would come under that category.

1433. I only want to know whether you intend your estimate to include the transit of goods from Moree? I intend to include goods which would be imported into the Inverell district by way of Moree. Then we have supplies to stations and other consignees, 800 tons at 12s. 6d. per ton. That would, of course, mean all kinds of station supplies obtained from Sydney direct by the owners themselves. Then we have miscellaneous traffic—150 tons at 17s. 6d. per ton; trucking stock, £500; supplies to owners of 1,500,000 sheep, and for town of Warialda and district, being about 50 per cent. return loading, 3,000 tons at 10s. per ton.

1434. What do you mean by that? It is estimated by pastoralists that for every ton of stuff they send out they import half a ton.

1435. In the second item of the Moree to Inverell estimate you refer to goods for Inverell—1,800 tons. Then you say, supplies to owners of 1,500,000 sheep, and for town of Warialda and district? That would come to Warialda from Moree.

1436. But have you not reckoned between Inverell and Warialda? We have it from Moree to Inverell.

1437. You mean that which you have referred to to include the return loading in the shape of store goods, &c.? We mean the supplies to refer to supplies to the owner of sheep in the Warialda district, and for the town of Warialda and district, being about 50 per cent. of the return loading. That would apply to the whole of the town and district of Warialda.

1438. What is the next item? Traffic on line within Moree district, between western boundary of Warialda district and Moree—wool and general goods, £500.

1439. You take credit for 1,500,000 sheep for Warialda? No; supplies for 1,500,000 sheep in the Warialda district.

1440. Then, you refer to the traffic on the line within the Moree district;—would any of the 1,500,000 sheep be included in the second estimate—that is, within the Moree boundary? I do not understand the question.

1441. You have 1,500,000 sheep in the district of Warialda? Yes.

1442. Then you estimate the weight of the goods to be consumed by the owners? Yes; 3,000 tons.

1443. Then you say, "Traffic on line within Moree district between western boundary of Warialda district and Moree—wool and general goods?" Yes.

1444. And you put flour down at 1,000 tons? That is in a lump sum. The traffic on the line within the Moree district is estimated at £500. Then we estimated the increase of traffic within two years of the completion of the line, and we put flour down 1,000 tons at 8s. a ton.

1445. That, I suppose, would mean from various points along the line between Inverell and Moree? Yes; principally from Inverell, because flour is produced at Inverell. We put down the estimated increase in the traffic in maize within two years of the completion of the line at 300 tons; hay and chaff, 300 tons; general goods, 1,000 tons; and passengers, 400.

1446. What does that bring the total tonnage to? I have not the amount of the tonnage.

1447. Roughly speaking, it would be about 21,000 tons. I have not added it up myself, and the money value of the freight to the railway would be £23,521 10s? Yes; that is the money value.

1448. Did you give any statistics to the Department of Railways when Mr. Harper was collecting information with regard to the line? No; but I believe the late secretary, Mr. McIntyre did. I know they were together. Mr. McIntyre was the secretary to the league at that time.

1449.

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1449. Do you think he was competent to give reliable information? Yes.
1450. Do you think any information he gave could be relied upon? I think so. He might be in error, of course, in the same way as any other man might. I do not take it upon myself to say that any information was given by Mr. McIntyre.
1451. Do you know of any other person who supplied Mr. Harper with information? I do not; I only heard that Mr. Harper was here.
1452. If your estimate of traffic is 200 per cent. in excess of Mr. Harper's estimate, which do you think is likely to be correct? Of course the Department of Railways is guided by the experience of other lines, but I think they always keep themselves well on the safe side.
1453. There is a discrepancy between your figures and those of Mr. Harper to the extent of over £7,000 a year? Yes.
1454. But you have taken into consideration an estimated increase of traffic in two years amounting to about £2,000? Yes; I think it is generally understood that the Department makes a practice of under-estimating. I wish to point out that a considerable amount of settlement would naturally take place along the proposed line, as there is a very large quantity of unalienated land, which will soon be thrown open.
1455. Have you any other figures to add to those which you have already given? I have a return to which I should like to call attention. It is as follows:—

STATEMENT showing tenure and acreage of lands, within 15 miles on either side of the proposed railway—Moree to Inverell.

Nature of Tenure.	Acreage.
Alienated—about	310,300
Conditional purchase	336,300
" lease	138,450
Reserved	359,170
Pastoral scrub and improvement lease	220,500
Settlement	4,283
Homestead selections	7,300
Crown lands available for settlement	270,880

1456. Who supplied these figures? They were supplied from the Lands Department through Mr. Cruickshank, from official documents. If the line were made to Glen Innes it would practically pass through four large estates having no land available for settlement, whereas on a line between Moree and Inverell there will be, within 15 miles on either side, between 800,000 and 900,000 acres of Crown land of which no less than 359,000 acres are reserved land. Taking an area of about 30 miles from the line on the south, and to the Queensland border on the north; there are no less than sixty-two runs containing something like 3,000,000 acres of Crown land, all of which would be affected by the railway.

1457. Have you any other documentary evidence to give? I should like to state that in connection with the Moree railway a petition was presented some months ago to the Secretary for Public Works. That petition contained over 1,100 signatures, and represented every interest in the district, and it prayed for the construction of the proposed line. I have referred to the flour mills in Inverell before, but I wish to say here that two fully-equipped roller flour mills are in Inverell. They contain the most modern machinery and appliances, and were erected at a total cost of about £10,000. They are capable of treating 250,000 bushels of wheat per annum;—that is, running day and night; or about 5,000 tons. The league desire to urge upon the Sectional Committee the advisability of considering the unusually heavy handicap which the producers of this district will sustain if they do not obtain railway extension to the west. As I have already stated, it will enable Tamworth to supply the western market at the low rate of 14s. a ton, compared with our rate of £2 from Inverell to Moree. If the line were constructed—the distance from Narrabri to Walgett being about equal—we would have the advantage of being in a position to supply the latter district, which is an extensive one. The large excess of area west over east, amounting to the large number of 9,991,090 acres, will, no doubt, provoke a sincere desire on the part of the Committee to recommend and Parliament to afford railway facilities, in order that settlement may take place.

1458. Do we understand that you are depending upon Moree, west of Moree and north of Moree—what we may call the Moree district, or the western district—for the absorption of the produce of which you have already given a return? With regard to the wheat;—I believe it would absorb that now.

1459. I suppose it would be fair to take your figures as to exportation, making a total of 6,250 tons;—are you depending upon the western district to absorb that, or do you intend to convey the idea that you may find a market on the railway line on Moree towards Narrabri, or do you intend us to understand that the western district alone can absorb this amount of produce? We probably could supply some of the market further west.

1460. But do you think the western districts will absorb 6,250 tons? I think so. I am given to understand that the present traffic is represented by 90 tons per week, but I do not know of my own knowledge.

1461. If that district were capable of absorbing the quantity you have mentioned, of course population would have to increase there to enable the extra quantity which you estimate will be exported there within two years of the opening of the railway to be consumed? Yes; but the district is an enormously wide and scattered one.

1462. But the population would have to increase in order to absorb 1,000 tons more flour, 300 tons more maize, and so on? I believe there is a large increase of population going on there.

1463. You understand that there will be an increase of population? Yes; but we would not consider ourselves excluded from the Sydney market. We could send wheat there for 4½d. per bushel.

1464. At the present low rate for the carriage of wheat to Sydney, do you think you would be able to send wheat or flour there at a profit? I do not think we should suffer under any greater disadvantages than some other parts of the Colony—Riverina, for instance.

1465. You are aware that if the line be constructed it will be the longest in the Colony—511 miles from Sydney? Yes.

1466. The Great Northern line to Glen Innes is about 420 miles from Sydney? About 422 miles.

1467. The gap between there and Inverell is 52 miles? Yes.

1468. Supposing it became a question of sending your produce, which would stand exportation, to Sydney, would it not be cheaper for you to get it over the shorter length of line? It would be to our advantage to the extent of about 1s.—for a 6-ton truck, by way of Glen Innes—that is all.

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1469. That is 2d. per ton? Yes. Then we understand, the country being flatter, the Railway Commissioners will carry the produce cheaper by way of Moree, and over the mountainous route the other way.
1470. I think you ought to be informed that the Commissioners say that upon the present estimate of traffic, and with present rates the line will show a loss of £2,800 a year. If there is any departure made from the rates upon which those calculations have been based it will increase the annual loss? Of course, that is a question for the Department of Railways themselves to consider. What we want to do is to test these figures, and to see if they are correct, and also to see whether access can be given to the district, which everyone admits ought to be connected with the railway system somewhere. You see the difficulty. Instead of gradually reducing the estimated loss, a reduction of the rates will increase it unless the quantity carried very largely increases. Of course, we rely upon a very large increase in the quantity, which would fully make it up.
1471. What is the rate of carriage on flour between here and Glen Innes? By carrier 10s. a ton.
1472. And the rate from here to Moree? £2 and £2 5s. a ton.
1473. Is the rate the same for chaff and maize? Yes; I believe the same rate applies.
1474. *Mr. Black.*] I understand you to say your figures are based on last year's traffic between Inverell and Moree? Yes.
1475. How have you compiled the quantities;—is it purely an imaginary record, based on the production of the district and the probable consumption of the Moree district? Yes; the Moree district has a deficiency of 95,000 bushels of wheat, and if we get the proposed line, then we know perfectly well we can supply it against any competitors.
1476. Where did you get your figures with regard to the number of sheep in the Warialda district? Through our Member, from the Chief Inspector of Stock.
1477. I see the return refers to Warialda and vicinity? Yes; it includes the surrounding country.
1478. I have the Warialda return, and your return exceeds it by 500,000? I think the area extends for 30 miles to the Queensland border, and 30 miles in a southerly direction.
1479. You make up a very large proportion of your return by giving 50 per cent. of return loading in the shape of supplies to the owners of 1,500,000 sheep? —
1480. In making that statement, in which you appeared to assume that the owners of stations get all their supplies independent of local storekeepers, have you taken into consideration the quantity of supplies which would be brought into the district by storekeepers? We do not imagine that all the station supplies would be got other than from storekeepers.
1481. You must have done so, because you say that the owners of 1,500,000 sheep will have 50 per cent. of return loading;—assuming that is a correct estimate you imagine that all their goods will be obtained direct? They must all be carried on the line whether they come to the storekeeper or to the squatter.
1482. No; but if you calculate that the squatters are going to bring up all their own supplies, and you make no reduction from the supplies obtained from the storekeepers on that account, you double a certain amount of supplies carried over the line, and to that extent you give an incorrect estimate and swell your return? I cannot see that.
1483. You estimate that there will be a certain quantity of hides and tallow carried between Inverell and Moree, and Inverell and Warialda;—do you not think they are able to produce all their hides and tallow in that locality? Yes, but the hides and tallow from Inverell and Warialda would be carried over the line.
1484. To where? For exportation to Sydney.
1485. But you do not say to Sydney;—you say “from Inverell to Moree, and from Inverell to Warialda? We assume that they will be exported.
1486. Why are the people of Warialda going to import hides and tallow of the freight value of £100 per annum from the people of Inverell. What possible use can they have for them? I do not know.
1487. *Chairman.*] I think you said in reply to a question of mine that your estimate of freight, although the heading of your return shows that freight to be from Inverell to Moree, or Warialda to Moree, was in regard to the freight at those particular points—that the articles were consumed there or passed through in transit to other markets? That is so.
1488. *Mr. Black.*] Do you assume that if you had direct railway communication with Sydney the whole of the supplies of your storekeepers and station owners would go by rail? Yes, if the railway commissioners carried them as cheaply as they can be carried by other routes.
1489. To what other routes do you refer? Grafton, for instance.
1490. Do you not think it is a strain on the imagination to suppose they will do anything of the kind? Of course they will conduct their business in their own way, and it is not for me to say what they might do. They might make special differential rates.
1491. Do you not know that Glen Innes is connected by rail direct with Sydney? I do.
1492. Do you not know that the Railway Commissioners do not carry goods to Glen Innes as cheaply as they can be carried there by other routes? I have been given to understand that they do not.
1493. Why should you suppose that they would make an exception in favour of Inverell? I suppose they would do so in order to get the traffic.
1494. Why is it that they do not do it in order to get the traffic in the case of Glen Innes. Is not that traffic as important for the Railway Commissioners as is the traffic of Inverell? But I understand that the Railway Commissioners estimate that the working expenses of a line to Glen Innes will be greater than the working expenses of a line *via* Werris Creek and Moree to Inverell, because the country is flatter and there are not the grades to contend with.
1495. The expenses, no doubt, are greater, but still there is a profit on all traffic carried over the line. The greater the amount of traffic, the less, proportionately, per pound, is the expense? Yes, of course.
1496. Is it not a fact that a great proportion of your Inverell goods is now brought *via* Grafton? No; I do not think a great proportion is.
1497. How do you get them? By rail to Glen Innes.
1498. What proportion do you think is brought by rail to Glen Innes? I am not in a position to answer.
1499. Then how can you say definitely that a great proportion comes from Glen Innes;—can you say whether two-thirds, one-half, or one-fiftieth comes from there? I should say two-thirds do.
1500. Have you any figures to support that statement? No.
1501. When you imagine that the storekeepers, station-holders, and farmers of Inverell will bring the whole of their Sydney-purchased goods, in the event of the railway being constructed, *via* Moree—which would

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would be putting a severe strain upon their patriotism; are you aware that it has been estimated that the average cost of carrying goods over the line from Sydney to Inverell would be something like £8 7s. 6d. per ton—that is, unless some differential rate is established? I have heard so.

1502. At what cost can goods be landed in Sydney *via* Grafton? I have heard it stated that they can be landed as low as £4 15s. a ton in Inverell.

1503. Would £4 5s. to £5, according to varying circumstances be a fair average? I suppose it would.

1504. Do you think the Commissioners could successfully compete? If the Railway Commissioners cannot construct railways to compete with road carriage the best thing to do would be to shut up shop and give the traffic over to the carriers.

1505. It is a certainty the Railway Commissioners cannot compete with water-carriage over a short distance, and then with land carriage by teams, as against a rather circuitous railway route—that is so far as the matter of monetary payment is concerned. The question is whether the saving in time in the carriage of goods direct by rail, will be any compensation to those who obtain goods from Sydney;—do you think the saving of a fortnight or thereabouts in bringing goods direct from Sydney will sufficiently counterbalance an extra cost of carriage to the extent of £1 per ton and upwards? No doubt it would for a large percentage of goods—that is for goods required quickly. No doubt those would be obtained by rail even if they cost £1 to £1 10s. per ton more. With regard to bulk goods, the storckepers would get them by the cheapest route.

1506. I see you have provided in your estimate for increased traffic at the end of two years? Yes.

1507. How do you arrive at your figures? We assume that there would be a considerably larger area under cultivation if the line be constructed than there is at present, and we look for an increase of traffic on that account.

1508. But with such assumption of increased production you must also assume an increased consumption somewhere else;—is your imagination equal to making two such assumptions? I do not see that it would be impossible for a miller here to send flour to Newcastle—sometimes at any rate.

1509. But you think it would be possible for him when it arrived there to compete with flour made in close proximity to Newcastle? Probably not under a freetrade tariff.

1510. Do you think you could have a protectionist tariff which would shut out the flour of Tamworth from selling in Newcastle;—is that the sort of protectionist tariff which you are in favour of? I do not think Tamworth can compete with this district for one moment.

1511. Putting aside the competition of Tamworth, do you imagine you are going to have a duty imposed on flour for the purpose of protecting Inverell against the outside world? Probably at some future time, for protecting the Colony against the outside world.

1512. Deducting the estimated increase at the expiration of two years, your total estimate of traffic will, I presume, be £22,194 10s.? Yes, about that.

1513. *Mr. O'Connor.*] In the estimate you have prepared, have you taken into consideration the receipt of any produce from the east—say for 10 miles towards Glen Innes? Yes.

1514. Do you not think that any intelligent man can ascertain where the goods coming to this place are consumed? Certainly we can. There is a considerable trade between Glen Innes and Inverell, and between Grafton and Inverell as well. For instance, sugar comes up from Grafton.

1515. Do you know the country between Inverell and Moree? I know it as far as Warialda.

1516. What is your opinion about the quality of the soil? My opinion is—and I have had the experience of a man long resident in Victoria—that there is no better soil, either in South Australia or Victoria, than we have in this district.

1517. Are you aware that there is a considerable quantity of land to be thrown open for selection during the next two or three years? Yes.

1518. Is it your opinion that it will be availed of? Most decidedly. The last time any land in Moree was available it was simply rushed.

1519. Have you a mill? I am employed by Mr. Taylor, the owner of the mill. We have two roller flour-mills going here.

1520. If the proposed line be constructed would it be possible for a man to erect a mill between here and Moree? Of course it would. The millers buy the produce from the farmers, and grind it into flour, and then distribute it.

1521. I suppose that what could be done in Inverell, could be done in Warialda? Yes: if they can successfully grow wheat there, but we in Inverell do not think they can do so year by year.

1522. Could they establish a mill at Little Plain? Yes.

1523. The difference of carriage from there to Sydney then would be little less than from Inverell to Sydney? I suppose so.

1524. And that would enable the district to compete more successfully with the Sydney market? I should think so.

1525. *Mr. Roberts.*] In the event of the line being constructed, how far eastwards—that is, in the direction of Glen Innes—would the people be served by it? I should think for half the distance. They would be the best served people in the Colony. They would have a railway 21 miles on one side and 21 miles on the other.

1526. What is the distance from Inverell to Glen Innes by road? Forty-two miles.

1527. Would 21 miles be regarded as a fair distance for a farmer to bring his goods to market? A good many bring their goods as far as that already.

1528. Is it not generally understood that 12 miles is about the distance a farmer would be expected to travel? A good deal of the thickest of the farming community lives within that distance of the towns; but we have farms in the district fully that distance away from Inverell.

1529. And you think, if the line were constructed, people half the distance between here and Glen Innes would be well served by the railway, and the other half would probably send their produce to Glen Innes? Yes.

1530. Have you seen the estimate of traffic over the proposed line as prepared by Mr. Harper? I believe I saw it published in the local press.

1531. Are you aware that the total revenue from all sources is estimated to amount to £13,422? Yes.

1532. How would your figures compare with them. I want you to leave out for a moment any future traffic. Can you let me have your estimate on the same basis as Mr. Harper—that is, in regard to existing

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existing traffic? Our estimate would only be £7,000 more under those conditions, and I think, as I said before, that the railway officers generally keep about 10 per cent. below what they think the traffic will amount to.

1533. But what have you put down for increased traffic—assuming the railway to be constructed—for two years? About £1,900 per annum.

1534. What would that leave so as to compare the figures with those of Mr. Harper? It would leave a difference of £7,000.

1535. Then, in your opinion, the estimate of Mr. Harper has been greatly understated? I think so, judging from what I know of the district and its capabilities.

1536. If your estimate were realised the line would prove a paying one instead of a losing one? Just so.

1537. Can you tell me where the 153,213 bushels of wheat produced in the Electoral District of Inverell go to now? The greater part is ground into flour in Inverell. A little sometimes goes to Bingera.

1538. Where does the flour go? All about the district—Tingha, Bundarra, Warialda, Moree, and sometimes to Goondiwindi.

1539. How much goes to Moree? A large percentage—about eight-tenths of it probably. I have no actual figures. In July and August of the present year over 100 tons were sent from the mill I represent.

1540. Where was it sent to? To Moree.

1541. And from Moree it is, I suppose, distributed to districts west or north-west? The millers dispose of it to the storekeepers, and they dispose of it to their customers in the ordinary way.

1542. What is the freight to Moree at the present time? £2 5s. per ton.

1543. And if the railway were constructed the freight would be 8s. per ton? Yes.

1544. Therefore, from your point of view, it is fair to assume that if such a large quantity goes to Moree and districts paying a freight of £2 per ton, the demand for Moree and districts to the west will be very largely increased when the freight is only 8s. a ton? There is no doubt it would. We could practically, as I say, possess that market against any competitor.

1545. Is the population to the west of Moree sufficiently large to cause such a large demand for wheat and flour? There is a deficiency in wheat equal to the amount we have for exportation now—at least equal to the amount we had for exportation in 1894-5.

1546. Is that the best market you have—that is, to the west of Inverell? Yes; it always has been.

1547. Does any produce go to Queensland? Yes; we sometimes send flour to Goondiwindi. In 1893, 60 tons went from the mill I represent to Goondiwindi.

1548. By which route does that go? *Via* Gramin and down to Goondiwindi from Inverell. The distance is over 100 miles.

1549. Does it go all the way by team? Yes; and it pays a duty of £1 per ton on the Border.

1550. *Mr. Black.*] If you had a railway, would any more go in that direction? I think so most decidedly. I do not see how Queensland could compete with us down towards the border.

1551. But if you had the traffic how would the line aid you? Since the line has gone from Narrabri to Moree we have not got the traffic. We cannot compete with them. It is the general opinion of the agriculturists of the district that if the proposed line be not constructed they must lay their implements up to rust.

1552. If the line were constructed from Glen Innes, would it be the means of causing a large amount of Inverell produce to find its way to Queensland? I do not think so.

1553. Is not the wheat on the Darling Downs somewhat uncertain, owing to the uncertain rainfall? It is uncertain, no doubt, but generally they get a fair crop, and they have a vast area under cultivation—equal to the whole of New England, therefore, we could not hope to compete with them *via* Glen Innes.

1554. Is there any wheat going there at the present time—say as far as Toowoomba? I do not think so.

1555. And you do not think any would go if a line were constructed from Inverell to Glen Innes? I do not think so. I think they grow pretty well sufficient for their own requirements.

1556. Do you prefer the proposed route to any other which has been suggested? I do. I know from experience where most of the flour has gone from the mill I represent.

1557. You base your opinion principally upon the belief that a market for Inverell produce is to be found to the west? Most decidedly, I do.

1558. It has been, I believe, generally admitted by the various Committees that have inquired into the desirableness of connecting Inverell with the railway system of the Colony that such connection should take place? Yes; I believe that has been admitted for many years.

1559. The next question to decide is, in which way the connection should take place? Yes. That is not a very difficult question on the part of the inhabitants, for I think two-thirds of them are in favour of the Moree route.

1560. Has the line from Inverell to Guyra many adherents at the present time? Not in Inverell. There are some in Tingha. I daresay, however, there are many people in Inverell who would prefer that route to the one to Glen Innes.

1561. Opinions are divided as to the Moree line or the line to Glen Innes? I do not think there is much contention about it. Our friends on the other side contend that there is, but on every occasion on which the opinion of the people has been taken they have been badly beaten.

1562. *Mr. O'Connor.*] You ought to have tried the referendum? We did, at a public meeting.

1563. *Mr. Roberts.*] How far west do you think the first-class agricultural land which would be likely to be benefited by the railway exists? It would not all be fit for wheat-growing on the other side of Warialda, but from Inverell to Warialda it is good wheat-growing land in a fair season. But even at Warialda they cannot grow as much wheat on an average as we do in Inverell, because they do not get the rainfall.

1564. The best country in that direction is, I believe, within 20 miles from here? Yes; the best agricultural country is. Of course, there is some splendid pastoral country.

1565. Then if the line were constructed it would serve 20 miles of first-class country west, and 21 miles east towards Glen Innes? Yes; I think so.

1566. Do you think a very large area of land would be put under cultivation if the line were constructed? Yes; we have witnesses who can prove that, and who have stated in writing the increased amounts they are willing to put under cultivation.

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1567. What is the average yield per acre? In 1894-5 it was 18 bushels per acre. That is the average for the police district, but for the Electoral District it would be more, because there are farmers who can prove that they have grown as much as 40 bushels of wheat to the acre.
1568. What would be the average? The average given by the Government Statistician is 18 bushels.
1569. Is a large amount of wine produced in the district? There is.
1570. Have you any figures to show the area of land under vine-culture? I believe another witness has.
1571. Do you think the cultivation of the vine is in any way hindered by the want of railway communication? I believe there is an enormous amount of wines stored in the vineyard actually waiting for a railway to take it away.
1572. I believe the soil, in addition to being so remarkably fertile for the production of wheat, is also suitable for the production of fruit? Yes; all kinds of English fruit grow here to perfection.
1573. Are you able to find a market for it? Yes; a market has been found west for it until the line was opened from Narrabri to Moree. People who took fruit there now find that the Moree market is inundated with fruit from Sydney.
1574. Are you able to say that, if the line were constructed, it would pay you to send fruit to the Sydney market? I do not hope for that. I do not think so.
1575. I understood you to say just now that, if the line were constructed, you felt sure you could compete with Tamworth in supplying flour and wheat for the Sydney market; will you explain what causes you to come to that conclusion;—does your district produce more per acre than what Tamworth does? I think so. That is one reason, but we would enjoy an advantage of 20 per cent. in the railway rates on the up-journey towards Sydney, whereas if a Tamworth miller sent his flour to Moree, he would only enjoy that up-rate advantage as far as Werris Creek. Then he would be proceeding from Sydney, consequently he would be at a disadvantage of 20 per cent.
1576. In making out your estimate of traffic, did you consider the probability of getting any traffic from Bingera? Yes; the area we took in certainly included Bingera.
1577. *Chairman.*] It is included in the Warialda estimate? Yes; it is only 28 miles from Bingera to Warialda.
1578. *Mr. Roberts.*] How far is Bingera from Inverell? Forty miles, I think.
1579. *Mr. Clarke.*] How much flour has been sent to Moree within the last twelve months? I could not give you an accurate estimate, because I am not acquainted with the operations of the other mills, but I should think our mill sent 500 tons.
1580. Can you say what the other mills sent? I could not say definitely.
1581. Can you give any idea of the quantity of produce, such as chaff, bran, maize, and other kinds of horse-feed, sent from Inverell to Moree within the same period? I am given to understand that there has been an average of 90 tons per week, but other witnesses will prove that.
1582. I notice you have given a larger estimate than Mr. Harper of goods which will probably be carried over the line? That is so.
1583. The difference between Mr. Harper and yourself is nearly £10,000? Yes; but we take into consideration the enormous advance which will be made in the district.
1584. It is generally understood that the Government officials—particularly Mr. Harper—give the most favourable consideration in regard to the amount of the traffic which is likely to be carried over any proposed new line of railway? From the Railway Commissioners' point of view, I believe they do.
1585. And your estimate is far in excess of the Departmental estimate? Just so.
1586. If the line were constructed would much traffic come from Moree and north-west of Inverell? I should think so. There would be a passenger traffic, for instance. There would be traffic from Sydney via Moree.
1587. What is your opinion with regard to the passenger traffic? I think I have already given it as 4,000 first class, and 2,000 second class, with a revenue of £693 15s.
1588. Would you be surprised to learn that Mr. Harper's estimate is only £600 per annum? But with our local knowledge we take a more sanguine view of the matter than does Mr. Harper.
1589. Would you be surprised to learn that we have had evidence at Moree to the effect that the quantity of flour and other produce obtained from Inverell for Moree and district is only about 1,850 tons per annum;—your estimate is 6,550 tons? Yes; but that may apply only to the amount obtained by the witness who gave the evidence.
1590. No; it was evidence in regard to the absorption of produce by the whole of the Moree district? We are certain it is wrong, because there is a deficiency of 95,000 bushels in the district, which means 2,000 tons of flour.
1591. Your estimate is greatly in excess of the one to which I have referred? The deficiency to which I refer applies to the two districts of Narrabri and Moree.
1592. But your statement is in regard to Inverell to Moree? When I say Moree, I mean the western district.
1593. Narrabri is not to the west? But it is in the western deficiency.
1594. What is the rate of carriage from Grafton to Inverell? About £4 15s. is the lowest I have known.
1595. Is there a large production of various kinds coming from Grafton to Inverell? I think so. There is a good deal in the heavy class of goods, sugar for instance; but I do not think there are any general store goods.
1596. In the event of the railway being constructed, do you think it would be possible for the railway to carry as cheaply as you can by sea to Grafton, and thence by team to Inverell? It would if the Railway Commissioners were willing to make such differential rates as would apply to Inverell, which would get the traffic.
1597. But you would not expect them to make differential rates exclusively for the benefit of Inverell? They have done so in other parts in the past. They do it now, I believe, with regard to Glen Innes. You can get goods landed more cheaply in Glen Innes than you can in Armidale, and there is a difference of 60 miles.
1598. Do you know that the annual loss on the proposed line will be £2,800 per annum? Yes; but we do not think there will be any loss at all.
1599. You think that ultimately, if the line be constructed, the loss will be diminished? It will diminish altogether in the first year.

1600. And the line will ultimately pay? I believe it will pay the first year.

1601. What reason can you give for that statement? If the Commissioners can carry stuff as cheaply by the proposed line as by any other, there is nothing to prevent the production of this district being doubled even in one year.

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1602. Do you think, with good seasons at Moree, as much horse-feed would go there from here as goes in dry seasons? Perhaps not quite so much.

1603. I notice you refer to 700 tons of tin ore from Tingha? From Inverell. Of course, Tingha tin would naturally come here, Tingha being only 15 miles away.

1604. Hitherto it has gone to Tamworth? It went to Guyra originally until the differential rates caused the people to prefer Glen Innes to Guyra. Of course, it comes through Inverell as well.

1605. And then it is carried to Glen Innes? Yes.

1606. If the line be constructed, Inverell being the nearest railway station, it would come here? Yes; we expect the Railway Commissioners will make the general rates apply equally to Inverell and Glen Innes.

1607. Do you think it is possible for the Inverell district to grow wheat to compete with other districts, such as Riverina, where they have an abundant rainfall and better soil? We have a better rainfall here than they have in Riverina, and I think we can produce as good wheat here as can be produced in any part of the known world.

1608. You are aware that the freight between Adelaide and Port Pirie is very low? Yes.

1609. Could not the South Australian people send by sea to Newcastle, and then compete with you successfully? Probably, in some seasons, but they could not this year, because flour in Adelaide has been £10 10s. for most of the year, whereas we are selling it here for £9.

1610. Does not that arise from the fact that there was a drought both in Victoria and South Australia? I believe so; but the majority of the people here hope to see the duties put on some day.

1611. The duties have been taken off? But they will not last for ever—at least, I hope not.

1612. *Mr. O'Connor.*] Do you know that the most prosperous farmers in Australia are on the Riverina, and their average production of wheat all round is only 14 bushels to the acre? I believe so.

1613. *Mr. Roberts.*] Can you give me the figures of the Bingera traffic which you say you have included in your estimate? I have not included them, but probably I could supply them afterwards.

1614. I find that *Mr. Harper*, in his estimate of £13,422, does not include any traffic from Bingera, nor does he include any traffic towards Glen Innes? That is where the discrepancy between him and ourselves comes in.

1615. If you can supply the figures the estimates will be on a better footing for comparison than they are at the present time? Just so.

1616. You stated just now that you had a better rainfall than the Riverina district;—did you mean a heavier rainfall? Yes.

1617. In the case of wheat, is the heavier rainfall always the better rainfall? No; our rainfall is more regular, and can be relied upon year by year. It is far more than the rainfall of Riverina.

1618. Does not a heavy rainfall beat the wheat down? The only thing I have seen beat down wheat crops is hail.

1619. Have you not seen rain do it? I have seen rain do it, but the crops have generally got up again.

1620. How do you send your produce to Goondiwindi? It is sent by road all the way.

1621. In the event of the line being constructed from Inverell to Moree how will they be sent then? I do not know that there would be any nearer point on the line.

1622. Where, then, would be the advantage, so far as Goondiwindi is concerned? Putting aside Goondiwindi, we could supply the district down towards the border.

1623. You have stated that you have lost the Goondiwindi trade since the construction of the line from Narrabri to Moree;—how are you going to get it back by the construction of the proposed line from Moree to Inverell? What I said was that we would lose the Moree trade. I do not think I mentioned Goondiwindi; I did not intend to do so.

1624. How will the construction of the proposed railway between Moree and Inverell enable you to land goods in Goondiwindi to better advantage than you do now;—Goondiwindi wool goes to Moree, and always will, and the back loading will come from Moree? That is so.

Mr. Hugh Wyndham, grazier, Bukkulla, sworn, and examined:—

1625. *Chairman.*] How long have you resided at Bukkulla? Forty years.

1626. *Mr. O'Connor.*] Where is Bukkulla? 19½ miles due north from Inverell, towards the Queensland border.

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1627. I believe you are anxious to give the Committee some information? Yes; I represent a large freehold property of over 14,000 acres. If we get a line to Moree I am prepared to go in largely for agriculture.

1628. Then you are in favour of the proposed line? Yes, strongly, for this reason: I think it offers a market to the west for agricultural produce. It would also be as good a line as any other for reaching Sydney or Newcastle; therefore it would give us an outlet for wheat, and, perhaps, also, for other items of agricultural produce, equal to a line to Glen Innes, or any other line which could be made from here. The detour of 50 miles or so is not much, and the probabilities are that the Railway Commissioners would carry from here, *via* Moree, as cheaply as *via* Glen Innes, or any other way. In expectation of the railway being made I have not gone in for agriculture, although I have been waiting for years to do so. Hitherto, however, I have been afraid to cultivate, for fear that with others doing the same I should find the produce a burden on my hands. Given a railway, I do not see why we should not compete with Riverina, or any other part of the Colony, in Sydney or Newcastle.

1629. How many acres of your 14,000 are agricultural? About 9,000.

1630. How many would you be prepared to put under cultivation next year? I daresay I should put in 400 acres next year—that is, myself and some tenants. I have lately made an agreement with some responsible men who have leased 570 acres from me on thirds, and they intend to cultivate nearly the whole of it. Others are also applying to me for land on the same terms. Given a railway to Moree, I have no doubt I shall be able to let a great deal of land on those terms.

1631. Are you of opinion that within the next four or five years you will be able to sow the whole of the 9,000 acres? I hope so. There will be nothing to prevent me unless it be want of money. I shall put

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in all I can. The line to Moree would certainly get all the wool of the district. A good deal now goes to Grafton. Mine goes to Grafton. Last year I sent about 300 bales to Grafton. It would certainly go to Moree if the line were constructed. The carriers could not compete with the railway. The present railway charge from Glen Innes to Newcastle is £2 17s. 6d. a ton for greasy wool. The carriers take it from here to Grafton for £3 10s. Supposing the railway were made from here to Inverell, our rate to Newcastle would be £2 17s. 6d., and they could not take it from here to Grafton for that amount, and then there would remain the steamer freight. The whole of the wool would certainly go to Moree.

1632. What do you pay for your wool delivered in Sydney;—£4 10s. a ton? If the line were constructed it would cost me about £3 at the most.

1633. *Mr. Black.*] At what return would it pay you to grow wheat? I have put the average as high as 20 bushels. I think the average of 18 bushels given by the Government is due in a great measure to some very bad farming. I know there are a great many farmers who do not deserve any crop at all. I know of one who scratches his ground 1½ inch deep, and he expects to get a crop, and he will very likely get it, but that sort of farming brings the average down. Many more do the same thing. I think 2s. a bushel is the outside cost of the growth of wheat in this district, taking one year with another. Anything over that is profit, and, as a rule, there ought to be some profit on 2s. Therefore we say we can deliver in Sydney for 2s., plus the railway charges, which are about 6d.

1634. What do you expect for it here? No more than it would bring in Sydney, less the cost of carriage by railway.

1635. You have reduced your estimate since 1891 of what you thought it would pay to grow wheat at? No. I think 2s. was my estimate then; but it is likely we can do it cheaper now, because a good deal has been learnt about double-furrow ploughs and reapers and binders which we did not know then.

1636. I have no doubt the cost of production has been reduced? It has been since 1891.

1637. *Mr. Roberts.*] Have you gone in largely for the cultivation of the vine? Not largely, but to a moderate extent—25 acres.

1638. Can you give us any information as to the suitability of the soil for the production of wine? We have taken prizes with our wine in London and Paris and all over the world. There is no doubt that as good wine can be produced here as in any other part of the world.

1639. Does it pay you to produce wine at the present time? I do not think it is very remunerative at present. I have sold my share in a vineyard, but up to the time I sold it we made money out of it. I believe, however, that lately it has not paid very well.

1640. If the line were constructed, do you think it would lead to large areas of land being devoted to vine cultivation? Not immediately, but it ought to give a great stimulus to it. There is no doubt of the suitability of the climate, and everything else.

1641. I suppose the construction of the line would enable you to find a market? Yes; Sydney is the ruling market with London.

Mr. William H. Fleming, land agent, Inverell, sworn, and examined:—

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1642. *Chairman.*] What is the nature of the evidence you desire to give? It is statistical.

1643. Do you represent any organisation in Inverell? Yes—the Progress Committee.

1644. Which one? The one connected with the Inverell and Moree line.

1645. Will you kindly state the nature of your statistics? I represent the acreage in holdings of freehold land, the acreage under crop, the average yield, the increased area which will be put under cultivation should the Moree-Inverell railway be constructed, and the number of sheep and cattle held by the different farmers. I put in the information as follows:—

INFORMATION from Farmers, &c., favourable to Moree-Inverell Line.

Name.	Locality.	Acreage in Holding.	Acreage under Crop.	No. Sheep.	No. Cattle.	Average yield Wheat per acre.	Average yield Corn per acre.	Average yield Hay per acre.	Average yield Potatoes per acre.	Increased area to be put under cultivation should Moree Railway be constructed.
		acres.	acres.			bushels	bushels	tons	tons	acres
James Gleeson	Dog-trap	128	80	Nil	20	25	40	2	5	20 more.
G. Koira	"	120	40	Nil	18	25	25	1	.....	.....
John Nevin	Oakwood	96	55	.....	7	25	50	2	.....	41 more.
A. Mawkes	"	776	90	500	14	25	30	1½	2	60 "
Alex. Anderson	"	120	100	.....	20	25	50	2	2½	.....
Robert Stacey	"	133	50	.....	9	25	40	1½	2½	.....
J. M'Clymont	Bannockburn	223	83	.....	15	17	12	2	2	70
T. N. M'Clymont	Little Plain	285	130	.....	20	20	25	2	.....	40
Owen M'Closker, senr.	Cherry-tree Hill	128	34	.....	20	15	40	1½	.....	.....
H. M'Cosker	"	164	30	.....	20	17	40	1½	.....	100
Martin Croft	"	300	30	.....	.....	20	40	1½	.....	30
J. M'Cosker	"	160	53	.....	80	17	30	1½	.....	30
M. Moran	"	223	40	.....	40	20	40	1½	.....	No more fit.
John Perrott	"	150	30	.....	10	20	40	1½	.....	40
B. A. M'Cosker	"	1,400	55	600	150	20	40	1½	.....	60
D. Duff	Bannockburn	110	16	.....	10	25	grow none	.....	.....	30
J. R. Hatcher, } Ellen Bevan } agent. } E. Hatcher	Oakwood	60	50	.....	.....	25	25	1½	.....	10
"	"	320	13	.....	.....	25	25	1½	.....	60
C. Hatcher	"	320	35	.....	.....	20	40	1½	.....	170
P. M. O'Sullivan	Lovely Bank, Bannockburn.	1,600	170	1,176	28	25	45	2	6	200
P. Maher	Summer Hill, Little Plain.	313	112	.....	16	20	30	.....	4	60
A. C. M'Clymont	Manuka, Little Plain	2,047	532	1,400	50	20	25	1½	.....	250
Joseph Swindell	Little Plain	71½	39	.....	8	20	35	2	5	15
Albert Fox	"	80	50	.....	2	20	30	2	.....	20
his mark	"	353	215	.....	7	20	25	2	.....	85

Name.	Locality.	Acreeage in Holding.	Acreeage under Crop.	No. Sheep.	No. Cattle.	Average yield Wheat per acre.	Average yield Corn per acre.	Average yield Hay per acre.	Average yield Potatoes per acre.	Increased area to be put under cultivation should Moree Railway be constructed.
		acres.	acres.			bushels.	bushels.	tons.	tons.	acres.
J. B. Williams	Little Plain	40	35		10	20	25			
Alfred Wilkins	"	905½	400	300	5	20	30	1½		80 or more
R. F. Finn	"	360	160	150	12	20	30	2	2	100
G. F. Phifer	"	95	60		12	20	40	2		15
William Bartlett, senr.	"	300	140		30	20	30	2	2	50
Francis Lenore	"	187	46		6	20	35	1½		30 ac. or more
J. Donaldson	"	313	130			20	35	1½		
H. Myers	"	100	50		5	16	25	1½		
L. Gertz	"	60	25		4	16	15*			10
D. Collins	"	98	60		6	25	40	1½		30
Joseph Taafe	"	86	40		10	22	30	1½		50
G. F. Lewin	Inverell	991	280	400	22	20	30	1½		200
John Moore	Rob Roy	1,000	310	1,800	25	20	25	2		200
H. S. Wilkins	"	349½	100	180		15	26	1½		100
Charles W. Moore	"	160	90			16	30			40
P. B. Eddy	Eddy & Albion Park.	5,260½	500	5,323	115	18	40	2	7†	500
John Baker	Bundarra Road, Inverell.	190	180		10	15	30	1½		
Alfred Walker	Ashford	1,280	14	450	100	20	35			10
John Sweeney	Gum Flat	300	60		25	20	30	2	3	100
Thomas Ryan	Oakwood	320	82	300		25	35	2	3	
George Palmer	Prairie Park	90	60		13	20	30			30
Jacob Hunt	Oakwood	800	100	2,000	30	15	30	2	4	100
Annie Hunt	Bannockburn	183	90			†	30			30
Andrew Henderson	Ashford	100	10							20
W. T. Langworthy, junr., agent.	"	2,000	20	1,000	450	20				
James Parker	Graman	1,800	55	3,000	20	25	35	2		50 or more
Edward Cross	"	2,560	40	1,200	20	30	40	1½		60
John D. Cross	"	2,560	40	1,300	40	30	40	1½		60
Jessie Baines	"	3,656	60	1,450	100	30	40	1½		40
Mary Bourke	Cherry-tree Hill	300	13		32	20	40	1½		37
W. S. Murray	Bannockburn	211	20			18	40			50
W. G. Murray	"	200	12			20	38			100
Andrew Murray	"	19,600	437	23,235	90	20	40	1½		
David Jack	Inverell	21	2							
Andrew Ross	"	23½	12		7		20			
"	Gum Flat	120	30		9	25	35			25
John Ditzell, senr.	Dog-trap	87	38		1	20	30		2	39
George Grove	Inverell	80		200						
Joel Barnett	Gum Flat	220	60				40	3	2	
John Fleming	"	600	6		40					60
Patrick Fleming	"	46½	10		4					30
B. Pennington	Dog-trap	45	35		12	do not grow.	40	3	2	
J. Moore	"	83	72		7	20	30		2	
J. Ditzell, junr.	"	73	60		7	20	30		1½	Nil.
John McGregor	Wandera	2,111	60	2,200	7	25	30		2	200
Joseph x Whitby mark	Dog-trap	320	69		16	20	25		1½	80
George Scagrots	Inverell	60	50		8	25	25		2	
John Weston	Spencer's Gully	240	60		16	20	25		1½	40
Hugh Wyndham	Bukkulla	14,100	300	30,500	600	20	40		1½	3,000
W. Onus	Inverell	170	100		20		40		2	
W. Onus	Gravesend	15,000			1,928					
George Makens	Inverell	139	75		21	25	25		1½	
C. Turner	Dog-trap	86½	42		7	25	40		1½	30
Andrew x Croft mark	Gum Flat	40	30		34	25	36		1	20
Michael Bourke	Kulki	40	15		5	20	30		1½	20
John Dorn	Apple-tree Valley	798	250		40	25	50		2	300
George Mephan	Newstead	1,956	82	1,425	46	15	20		1½	
W. H. Taylor	Rob Roy	200	100		25	20	30			
William Jack	Fernmount, Inverell	460	60		11	25	35	1½	2	50
John Matkin	Gum Flat	4,500	100	3,000	90	25	25	2	2	500
S. Stevens	Graman	200	20		90	25			4	
Cornelius Chester	Holy Park, Inverell	147½	40		20	25	45	3	4	
F. Gobhard	Gum Flat	410	180		26	18	25	1½		20
J. Dowd	Goomoorah	150	30		4	20	30	1	2	
A. J. Lewin	Westwood, Inverell	319	60	100	8	20	30		3	20
Wm. Hingston	Inverell	100	16	9	9					
Owen McCosker	Kangaroo Camp	900	20		80			1½		20
John G. Pigott	Bundarra Road	150	20		26			1	3	
Richard Morris	Gum Flat	320	80		68	18	30	1½	3	100
Con. O'Brien	Middle Creek	29	3		4		20			15
Jas. Lamrock	Brodie's Plains	275	90	300	14	16	20	1½		60
Charles Whitby	Fern Hill	40			6					20
John x Frechill mark	Gum Flat	430	97		10	17	20	1½		150
Wm. Armstrong	Dog-trap	44	30							
John Kiley	Bundarra Road	112	20		20		30	1½		70
H. B. Cooper	Sterling Rob Roy	3,000	170	3,500	20	20	30	7½	3	

* Have only grown this year.

† At Paradise.

‡ Only started cultivating.

Name.	Locality.	Acreage in Holding.	Acreage under Crop.	No. Sheep.	No. Cattle.	Average yield Wheat per acre.	Average yield Corn per acre.	Average yield Hay per acre.	Average yield Potatoes.	Increased area to be put under cultivation should Moree Railway be constructed.
James Brydon	Glenartney, Goomoorah.	4,000	200	4,000	40	20	20	1½	.....	100
Thos. Harland	Inverell	275	20	.....	15	20	25	.....	.....	100
W. M. Westpfahln	Mount Eden, Armidale Road.	280½	18	.....	15	.....	25	1½	.....	12
Edwd. Rolfe	Bundarra Road	1,015	.....	.....	.....	.....	.....	.....	.....	.....
John Murphy	Inverell	135	70	.....	25	20	35	1½	.....	50
Geo. W. Finlayson	Rossensteen	100	45	.....	10	.....	35	1½	.....	35
W. Broadfield	Glen Roy	114	40	.....	18	17	30	1½	.....	.....
A. George	West Lynn, Reedy Creek.	1,040	.....	500	12	.....	.....	.....	.....	200
Thos. Jenkins	Inverell	45	.....	.....	3	.....	.....	.....	.....	.....
David Jones	Rocky Range, Tingha.	220	100	.....	45	20	25	1½	.....	200
John Jones, junr.	Spring Gully, Tingha.	1,280	.....	600	3	.....	.....	.....	.....	12
J. O'Brien	Graman	10	10	1,600	11	.....	25	.....	3	20
A. D. Gamble	Ottley's Creek	400	40	300	3	30	35	2	.....	40
F. A. Gamble	"	2,284½	None.	1,300	40	.....	.....	.....	.....	.....
W. J. Parr	"	2,560	5	Nil.	Nil.	25	20	2½	4	None.
C. O. Eusor	Cradock	2,560	7	1,500	4	27	40	Nil.	4	24
P. O'Gorman	Timpot Creek	1,920	55	1,900	8	18	25	.....	.....	.....
Ferdy x Bradley mark	Gum Flat	1,280	16	1,100	100	18	25	2	4	10
Samuel Tomlinson	"	1,000	50	.....	100	18	28	1½	2	20
T. Dunman	Ashford	2,170	50	1,300	28	25	40	2	.....	50
Wm. Armstrong	Inverell	540	15	300	40	.....	30	.....	.....	15
Byron Estate	"	6,742	.....	.....	.....	.....	.....	.....	.....	.....
Jas. Cannons	Rob Roy	16,000	300	16,000	300	20	30	1½	.....	Considerable.
		780	73	600	23	18	35	2	3	100

Summarised, these statistics show that the acreage on holdings, freehold, and conditional purchase is 161,496 acres 3 roods; the acreage under crop is 9,757 acres; and the increased area to be put under crop should the Moree-Inverell line be constructed will be 9,240.

1646. Did you collect these estimates? Yes.

1647. Do you vouch for the signatures? Yes. I also hand in a list of schools on or near to Moree-Inverell railway route as follows:—

Locality.	Enrolment.	Locality.	Enrolment.
Ashford	27	Ross Hill	41
Brodie's Plains	47	Round Mount	25
Fernhill	41	Staggy Creek	28
Gilgai	62	Stannifer	55
Gooniwigall	43	Tingha	136*
Graman	29	Wallangra	28
Gum Flat	65	Kulki	22
Inverell	334*	Tim Pot	21
Little Plain	30	Oakwood	28
Mount Russell	21		
Pond's Creek	24		
Rob Roy	22		
			1,129

* Convent School also.

This list shows the number of children who will be affected by the proposed line.

1648. How will it affect them? I do not say it will affect them now, but it may do so in the future. My object is to show the population along the route.

1649. But the return only shows the children of school age? Yes; between the ages of 5 and 14 years.

1650. It gives no idea as to the population? I think it will give a fair estimate. I have also a return showing the total area under lease of preferential occupation license. It is copied from a return which was presented to Parliament, and we have it also from the chief officer of the Department of Lands. I may say that I have had dozens of applications for land out west. For the last eight years I have been putting selectors upon the ground upon every available piece of land, and now they are waiting for the ground to be thrown open west. I get letters by every post asking me for information.

1651. I suppose there has been a growing demand for land in this district for years past? Yes.

1652. And, I suppose, you have had many applications for land long before the proposed railway was suggested? I do not say the applications have been made on account of the railway having been suggested. People are looking for good land, and I am trying to put them upon it, and it will be available presently.

1653. Is it a fact that the season in the Moree district during the last twelve months has not been a very good one? It has not. I have been amongst the selectors of the district, and they say it will pay them to have a good agent in Moree to whom they could always send their produce.

1654. Is it reasonable to assume that when the season is bad on the Moree side the demands upon Inverell are much greater than when the season is good? Yes.

1655. Therefore, if we take last year's return of the trade between Inverell and Moree we shall take a return which indicates a bad period at Moree? Yes.

Mr.

Mr. Conroyd Bower, miner and selector, Tingha, sworn, and examined :—

1656. *Chairman.*] I suppose you know it is proposed to construct a line from Inverell to Moree *via* Warialda? Yes; I have given evidence on two previous occasions before a Sectional Committee in favour of the Guyra route from Inverell. At the same time, I stated then that west would be the natural market for Inverell. I am still of that opinion. For thirty years I used to go with teams carrying flour and potatoes from Armidale westward. I have been as far as St. George's Bridge and to within 20 miles of Brewarrina, and it is all beautiful country.
1657. If a railway were built to Moree, would it assist this district? I believe so.
1658. In what way? The producers would then get a ready market for their produce.
1659. For the whole of it? For the greater part of it; and if not, they would have the chance of going to Sydney with it.
1660. You are aware of the distance they would have to travel? Yes.
1661. Would that make any difference? It might make a little, but it depends on the carriage. With preferential rates it would not make much difference.
1662. Do you raise much tin at Tingha now? About 700 tons a year.
1663. Which way does it go to market? At present it goes through Inverell, and then on to Glen Innes.
1664. Does it go by the railway line or by teams to the coast? All by the railway line. Mr. Litchfield is the only buyer, and he sends it to Sydney.
1665. What is the carriage per ton from Tingha to Glen Innes? 2s. 6d. per cwt., or £2 10s. a ton.
1666. I suppose Tingha gets its supplies from Inverell? No; from Glen Innes.
1667. How many people are at Tingha at the present time? I think about 800 or 900 all told.
1668. Including the Chinese? There are not many Chinese—about 200.
1669. Do you include them in your estimate of population? No.
1670. Is there much cultivation there? Not at present. The ground is locked up and you cannot select it. It is a gold-mining reserve, and until it is thrown open there will not be much cultivation.
1671. I suppose that so far as Tingha is concerned it would not make much difference to the people whether the line went from Inverell to Glen Innes or Moree? Not a great deal.
1672. I presume they will always send their stuff by the cheapest way? No doubt.
1673. Is the population decreasing? Yes; the price of tin is very low now—£28 a ton.
1674. And it has ceased to pay a number of miners and they have left the district? Yes; but some of them have come back again.

Mr.
C. Bower.
10 Oct., 1896

Mr. Alexander M'Clymont, farmer, Little Plain, sworn, and examined :—

1675. *Chairman.*] How long have you been residing at Little Plain? Twenty-one years.
1676. Are you a conditional purchaser? Yes.
1677. How much land do you hold? 2,047 acres.
1678. *Mr. Roberts.*] What do you grow upon your land? Mostly wheat and corn.
1679. What is your average yield of wheat and corn per acre? About 25 bushels of wheat per acre, and from 25 to 30 bushels of corn.
1680. For how many years has your land turned out 25 bushels of wheat per acre? Seven or eight years.
1681. Are you troubled much with rust in this district? Not much.
1682. Are you able to make your farm pay well? Not very well during the last two or three years, although I have done fairly well.
1683. What is the reason of that? The low price of grain during the last few years.
1684. Where did you sell your wheat last year? Half in Bingera and the other half in Inverell.
1685. Did you get satisfactory prices for it? Yes; but it was a very light crop last year.
1686. Do you expect to get better prices if the railway is constructed? I think so.
1687. Will the construction of the proposed line be of any benefit to you and your neighbours? Yes; most of the wheat has to be carried towards Moree, and if we had lower freights we should get a better price. The difficulty is to get a market for the whole of our grain.
1688. Where is the best market for wheat produced in the Inverell district? Moree or Bingera. Of course you cannot send wheat to Moree; you must grind it first. As a rule, I send my wheat to the mills first.
1689. Do you know the country through which the proposed line will pass? I know the Inverell portion.
1690. Does any of the proposed line go through your land? Yes; a portion of it.
1691. Would you be prepared to give any land free to the Government in order to facilitate the construction of the railway? Yes. What ground is under bush I will give free, but for land which has been cleared and cultivated I would expect some small compensation for the clearing.
1692. Are you able to say whether the proposed line goes through any cultivated land of yours? Yes; about 30 chains of cultivated land, according to the present survey.
1693. And how much goes through land which has not been improved? Over a mile, in a straight line. Altogether, it will go through $1\frac{1}{4}$ mile of my land.
1694. So that the amount of compensation you would expect would not be large? No; only for the clearing.
1695. Would the proposed line suit you better than a line from Inverell to Glen Innes? Yes; I think we should have a better market for general produce, but we will be very glad to get either line. Personally, I should prefer the Moree line.
1696. What great advantage would the Moree line be to you? I think there is likely to be a larger settlement on the Moree line. They do not grow wheat there at all, and for a good many years there has been a large demand there for horse-feed, and there is no chance of that in Glen Innes, as there is better horse-feed and produce in Glen Innes.
1697. Do you look upon the west as your natural market? Yes.
1698. If the proposed line went through your property I suppose you would not have to carry your produce for any distance? That would be a benefit, but I am looking at the matter independently of that benefit, and in the general interests of the country. Even if I had to carry my produce to Inverell it would be the most suitable line so far as I am concerned.
1699. For how many miles does it suit a farmer to bring his produce to a railway? About 12 miles, so that you can go there and back in one day.

Mr. A.
M'Clymont
10 Oct., 1896.

- Mr. A. M'Clymont.
10 Oct., 1896.
1700. Do you look upon 12 miles as the maximum distance? Yes.
1701. Do you think, if the proposed line were constructed, that a larger area of land would be put under cultivation? I think so. I am prepared to say that a good deal more would be put under cultivation in our district.
1702. Do you think the progress of the Inverell district is at present retarded owing to the want of railway communication? Yes; very much so.
1703. Do you think the population would increase, larger settlement take place, and cultivation extend if there were railway communication from Inverell to Moree? I do.
1704. Has this district been progressing during the last few years, or has it been going back? I think it has been going back for the last three or four years.
1705. For what reason? Because of dull markets and the inability of the farmer to find a market for his produce. If we had a railway I and most of the people in the district would extend their cultivation.

Mr. Grosvenor Francis Lewin, orchardist and farmer, near Inverell, sworn, and examined:—

- Mr. G. F. Lewin.
10 Oct., 1896.
1706. *Chairman.*] Where is your residence? Six miles west of Inverell on the Warialda road.
1707. Have you resided there for any length of time? Yes, for twenty-three years.
1708. *Mr. Clarke.*] Do you think the construction of the proposed line would be of benefit to yourself and the farmers generally? Yes.
1709. Do you approve of the proposed line more than the one formerly proposed from Inverell to Glen Innes? Yes.
1710. On what ground? What I have not disposed of locally I have always sold in the west—at Bingera, Warialda, and Moree. I have not sold anything to the east of Inverell.
1711. What area of ground do you occupy? I have 990 acres, held principally under conditional purchase.
1712. What area have you under cultivation? Seventy acres of wheat, 30 acres of hay, 75 acres of orchard, and 3 acres of vines.
1713. Where is your principal market? In Inverell and west. I sold my wheat this year to Burns, of Bingera; he bought it at the door.
1714. Is Bingera a better market than Inverell? It has been this year.
1715. I suppose there is not much wheat grown at Bingera? Not much.
1716. Still there are two mills there? Yes.
1717. Would the construction of the proposed line induce you to cultivate more land than you cultivate at present? It would.
1718. Do you think the line ought to be constructed in the public interest? Yes, I think the western line would be better for the general public.
1719. Would you object to the construction of a line from Inverell to Moree first and then to Glen Innes? No, there is no doubt we could sell some wheat about Glen Innes. There will, I think, be a great sale of fruit out west.
1720. I suppose you can always find a market in Moree for fruit and everything else you can grow? Yes, I have always sold my chaff and corn in the west.
1721. *Chairman.*] I believe you gave evidence before a Sectional Committee in connection with the Glen Innes railway proposal? Yes.
1722. Were you in favour of that line? At that time I was.
1723. And now you are in favour of the Moree line? Yes.
1724. As far as your business is concerned—fruit producing—I suppose either the eastern, the northern, or the western market would suit you? The western market would suit me best. We grow fruit here, east, that will not grow in the west. Formerly we had no idea of the railway going from Narrabri to Moree.
1725. Supposing you had a choice of one of the two lines at the present time, which would you prefer? The Moree line.
1726. Because you think it will afford you the best market for your fruit? Yes.
1727. You are aware that the conditions at Moree have changed considerably compared with what they were two years ago? Yes.
1728. Do you not think that the extension of the railway to Moree will bring about great competition? I think we ought to be able to compete at 95 and 100 miles against fruit brought many hundreds of miles.
1729. I suppose the demand for wheat always rests upon the demand from other districts? Yes.
1730. And what may be a good market one year may not be a good market another year? No.
1731. Therefore we cannot accept it as a fact that the Bingera market is on the whole better than the Glen Innes market? No.
1732. *Mr. Black.*] Do you know anything of other parts of Australia? I know Moree.
1733. Do you know any fruit-growing district? I know Parramatta.
1734. Do you know any part of Australia better adapted for the growth of fruits than this? No; I have never seen fruits which are suited to the climate grow better than they do here.
1735. Can you grow currants here? No; the climate is too warm, but we can grow cherries, plums, apricots, peaches, persimmons, apples, pears, grapes, lemons, limes, citrons, &c.
1736. Have you ever considered the advisability of preserving the fruit? Yes; I planted a few trees, some time ago, to start with. Up to the present, however, I have always sold my fruit at satisfactory prices.
1737. If you had railway communication do you think you could find a market for preserved and dried fruits? I am not aware what trade would be done with other parts as I have not studied the matter. I believe, however, if we had railway communication there would be a good deal of that kind of trade. Several men have started in a small way and they have very good dried fruits.
1738. Have you ever sent any fruit to Newcastle or Sydney? No; under present conditions it would not pay.
1739. If you had railway communication do you think you could compete in the metropolitan market with the county of Cumberland? We might.
1740. I suppose the only way in which you would be able to compete with the metropolitan market would be by reason of the superiority of your fruit? Yes; I think we could sell apricots or pears in the metropolitan markets at a remunerative price.

Mr.

Mr. Robert Bevan Jones, farmer, King's Plain, sworn, and examined :—

1741. *Mr. O'Connor.*] Where is King's Plain? Half way between Inverell and Glen Innes.
 1742. Are you acquainted with the nature of the proposal under consideration? Yes.
 1743. How long have you resided in the district? Since 1857, with the exception of ten years on the Richmond River.
 1744. Do you know the country between Glen Innes and Inverell? Yes, to King's Plain and Wellin-grove especially.
 1745. Do you know the country between Inverell and Moree? Fairly well.
 1746. Are you in favour of a line of railway between Inverell and Moree? I have been in favour of it for thirty years.
 1747. Do you prefer that route to Glen Innes? I have always opposed the Glen Innes route.
 1748. I suppose you have heard that for agricultural purposes the land between Inverell and Moree is very superior? It is.
 1749. Do you believe that if railway communication were afforded the land now lying idle would be cultivated? I believe if we had communication between Inverell and Moree the district would ultimately be as great a wheat-producing district as the Berrigan-Jerilderie district, and the Riverina district.
 1750. What is the average yield in Inverell? When I was farming I had from 25 to 30 bushels per acre in a fair season, and in a dry season I have seen 30 and 35 bushels to the acre.
 1751. What is the rainfall? I do not know the exact amount; but wheat does not require much rain so long as we get it at the proper time. If you can get the land properly cultivated, the seed put in, and two or three good falls of rain after the winter, it is all right. The ground is so rich that if there were much rain the wheat would fall, and there would be rust.
 1752. Then you are prepared to say that the rainfall here is adequate for the growth of wheat? Quite as a rule.
 1753. And you are not aware that it has suffered from too little or too much rain? Last year, of course, was a terrible year for drought.
 1754. I suppose if the proposed railway is constructed it will give you a great market? I believe that this district will ultimately be a wheat-exporting district, and that the port of Sydney affords the best outlet for us. I may mention that Mr. Howard was asked if he could tell what quantity of loading came from South Grafton to Inverell. I think the quantity which came to Inverell last year was 432 or 433 tons of general merchandise, and the amount of tonnage of produce received at South Grafton from Inverell was 260 tons.

Mr.
R. B. Jones.
10 Oct., 1896.

Mr. Denis Joseph Lowe, farmer and grazier, Gragin, sworn, and examined :—

1755. *Chairman.*] Where is your residence? About 40 miles north-west from Inverell, and 20 miles north-east from Warialda.
 1756. How long have you been in the district? Thirty-five years.
 1757. *Mr. Black.*] What is your yield of wheat in good seasons? The last year I grew wheat I had 40 bushels returned to the machine, clear of all losses.
 1758. What was your total yield? I had 20 acres that year, and it averaged 40 bushels to the acre. Altogether, I had 800 bushels.
 1759. Had you any other kinds of products? I grew a considerable amount of lucerne upon which I fed stock.
 1760. Was that for local consumption? Yes. I had to knock off growing wheat as I was 40 miles from a market, and had no means of getting to it.
 1761. Are you growing wheat now? I am, and I would grow largely if I had a railway to carry it.
 1762. Would you expect to find a market in Moree? I should expect to find a large market there.
 1763. What price would it pay you to receive for your wheat landed at the railway station? I should consider I had a splendid price at 3s.
 1764. If the railway were constructed to Moree, would you increase your wheat-bearing area? Decidedly so.
 1765. To what extent? To 1,000 acres.
 1766. What would be your nearest railway station? I think there is likely to be a platform 6 miles south of the Gragin station.
 1767. If you could not get 3s. a bushel for your wheat would you grow it? Yes; I could produce it at 2s. 6d., and deliver it at the railway station at the point I speak of.
 1768. Do you think you could then compete with the agriculturists of Riverina who have many thousands of acres under crop, and who say they will be satisfied with 2s. a bushel? I could produce it at 2s. 6d. quite well.
 1769. Could you produce it below that price? I suppose I should have to do so if it came to that.
 1770. Do you know anything about the consuming capabilities of the Moree people? No. I hear that one storekeeper has taken 500 tons of corn this season from the Inverell district, and I know that many drays of chaff and corn have also gone down.
 1771. You have stated you had 1,000 acres under crop. Presuming that also produced 40 bushels to the acre, you would get 40,000 bushels? Yes; but I would not get that every year.
 1772. Reducing it by 25 per cent., you would get 30,000 bushels; are you aware that that would just about supply the people of the Moree district? It would not do so by a long way.
 1773. How do you know? I know by the flour that goes from here.
 1774. But we are not speaking about sending flour, but wheat? When we speak of wheat we mean wheat after it has been ground.
 1775. Do you base your calculations upon the consumption of last year? I could not go upon that very well. If there were a railway to Moree there would be a large population on the soil which would increase the consumption.
 1776. Do you not know that their consumption last year was increased from the fact that there was a railway being made there, and also because there was a drought? The extra consumption would only be because of the construction of the railway, because the Moree people are not producers. They are consumers.
 1777. You know that in good seasons the people there do not buy so much chaff as they do in bad seasons? They are for ever buying chaff and corn. Even the squatters buy it.
 1778. We have it in evidence from the people of Moree that in good seasons they do not buy feed unless it is for stabled horses? I know that a lot goes down, and someone must purchase it.

Mr.
D. J. Lowe.
10 Oct., 1896.

- Mr. D. J. Lowe.
10 Oct., 1896.
1779. But the question is—Is there enough going down to pay for the construction of a railway, and make a return to the State? I think there would be. We have a great deal going out westward and north.
1780. Could you keep a railway going with supplies which would keep the town and district of 2,000 or 3,000 inhabitants? If there were a railway the inhabitants would multiply very rapidly. Where we have not a soul now we would have hundreds of people.
1781. How is it that some of the towns through which railways have gone have not increased but have decreased? Possibly that is so. That may be because there are too many railways.
1782. Have you any other evidence to offer? I could get my wool down to Newcastle by the proposed railway 28s. a ton cheaper. At present I have to send it to Glen Innes, and then by rail to Newcastle, where it is dumped and sent to England.
1783. Then, if the line is constructed to Inverell, and you send it from Inverell to Moree, you would simply be robbing Peter to pay Paul, as far as the revenue of the country is concerned? I do not know that it would stop me sending it to Grafton.
1784. You send it to Glen Innes and thence to Grafton? Not at present; but I intend to do so as the railway is rather dear.
1785. Am I to understand that you have not sent your wool to Grafton yet, but that you have some intentions of that character? Exactly.
1786. What can you get your wool carried to Grafton for? About £4 to £4 5s. from Inverell.
1787. Is not that rather an over-estimate? I do not think so; but I am not quite sure what they were carrying for last year. I think it was about that.
1788. What would you expect to get it carried over the railway lines for—that is, if there were a line to Moree? About £3 10s. to Newcastle or a little less. I do not know what they would charge, but I know what they charge from Glen Innes.
1789. What is the charge from there? £4 2s. 6d. per ton.
1790. And what do you pay for road carriage? £3 per ton.
1791. That is, £7 2s. 6d. to Newcastle *via* Glen Innes? Yes.
1792. I think that you said the carriage to Grafton was £4 10s.? I think it is about that.
1793. What is the steamer rate? I believe it is 2s. 6d. a bale, but I am not quite certain.
1794. That would be about 12s. 6d. a ton? I think so.
1795. That makes £5 2s. 6d. According to that you would save £2 per ton in the carriage of wool by sending it *via* Grafton to Sydney, over sending it to Newcastle *via* Glen Innes? That is about the saving.
1796. If the Railway Commissioners carried it for you at £5 2s. 6d. per ton, or any sum approximating to that *via* Moree, you would send your wool in that direction? Yes; but it would not cost £5 per ton by the train. I should think it would only cost £3 10s.

Mr. Joseph Taafe, farmer, Little Plain, sworn, and examined:—

- Mr. J. Taafe.
10 Oct., 1896.
1797. *Chairman.*] Where is Little Plain? Twelve miles west from Inverell.
1798. You have heard the various witnesses give their evidence; on what particular point do you wish to enlighten the Committee? The only line which will save Inverell from going back to the position of a sheep-walk is the line from Moree to Inverell.
1799. Will you give your reasons for saying that? It is the wish of a large majority of the people of the district that the line should be constructed. At the meetings which have been held here we have always had a large majority in favour of the amendment for the construction of the Moree line,—that is, when the meetings were got up in favour of the Glen Innes line.
1800. When were those meetings held? Within the last twelve months three meetings have been held.
1801. How many people attended them? At the last meeting, which was the most representative, there were 300 people present.
1802. How many male adults are there in the district? I could not tell you; but at that meeting there were very few juveniles present.
1803. What do you do with your produce? Most of it goes west.
1804. In what form? I sell the wheat to the local millers, and it goes west.
1805. What about your hay? That chiefly goes west.
1806. Do you carry it? No, I sell it in town, and I know it goes west.
1807. What about your maize? It also goes west.
1808. Would the construction of the proposed line enable you to get your produce to Moree cheaper than you do at present? Yes.
1809. Are you prepared to swear that Moree, and the western portion of Moree, will absorb the whole of the surplus products of the Inverell district? No; but the surplus produce we can take to Sydney, and get the whole of the western supplies back from Sydney.
1810. And do you expect to send it round by way of Moree? Yes; in the event of the line being constructed. As soon as the first sod of the line is turned, sharp axes and forest levels will be brought to bear, and a large area of land will be brought under cultivation.
1811. Are you voicing the people of Little Plain? The farming community there hold the same opinion as I do.
1812. If you had a choice of lines—one from Inverell to Moree, and one from Inverell to Glen Innes,—which would you prefer? The one from Moree.
1813. Were you ever in favour of the eastern extension? Yes.
1814. Will the Committee be right in assuming that the people of Inverell have been so long disappointed over railway connection, that they are at present prepared to advocate a railway to any existing connection? The matter has been staved off so long that it is probable that some people would even advocate the construction of a line to the moon.
1815. I suppose you would bring your supplies from Sydney by the cheapest way? Yes.
1816. If you could get them back by way of Glen Innes £2 a ton cheaper than by way of Moree, which way would you bring them? No doubt by the cheapest way; and I believe that is from Sydney, *via* Narrabri, through Moree, and on to Inverell.

Mr.

MINUTES OF EVIDENCE—RAILWAY FROM MOREE TO INVERELL.

Mr. John Moore, farmer, Rob Roy, Bannockburn, sworn, and examined:—

1817. *Mr. Roberts.*] How many acres have you under cultivation? A little over 300 acres.
 1818. How much land do you own altogether—what do you grow principally? Wheat, corn, and hay.
 1819. What is your average yield of wheat per acre? For five years I have produced the following:—

Mr. J. Moore.
 10 Oct., 1896.

	Wheat.	Corn.	Hay.	Lucerne.
1891... ..	440 bags.	600 bags.	10 tons.	20 tons.
1892	500 "	400 "	30 "	20 "
1893.....	654 "	300 "	20 "	15 "
1894... ..	700 "	200 "	40 "	40 "
1895.....	390 "	110 "	100 "	40 "

I have now another crop of corn. The 1896 crop which I have just pulled from 110 acres, I estimate at 1,000 bags, but it has not been threshed. The total wheat for five years is, 4,680 bags; the total corn for six years is, 2,710 bags; the total hay for five years is 345 tons. The chaff sent to Moree in 1896—that is since the 1st January of this year—is 40 tons.

1820. Where did you sell that produce? In different markets. The year before last I sold a good bit of wheat at Glen Innes. It is the only thing I ever sold there, and I have been here for twenty-eight years.

1821. Did you ever try on any other occasion to sell at Glen Innes? No, we know it is of no use.

1822. But on the occasion of which you speak you got a higher price than anywhere else? Yes, Mr. Utz bought it.

1823. Where do you generally look for a market? In Inverell; we sell to the millers.

1824. And with that exception you have always sold to the millers of Inverell? Yes.

1825. Have you always got a satisfactory price? No; sometimes we can scarcely sell at all.

1826. Do you think if the proposed line be constructed you will find a better market for your produce? I am sure we shall.

1827. Where would you look for it? To the west.

1828. Do you think a large area of land would in the near future be put under cultivation? Yes; I could put 200 acres more under cultivation quite easily.

1829. Is the reason you have so small a quantity under cultivation at present due to the difficulty you experienced in getting a paying price of what you produced? Yes, and now that the ports are thrown open we have no occasion to put any more in. We do not expect to go in for the farming industry now. We shall have to go in for sheep.

1830. Do you favour the construction of the proposed line? I do.

1831. Does the surveyed line of railway go through your property? No, but it goes close to it.

1832. Do you think the people through whose land the line will go, would be likely to give the land to the Government? Some would; but it would not be fair to expect others to do so. With regard to my brother, I may state that the proposed line passes through his square paddock. It goes in at one corner and out at the other. It cuts the square cultivated paddock into two three-cornered pieces.

1833. Is your property to the west of Inverell? Yes, on the Reedy Creek road.

1834. You think you would always find a market for the whole of the products of your farm if the proposed line were constructed? Even if we did not, the line would be a great help.

1835. If you knew the railway was to be constructed would you at once put in more seed? Yes, I would do it if I saw a chance.

1836. Would you increase your area of cultivation? Yes; by 200 acres, and perhaps more.

1837. *Mr. Black.*] In spite of the ports being open? No; I expect to see the ports closed again.

1838. Can you tell me whether any of the wheat of this district finds a market in Queensland? I do not think it does.

1839. If a line were made to Glen Innes would there be a market in Queensland? I am not sure. Some produce of course, goes to Goondiwindi, which is in Queensland.

1840. I mean to the Darling Downs? I do not know anything of that part.

Mr. James Bryden, farmer, Nullamunna, Bannockburn, sworn, and examined:—

1841. *Chairman.*] Where is your residence? Fifteen miles on the north side of Inverell.

1842. How long have you resided in the district? Thirteen years.

1843. *Mr. Black.*] How much land have you? I have between 3,000 and 4,000 acres.

1844. How much of that do you farm? 200 acres. I have only 70 acres in this year.

1845. How many sheep do you farm? About 4,000.

1846. At what price per bushel does it pay you to produce wheat? It depends on the crop.

1847. I mean with a normal crop. At what price would it pay you to produce it? 2s. 6d. a bushel.

1848. Do you mean by that the net return to you? Yes, in a good average season.

1849. Do you think the construction of the proposed railway would be of benefit to you personally? Certainly, the carriage is killing us altogether.

1850. Would it induce you to increase your area under crop? Yes, I should cultivate 600 acres of good agricultural land.

1851. Where would you expect to find a market? To the west. Moree is the only place to which our flour and chaff go now. We rarely go to the south.

1852. Do you agree with the other witnesses? Yes in general.

Mr. J. Bryden.
 10 Oct., 1896.

Mr. James Richard Hatcher, farmer, Byron, sworn, and examined:—

1853. *Chairman.*] Where is Byron? Nearly 12 miles due west from here.

1854. Is your residence near the proposed railway line? It is about 3 miles away.

1855. *Mr. Clarke.*] What area of land have you under cultivation? About 70 acres of wheat. We are getting some ground ready for growing corn. Of corn, my son grew 75 bushels to the acre last year.

1856. Do you grow any other description of produce? Yes, I have 3 acres of potatoes in.

Mr. J. R.
 Hatcher.
 10 Oct., 1896.

- Mr. J. R. Hatcher. 1857. Where do you sell your produce? I have always sold mine in Inverell. I have not been a large grower.
- 10 Oct., 1896. 1858. Is it chiefly consumed in the district? I believe a lot of it goes westward.
1859. Is more grown at present than is required for local consumption? I do not think the locality could consume what is grown here.
1860. Where does the surplus go? Hundreds of tons of potatoes, corn, hay, and chaff have gone westward this year, to my knowledge.
1861. Does any go to Bingera? I have not sent any there. I believe that two or three years ago some wheat was sent to Glen Innes, but I have not heard of any going since. All the New England potatoes come this way to go westward.
1862. What is considered to be the average yield of wheat in the district, taking the good with the bad seasons? Twenty-five bushels. At the same time I could point to those who have grown 50 bushels to the acre.
1863. Has the yield decreased of late years? In many instances it has, on account, I believe, of the men being dilatory, and careless, because of their having no outlet for their crop. If we had a railway to Moree, and the smaller men combined together and hired trucks, they could keep a man at Moree to dispose of their produce there.
1864. What is the average rainfall? From 30 to 32 inches. Last year in some places, we only got 12 inches, whereas in February last, in some places, we had 13 inches in twelve days.
1865. Is there any dairying in the district? Yes, but it is not carried on extensively.
1866. Would it be possible to make dairying pay? I do not see why it should not. Years ago people used to milk cows and make a good thing out of it.
1867. In the event of over-production, where could you find a market? Moree, and the stations around. If the special areas are thrown open men will take them up and cultivate them, whereas now they are sheep-walks.
1868. Supposing the production grows to such an extent that you cannot find a market in Inverell and Moree, where will it be taken? We should have to take it to Newcastle and Sydney, so long as the Commissioners allowed us rates which would enable us to compete in those markets.
1869. Would it be a good thing for the farmers to have an interchange of produce with the people on the east coast? Certainly, but I do not think my children will ever live to see that.

Mr. Charles McDonnell Stuart, Supervising Engineer, Railway Construction Branch, Department of Public Works, sworn, and examined:—

- Mr. C. McD. Stuart. 1870. *Chairman.*] Have you personally examined the greater portion of the surveyed line between Inverell and Moree in company with the Sectional Committee? Yes.
- 10 Oct., 1896. 1871. Are you prepared to say if there are any points upon the surveyed line which can be altered and where deviations may be made with advantage? I do not think so.
1872. Do you notice from the map that the surveyed line passes through two of Mr. McClymont's properties at Little Plain. It enters into one, passes into another, and returns into the first one? Yes.
1873. Could a survey of that character be so altered as to lessen the severance? If it did not materially increase the expense it could be done, but not otherwise.
1874. What was the object of making that sharp turning in the survey? In order to get a lighter earthwork.
1875. Is the country from Moree to Slaughterhouse Creek fairly level? Yes.
1876. Is it from Slaughterhouse Creek towards Inverell that the rise takes place? Yes; it is all undulating broken country.
1877. And that is where the circuitous nature of the line comes in? Yes; that is occasioned by the broken nature of the country, and in order to maintain an easy grade and a surface line as nearly as possible.
1878. That is the reason the line has been lengthened? Yes.
1879. Supposing it were necessary to obtain a shorter line? You would increase the earthworks and the cost.
1880. Would you increase the grades? Not necessarily.
1881. Do you know the proposed site of the bridge across the Gwydir River? Approximately, it is a little east of Ezzy's crossing.
1882. Have you any reason to hold contrary opinions to your chief in the matter of the crossing of the bridge across there? No.
1883. Do you think the amount provided for will be sufficient to construct the bridge? I think so.
1884. That is, between £3,000 and £5,000? Yes.
1885. Will it not drain a large watershed? It will; but I do not think it will be any larger than the Namoi River at Narrabri, which has about the same sized bridge constructed with a timber superstructure.
1886. Do we understand that you provide steel cylinder piers and a wooden superstructure for the Gwydir River? I cannot exactly say what was provided for with regard to the Gwydir, but the Namoi bridge has wooden piers.
1887. Is it to be a timber bridge throughout, or a steel bridge with a timber superstructure? I shall have to get that information at the office. If there is any steel it will only be the cylinders.
1888. Have you seen the bridge across the Macintyre at Inverell? Yes.
1889. Will it be as large as that? It will be about the same size.
1890. Do you know the cost of that bridge? No.
1891. I am informed that it cost nearly £10,000? If that is the case, and the other has been estimated at £5,000, I have no doubt the piers will be of timber.
1892. Do you think a timber bridge will be suitable for that particular place? I think so.
1893. With reference to your alternate survey at Warialda—what was the extra cost provided for bringing the line closer to Warialda than is provided for in the permanent survey? I do not know exactly.
1894. Did you explore the country about Warialda? I explored the line through Warialda at the same time as I explored the whole of the line.
1895. Did you go through Little Plain on your tour? Yes.

1896. Would it not be possible to bring that line closer to the travelling-stock reserve? You would have a great difficulty in getting down to Inverell. We keep out from Little Plain in order to get as low a crossing of the high ground as possible, so as to work down in the shorter distance.
1897. Then, if there is to be any improvement in the line, it must be at the cost of increasing the construction? It will mean increased cost.
1898. The easiest grade which you can find has been obtained? Yes.
1899. I presume your instructions were to find a good grade? Yes.
1900. With the object of carrying heavy loads? Yes, certainly.

Mr. C. McD.
Stuart.
10 Oct., 1896.

Mr. Thomas Jenkin, farmer, Inverell, sworn, and examined:—

1901. *Chairman.*] Are you an old resident of Inverell? I have resided here for twenty-four years.
1902. *Mr. O'Connor.*] What area of land have you? 220 acres of freehold.
1903. What do you produce? Wheat, corn, hay, butter, fruit, and bacon.
1904. Have you any evidence to offer? I am in favour of the Moree-Inverell line.
1905. For what reasons? First, because it is an inexpensive line to construct, and it will run through splendid country, and it will benefit considerably the farming community. Moree, and the stations around, is our chief market. We find a ready market for our surplus flour, hay, corn, and fruit in that district.
1906. Have you ever considered the alternative route between here and Glen Innes? Yes; there is no prospect of getting a market at Glen Innes, to any extent, for our produce.
1907. You would not have the same market as you would have with Moree? No.
1908. Is it your opinion that a market in Moree would be more advantageous? Yes; I have proved it since I have been in the district. I have only once sent my wheat to Glen Innes.
1909. Where do you generally send your wheat? I have sent the team in a westerly direction for several years. On some occasions I sell my wheat in Inverell. Of course I do not know where it goes to after I sell it, but I think it chiefly goes to Moree. I am convinced we send about two-thirds of our flour in a westerly and north-westerly direction.
1910. I believe a great many farmers sell their wheat in Inverell? Yes; and the millers send it to Moree. I have never heard of any being sent to Grafton.
1911. Do you share the general opinion that if there were a line of railway between Inverell and Moree it would open up a rich country? I look upon it in this way: Moree is a progressive town; she has had no mining to assist her, and has merely lived as it were upon the surface, instead of under the surface; nevertheless it is a prosperous town—perhaps larger than Inverell. It is a large pastoral country, and I have no doubt a large amount of agricultural land could be brought under cultivation—that is, between Inverell and Moree.
1912. I suppose the construction of the proposed line would make the farmers more independent? Yes; there is a system of barter in this town. It is a market of exchange.
1913. I suppose you share the general opinion that a large population would be affected? Yes; a large population is settled around Moree at present.
1914. I suppose you know that a large quantity of land will be thrown open for selection in the course of a few years;—do you think the whole of that which is available for agriculture will be absorbed? Yes. I have no doubt there will be an increase in cultivation. Everyone, perhaps, will increase their cultivation.
1915. If you had a new outlet for your produce, would you immediately take advantage of it? Yes. There is one thing I should like to mention in reference to the survey of the line. At Mr. Weston's the line runs in a northerly direction. If it were carried in a southerly direction, and the terminus were brought to Ross' Hill, there would be a saving of £20,000 or £30,000.
1916. In what way? It would save 2 or 3 miles in distance; it would be an easy grade; and it would also save an expensive bridge over the Macintyre.
1917. But it is not proposed to go over the Macintyre? They must do so some day if they extend the line to Tenterfield or to Glen Innes. It will make a longer line, but it will be a very easy grade.

Mr.
T. Jenkin.
10 Oct., 1896.

Mr. Peter Balls Eddy, farmer and grazier, Eddy Park, Inverell, sworn, and examined:—

1918. *Chairman.*] Where is your residence? About 10 miles south-west of Inverell.
1919. How do you get to your property? By way of Gum Flat.
1920. How far are you from the main Warialda Road? About a mile.
1921. I understand you have a large holding? I have 6,260 acres. It consists of conditional purchase land and part freehold.
1922. I believe you are President of the Progress Committee at Little Plain? No; I am Chairman of the Moree Railway Extension League.
1923. I understand you have some returns which you would like to lay before the Committee? I wish to point out that in the four years from 1892 to 1896 I have produced the following:—flour, 320 tons; pollard, 48 tons; bran, 96 tons; total, 464 tons. That has passed through the mill, and with the exception of 10 tons, and a small quantity bought at Bingera, is my own produce. In 1896 I produced 12 tons 15 cwt. of potatoes. In the same year I produced 40 tons of hay and 130 tons of maize. All this was grown on my farm.
1924. Have you disposed of this? No, but I have disposed of part of it.
1925. Have you been farming for some years? Yes.
1926. How have you disposed of your produce? By getting my wheat ground into flour and by taking it west, principally to Moree, Goondiwindi, Boggabilla and Mungindi.
1927. Have you taken it to any place on the Inverell side of Moree? A little, but not much.
1928. Can you give us any idea of the amount you sent to the western country? I sent the whole of what I had produced, with the exception of what I require for my own consumption.
1929. How much would you take out of the 462 tons? Ten tons—that leaves 452 tons. In travelling in the western country I can see loaded waggons and drays coming into Moree from all directions. It is impossible for any man to estimate the consumption of the Moree district.

Mr.
P. B. Eddy.
10 Oct., 1896.

- Mr. P. B. Eddy.
10 Oct., 1896.
1930. If you defy any man to estimate the consumption of that part of the country, how can you say there is going to be a large market for you? I can only judge by the number of teams I saw with loading in that district.
1931. Can you give us an idea of the general traffic there? I cannot; it is impossible. We could supply Collarendabri, Walgett, and Bourke.
1932. I suppose you are aware it is very rarely that the river allows the steamers to trade between Walgett and Bourke? In some seasons it might do so.
1933. Do you know there has been a period, as long as three years, when they could not trade? Then that would not prevent us having the Narrabri market. There is no doubt, however, we can get the Narrabri market and the Walgett market in addition to the Moree, Mungindi, Collarendabri and Collymongle markets. Then we go up to Kunopia. I do not say the traffic would go to Goondiwindi if the line were built. It would go by teams unless in the wool season. No doubt in the wool season flour would be taken back very cheaply as return loading.
1934. You think it will offer a market at any rate for a great portion of your produce? For the whole of it for some time.
1935. If you contemplate having a market there for 5,000 or 6,000 tons you may be disappointed? I do not think so in view of the increased settlement which is likely to take place.
1936. It is estimated there will be 1,500,000 acres thrown open within the Moree land district in the course of a few years. Are you aware that the settlers must have a large area to live upon and are you aware that 3,000 acres is considered small enough? Yes.
1937. If you divide 1,500,000 acres by 3,000 you will not put more than 500 additional heads of families on the land, and, therefore, where is the enormous settlement to come from? But there is land to be settled upon between here and Moree.
1938. But there would be other producers closer to it than you might be? There might be.
1939. With regard to the question of the western absorption;—with these facts before you, would you attach the value to the western country as an absorbent which you appear to have done? I think there would be a large consumption there, and the surplus no doubt would go somewhere else.
1940. Then you are of opinion that the western country will offer a partial market to you? A good market.
1941. What market do you expect to reach with the balance? Newcastle.
1942. Do you think you will be able to send it that distance and compete with the farmers whom you will meet lower down the line? I do not see anything to stop us.
1943. Are you aware that with the line which is in existence from the north to Glen Innes, 420 miles from Sydney, and Tenterfield 420 miles, it is almost an impossibility for the farmers to send their produce to Sydney? I am not astonished at that, as the produce has to be hauled over Ben Lomond.
1944. Do you know that the grade on Ben Lomond is 1 in 40. Are you aware that it is not the grade on Ben Lomond which will stop the traffic to Sydney, but the grade on the Hawkesbury River of 1 in 40. If your traffic has to be hauled towards Sydney it will have to negotiate the stiff grade of 1 in 40 at the Hawkesbury River? In that case why not let the produce stop at Newcastle, and ship it from there.
1945. As a matter of business, would it not be cheaper for you to send your produce from here to Glen Innes and thence to Newcastle, that being shorter by several miles than the line proposed to be constructed? I think not.
1946. Do you think it would be cheaper to go by the longer route? Yes: the Commissioners have lowered the rate so much that they have enabled the farmers to reach Newcastle, or Sydney, or any place of consumption.
1947. Have you had a difficulty in any year, in disposing of your crops? No.
1948. You are aware that the opening of the line to Moree is likely to make a considerable difference in the supply of that district with every kind of produce? I think so.
1949. You are aware that the road from Narrabri to Moree used to be very bad and at times almost impassable? Yes.
1950. And they have a certain road in the railway now? Yes.
1951. Are you not more afraid of losing the trade you already have with the Moree district than of anticipating an increased trade in the future? I am afraid we are going to lose the trade we have, and that we should not be able to put down any more crops. I employ a good number of men, and if we are refused this railway I should at the earliest possible moment put my land under artificial grass and discharge my men.
1952. You necessarily use a good many supplies in the course of a year? Yes.
1953. Including farming implements? Yes.
1954. And stores which you would get with the railway? Yes.
1955. If you got them *via* Glen Innes £2 a ton cheaper than by the railway at the door, what then? I am prepared to take them by the cheapest way of course.
1956. If it should be discovered that there is a discrepancy of freight of that character there would be a probability of most of the return goods coming the other way on account of the cheapness? I think not. I have reason to think the Commissioners will make the rates so that we can land goods from Sydney here as cheaply as from Sydney to Glen Innes.
1957. You are aware that there is an estimated loss of £2,500 on the proposed line? Yes.
1958. That loss has been calculated upon the existing rates per mile. Consequently if differential rates were established, the earning power of the line must be reduced, although the convenience to the producers would be great? Yes.
1959. Supposing you were to get your stuff under the cheapest scale, namely the truck rate; if it would cost under the truck system—that is the 6-ton system—£8 7s. per ton to land general goods here, do you think you would be likely to use the railway? It would depend on what the goods were. If I could get them cheaper any other way I would use the other way.
1960. As a matter of fact, do you or do you not know you can get goods cheaper the other way at the present time? If the Commissioners say they will carry them to Inverell as cheaply as they would to Glen Innes we would get them this way, because it would save us the extra baulage.
1961. Supposing you find you can land your goods here at £5 a ton by the team, and it will cost you £7 a ton by the train, which would you use? I would use the carriers. Of course we must travel the cheapest

cheapest way. I hear there is an agitation for a railway from Inverell to Glen Innes, and from Glen Innes to the coast. I hold that Glen Innes has already got more than it is entitled to. A petition in favour of the line from Inverell to Moree was presented to Parliament by the Member for the district a short time ago. It contained 1,100 signatures.

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1962. I suppose you have found, in the course of your business relations with the western country, that in bad seasons there is greater demand for forage? Yes, and flour.

1963. I presume the last twelve months would be considered a bad season for Moree, but a good one for the suppliers? Yes, for fodder.

1964. Supposing they had a good season in that district, would not the demand fall off considerably? It would for corn and chaff.

1965. But there would be about the same demand for flour? Yes.

1966. I suppose that has really been the history of the business between the two places? Yes, I think so.

1967. *Mr. Black.*] In 1891, in giving evidence before a Sectional Committee, you expressed your belief that the trade between Inverell and the west would be limited except in time of drought;—what has caused you to change your opinion? That is for fodder.

1968. Then you hold the same opinion with regard to fodder? Yes; it is limited at times, except during drought.

1969. You do not agree with one or two witnesses who thought you would have always a large market there for fodder? Every man has an opinion of his own.

1970. And you do not agree with them? On some points I do, on others I do not.

1971. If you agree with them you have changed your opinion since 1891, and you have already said you have not changed it? I have already told the Chairman that there is a limited market there in good seasons.

1972. At that time you favoured the Glen Innes railway? I did.

1973. Now you think it would be an injustice to Inverell to give Glen Innes two railways, and Inverell only one? You will understand that we had no railway from Narrabri to Moree then, neither was the Central Division thrown open for settlement. Circumstances have altered cases.

MONDAY, 12 OCTOBER, 1896.

[The Sectional Committee met at the Court-house, Inverell, at 10 a.m.]

Present:—

CHARLES ALFRED JEE, Esq., CHAIRMAN.

The Hon. CHARLES JAMES ROBERTS, C.M.G.

HENRY CLARKE, Esq.

The Hon. DANIEL O'CONNOR.

GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Moree to Inverell.

Mr. John Sinclair, stock and station agent, Inverell, sworn, and examined.—

1974. *Chairman.*] How many years have you been residing in this district? Twenty-five years.

1975. Are you well acquainted with the various agitations in this district for railway connection? Yes.

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1976. Are you conversant with all the routes which have been proposed? Yes.

1977. Have you a personal knowledge of the one at present under consideration? Yes.

1978. *Mr. Black.*] If you prefer to make a detailed statement before being examined, you might assist the labours of the Committee? I should like to say I have always been opposed to any connection west of this place. I have been a consistent advocate for the nearest possible connection, which is by way of Glen Innes. First of all, it connects us with a splendid geographical centre, with a town with a similar population to our own, about 9,000, with which we have a considerable interchange of produce. Glen Innes is our only natural outlet to reach the markets which will give relief to this rich district. I am opposed to the Moree line on public grounds. I look to the future. They have no population there to take anything like the produce we grow at present. The population of the electoral district of the Gwydir is something over 8,000; of the Namoi, something like the same. If you get the whole of that trade they will only consume about 100,000 bushels. I will quote the population from the census of 1891. There may have been a little change since, but very little. The population of the district of the Gwydir, in 1891, was 8,281. I may tell you that is a very large electorate; it included part of the Horton River, above Bingera, and going to Collarendabri. The population of the electoral district of the Namoi is 8,486. The two combined make close upon 17,000 people. Any business man knows what consumption they want. I know from my experience of the district that many people are selling out; in fact, one man only last week sold 8,000 acres. The land has fallen into the hands of pastoralists, and I think that state of things will continue. Out beyond Moree will always be a pastoral country. My principal argument in favour of the line going to Glen Innes is, that we are a large grain-growing district, and Glen Innes is not. Neither New England nor Tenterfield grow anything for their own requirements. We have a considerable population to the east, where I consider our market lies. As a wheat-producing district we are nearer that market than any other district of the Colony.

1979. That is on the table-land and the coast? Yes; I find the population of the north coast, which includes Ballina, Bellinger, Casino, Grafton, Kempsey, Lismore, Macleay, Macksville, Murwillumbah, Macquarie, Taree, and Ullmarra—68,811. On New England, including Armidale, Bundarra, Barraba, Drake, Emmaville, Glen Innes, Hillgrove, Inverell, Manilla, Nundle, Tamworth, Tenterfield, Uralla, and Walcha—many of these towns are large producers of wheat themselves—the total population is 66,578. Of course, we do not claim to supply Tamworth, Manilla, and Barraba where they grow wheat. Now I will give you the population west of Inverell: Bingera, Boggabri, Collarendabri, Gunnedah, Moree, Narrabri, Quirindi, Walgett, and Warialda—28,880. You will observe that this western population also goes a long way down the northern line, taking in Quirindi, which is a wheat-producing place. The eastern population—

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population—supposing you were to get them all—would want 812,000 bushels of wheat, but we do not claim that much. I am putting the consumption of both districts before you. West of Inverell they would require 173,000 bushels. I will now put before you the wheat grown in New England last year, 1895: Armidale, 18,211 bushels; Glen Innes, 25,968 bushels; Tenterfield, 15,000 bushels. That is a total of 59,179 bushels for New England. The population as I have already stated is 35,771. Calculating 6 bushels for each person, they would require 214,626 bushels per year for their own consumption. Taking off what they grow—59,070 bushels, it leaves 155,000 bushels, which they must import to supply themselves. The places I have enumerated are not over 100 miles from Inverell, and if we had a railway we should supply these districts before any other in the Colony. That is a market we can claim naturally. Mr. Utz buys 60,000 bushels a year, and is prevented getting it here by the excessive cost of carriage. He buys largely here—as much as circumstances allow—but he buys largely from other places, although he is within 42 miles of us. In addition to these, we look to supplying the coast districts in the future—those which are nearest—because they have to be supplied from somewhere, and if we get direct communication we are nearer to them than anyone else. If we send *via* Moree we have to go to Narrabri, Werris Creek, and Newcastle, and send from there by boat, which is almost an impossibility. Whilst dealing with the grain I should like to refer to another source of outlet which I consider we can command for some time, and that is Queensland. Many witnesses have ridiculed the idea of sending produce there. I have the wheat production of Queensland for the last ten years, which I wish to tender in evidence. Last year they only produced 109,947 bushels in the whole of Queensland. In Queensland they have a population of 460,550, so that their consumption should be 2,763,000 bushels. Last year they grew 123,000 bushels, which left them with 2,600,000 bushels to import. I find from the Customs in Queensland that they collected duty on 32,855 tons of flour in 1895, and on wheat 364,495 bushels. We are only 353 miles from Brisbane by way of Glen Innes and Tenterfield, and about 252 miles to Toowoomba. Although they have magnificent land on the Downs, the great uncertainty in regard to rust invariably prevents them having a big yield. Warwick is supposed to be one of the finest districts, and last year it only grew 16,000 bushels. I put in evidence the following return for the last ten years:—

WHEAT RETURNS.—TABLE NO. CLXXXVII.
Return for ten years.

Year.	Total extent of land sown with wheat grain	Total area mown for hay.	Total area reaped for grain.	Total area cut for green food.	Area unproductive.	Results.											
						Affected with rust.					Free from rust.						
						Total area affected with rust.	Hay.		Grain.			Total area free from rust.	Hay.		Grain.		
							Acres.	Produce	Acres.	Produce	average per acre		Acres.	Produce.	Acres.	Produce	Average per acre.
	acres	acres	acres	acres	acres	acres	tons	acres	bushels	bushels	acres	tons	acres	bushels	bu ^l .		
1886	15,665	8,697	1,759	181	5,028	8,734	7,446	12,609	1,288	13,047	10.8	1,722	1,251	2,787	471	8,176	17.21
1887	10,563	2,145	7,679	170	569	1,517	738	1,466	779	13,702	17.35	8,307	1,407	2,461	6,000	168,606	24.26
1888	9,602	193	499	104	8,806	174	108	138	66	911	13.48	518	85	125	433	7,352	16.59
1889	15,861	7,326	7,504	76	955	12,130	6,343	12,108	5,787	98,004	17.7	2,700	983	2,225	1,717	36,331	21.10
1890	12,063	1,610	10,294	63	96	1,265	479	866	786	11,508	14.38	10,639	1,131	1,780	9,508	196,482	20.41
1891	20,519	1,082	18,733	131	573	1,852	307	505	1,545	28,884	18.41	17,963	775	1,278	17,190	363,425	21.8
1892	33,332	1,423	30,907	167	835	1,844	226	359	1,618	28,642	17.42	30,486	1,197	1,818	29,289	433,941	14.49
1893	31,750	2,417	28,411	340	582	4,459	680	757	3,779	42,427	11.23	26,369	1,737	2,063	24,632	370,667	15.05
1894	34,387	4,643	27,991	747	1,006	9,992	2,597	3,202	7,395	122,212	16.53	22,642	2,046	3,160	20,596	422,973	20.54
1895	29,650	1,344	12,950	1,216	14,140	2,702	301	293	2,401	13,683	5.70	11,592	1,043	1,135	10,549	109,947	10.42

1890. Have you anything further to say? I only wish to emphasise the importance of the Queensland market to us. We are within 200 miles of that great consumption, and I think we can claim that we are nearer to it than any other district of New South Wales. I always look upon that as a great outlet. In 1892 it was estimated that our revenue on the Glen Innes line would be £15,326. That is the estimated traffic between Inverell and Glen Innes. Mr. Harper did not think we should realise anything like that; nevertheless, in the same year—1892—the gross earnings at Glen Innes were £25,081.

1891. What do you mean by the gross earnings? The Commissioners' railway returns. The question is how much of that can we claim. I maintain we can claim two-thirds of it, because out of the 12,000 bales of wool which were trucked there all went west of Glen Innes. There is Dundee on the north, and Deepwater, and Glencoe, which are credited with any wool on that side. East of Glen Innes they are all cattle, so that that 12,000 bales went from here or west of Glen Innes. I maintain that if it did—and the earnings of that section at Glen Innes were £25,000—we are entitled to two-thirds, or £16,000. I have spoken to experienced men in Glen Innes about it, and they tell me I can claim credit for more; anyhow, it verifies the statement which has been put forth that if we had a railway the estimated revenue would be realised. In 1893 there were 13,963 bales of wool trucked from Glen Innes. At Tenterfield, in 1892, the railway earnings were £10,692. I think we are as productive as Tenterfield, and yet the previous estimate of the Department for this district was only £8,000. There were 237 bales of wool at Tenterfield that year.

1892. *Chairman.*] Practically nothing? No. I have compared this district with Mudgee. I find that in the same year the earnings at Mudgee were £29,825. I claim, judging by the takings of the Glen Innes railway station, that the figures, as put forward, were more than realised. I have not prepared any fresh statement of traffic, because I do not think there is any material difference. I have prepared a statement

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as to the wool which I consider would be trucked if there were a railway constructed from Glen Innes to Inverell, and I wish to put it in. It is as follows:—

NUMBER of Bales of Wool that would be trucked at Inverell if connected with Glen Innes by rail.

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Name of Station.	No. of Bales.	Name of Station.	No. of Bales.
Yallarei	1,100	Oregon	200
Gunyerwarildi	600	Gournama	500
Myall Creek	900	Gragin	800
Reedy Creek	600	Settlers on Gragin	200
Croppa	250	Pearsby Hall	80
Kulki	90	Warialda selectors	200
J. and C. Cheadle	36	Coolootai	400
M. Campbell	45	Wallangra	1,200
Fraser's Creek	240	Yetman	200
Clerkness	500	Karool	100
Glenorchy	80	Bannockburn	300
Bukkulla	400	Arrawatta	200
T. Cook & Co.	500	Dinton Vale	80
James Campbell	200	Glenortny	50
Long Reach	50	Auburn Vale	250
		Byron	200
	5,591*	Prarie Park	100
		Inverell Station	600
		All selections	1,000
		Scoured wool	1,000
		Dinton Vale, East	40
			7,700
Intermediate Stations between Inverell and Glen Innes.			
Newstead, South	350	Balaclava	80
Newstead, North	300	Bellevue	60
King's Plain	600	Iparrar	120
Waterloo	350	Wellinggrove	200
	1,600	Glendon	200
			660

* I hold the owners' certificates for this lot that they would send here if connected with Glen Innes.

1983. *Mr. Black.*] You rely, as the main factor in making a railway between Glen Innes and Inverell pay, upon the conveyance of wheat? Not wholly; there is a low freight on wheat, but it will be one of the principal products.

1984. Do you rely on wheat in conjunction with wool? Yes; we have large quantities of wool, which means a large return loading in salt.

1985. Your objection to the Moree line is that, in the first place, communication westward will provide you with an insufficient market? Yes.

1986. In addition to that, the distance to Newcastle and Sydney, *via* Moree, and the fact that between those points lie other districts more favoured geographically—producing the same things—would put you at a disadvantage in competition with them in the Newcastle and Sydney markets? Yes.

1987. On the other hand, you argue that by connection with the main northern line you will find a large market in postal towns which you enumerate;—would they depend upon connection with the coast? Many of them would. I do not think there are many of them without a railway.

1988. Then, for present purposes, we can dismiss the coastal towns, there being no connection with the Great Northern line? Yes.

1989. Then you may say that, as a matter of positive fact, you base your belief on the Glen Innes line on the fact that with New England you would have a large interchange of products, and would also find a market in the metropolis? Yes.

1990. With regard to the interchange of products with New England, you would send wheat there;—what would you get in return in good seasons? Potatoes. I do not think, however, we should get many potatoes, but we should get other goods back.

1991. If they did not come from New England you would not be exchanging products with New England;—I want to stick to the local exchange of products? Potatoes are sent in here.

1992. Anything else which is grown in New England? Oats are sent in, but not to any great extent.

1993. And in such a dry season as last season I suppose chaff would be sent? Yes; but not often.

1994. You do not often have bad seasons now? No.

1995. Then there would not often be an exchange of chaff for wheat? No.

1996. That is only a remote contingency? Yes.

1997. Would there be any consumption of Inverell mutton in the New England district? Yes.

1998. Would it be travelled, or sent by rail? It would be trucked if we had a railway. We always supply New England.

1999. Is not the stock route well grassed, as a rule? Fairly.

2000. You believe the earnings of a Glen Innes railway would be £15,000 per annum? I do.

2001. Do you anticipate that with such earnings the railway would run without loss to the revenue? We do not know what it would cost. At one time it was to cost £8,000 a mile, then £7,000, and then £6,000.

The last estimate is £317,000 for the whole line, and I think we can pay on that.

2002. If we calculate that a line to Glen Innes will cost £300,000, which I suppose it would, and if we reckon interest on that at 3½ per cent. per annum, we should have about £10,700. The estimate of working expenses is, or was, £6,296. That will give a total of £16,996, showing a loss per annum of nearly £2,000;—would you, in spite of that loss, still be disposed to recommend the construction of the railway? Certainly.

2003. You think, then, that an initial loss of that character would soon be reduced or removed altogether? I think it would.

2004.

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2004. You are satisfied that if there is a loss at the beginning it will not be of a permanent character? I am.
2005. You appear to believe that one of the reasons for recommending the Moree line is that there will be a large trade done with the border towns of Queensland;—you appear to believe that if a line be carried to Glen Innes a very much larger trade will be done with Queensland by tapping centres of population than by dealing with the small and scattered towns on the Queensland border? We could not send wheat to Moree, and then to Goondiwindi by team. It is 80 miles to Goondiwindi, and we are only 110 miles from it here.
2006. And even after you get there the market is small? Yes; we command that market now, and always will do, I think, against the Moree railway.
2007. Do you think those towns are supplied now principally from Inverell rather than Moree? I do. I heard Mr. Howard give evidence on Saturday to the effect that the firm he represents sent 60 tons of flour there one year, and I am sure he is correct. It is only a small population.
2008. But Moree is nearer to Goondiwindi than Inverell? Yes; 30 miles nearer.
2009. Is there any difference in the road or the conformation of the country? It is a better road between here and Goondiwindi. It is not such a heavy road in anything like decent weather.
2010. Then you think, so far as Inverell is concerned, the construction of a line to Moree will not increase its traffic with Queensland? No, I do not think so.
2011. And you believe that if you have communication with the northern line you will be able to supply Queensland largely with wheat? I think the distance warrants it.
2012. Then you must believe that Queensland has little prospect of being able to supply her own wants with that cereal? I do. She has always had, in most favourable years, to import over 2,000,000 bushels to supply herself.
2013. Do you think the climate of the Darling Downs is not favourable to wheat-growing? No, it is not.
2014. The quality of the soil, of course, is suitable, but there is some factor in the climate—I suppose humidity—which renders wheat-growing there unprofitable? I cannot enter into the scientific part of the question. I do not know whether it is humidity or what, but it is a fact, nevertheless, that they do not produce it.
2015. Do you think you could supply that market in spite of import duties on wheat at a return which would pay the farmers of Inverell? It depends on the through rates to Sydney. Perhaps we could. £1 a ton is a big duty on flour. We do not anticipate that the duty will always exist. We send flour over now.
2016. If you had federation, and the removal of border duties, you would, I suppose, have a certain market there? I think we have every reason to expect it.
2017. Against all competitors? Yes; against the whole world.
2018. In your estimate of the earnings of the Glen Innes line, what proportion do you put down for the conveyance of goods from the metropolis? I have not the detailed statement now. Mr. McLean will give that evidence later on.
2019. You have no idea then what proportion of the £15,000 you put down for the conveyance of goods from Sydney, and you have no idea what proportion that sum bears to the total imports by the district? I can give you the tonnage in and out to Glen Innes.
2020. What is the total import of the district? The import in 1892 was 8,771 tons, and the total 13,298—that is, the in and out tonnage of Glen Innes.
2021. Of the tonnage of 8,771 tons of imports, what proportion do you think would come by rail in the event of you having communication with Glen Innes? We have taken credit for two-thirds, but I maintain the whole of it would come with the impetus which a railway would give to population here.
2022. Do you think that is a fair calculation? I think so.
2023. If the people of Glen Innes find, with direct railway communication, they will be 53 miles nearer to Sydney than you, and if they find that they can bring goods from Sydney to Glen Innes for £1 to £1 10s. a ton more cheaply *via* Grafton than by rail, and therefore avail themselves largely of the Grafton communication—do you think the experiences of the people of Inverell are likely to be any different? No, I do not suppose they will change. I have no doubt they would get the goods in the cheapest way if they were not in a hurry.
2024. If that be so, and if a large proportion of goods comes to you *via* Grafton instead of from Sydney direct through Glen Innes, what is the prospect of a railway paying? They would not carry them here by dray.
2025. Do you think that if they were landed at Glen Innes by teams from Grafton they would be transhipped there to the railway? I should hope so. We are paying a big rate of carriage between here and Glen Innes, and if we cannot get it done cheaper the railways are of no use.
2026. Is it not a fact that when carriers once get a load an extra journey of a few miles does not make much difference in the cost of carriage? I do not think 42 miles journey is a few miles.
2027. Supposing you were loading from Grafton to Glen Innes—a distance of 110 miles—at £2 10s. per ton, would not the carriers who carried the goods that distance for £2 10s. per ton be glad to bring them on to Inverell, say, for 12s. 6d. a ton extra? I do not think so. I think £1 is the through rate now from there.
2028. But you say they have no competitor at present,—under the stress of competition, do you not think they would be disposed to lower the rate? The railway rates are considerably under 12s. 6d.
2029. Then you have another point to consider. As far as I know anything about the matter, the teamster who carries goods for a storekeeper usually has some dealings with the storekeeper, and takes a certain quantity of his loading out in goods? That is so.
2030. Is it not possible that the storekeeper would pay the teamster a little more for carriage between Glen Innes and Inverell than he would pay the railway authorities, because he would increase his business by his transactions with the teamster, and because the cost of carriage for the whole distance from Sydney, in spite of the increase between Glen Innes and Inverell, would be to the advantage of the Grafton-Glen Innes team route? Yes; I think, probably, some of it would come as you suggest, but I do not know what proportion.
2031. *Mr. Clarke.*] You favour a line from Inverell to Glen Innes, instead of the proposed line from Moree to Inverell? Yes.

2032. Your principal reason is that you are desirous of continuing the trade to some point on the coast? Yes; and the northern and southern traffic as well.

2033. In the event of a railway from Inverell to Glen Innes being built at some future time, do you think it would give you a better market at both places? Yes.

2034. Would there be an interchange of products? Yes.

2035. And even if a line were not constructed to the coast, would a considerable trade still continue to be done by carriers from Grafton to Glen Innes? I suppose it would, but I cannot answer with certainty.

2036. We have it in evidence that from somewhere north of the Macleay and the Manning to the Tweed there is a population of 80,000 people? That is so.

2037. And you consider they are entitled to some communication from the table-land to the main line, and down to the coast, *via* Grafton, or Casino, or Coff's Harbour? Decidedly.

2038. You have already stated that the country from Inverell to Moree, and north and west of that towards the Queensland border, would not absorb the whole of the produce grown in this district? No; the population is limited.

2039. Therefore you must find a market for the surplus elsewhere? Yes.

2040. Where do you think that market would be found? After supplying the adjacent places I have mentioned, they will have to get to the seaboard somewhere—to Sydney or Queensland.

2041. Do you think that it would be possible for much wheat to go to Queensland at present? The £1 duty is a great difficulty, and there will not be any big trade whilst it exists. I am quite sure, however, that there will be a market for this district. There is a duty on flour whatever way it may come in.

2042. When federation arrives? Yes.

2043. Or when there is some alteration in the present tariff? Yes.

2044. Do you not think that Queensland could be supplied with flour and wheat by the seaboard from South Australia and Victoria more cheaply than from here? I do not think so, because wherever you bring it there must be some land carriage.

2045. Do you not think the people between here and Moree are entitled to some consideration, in view of the bad state of the roads and the existence of country in which it is very difficult to make roads? Yes.

2046. And supposing they have no railway? They could go to Moree and come here.

2047. By road? Yes. Their principal trucking is wool, which stands a little more carriage—more than anything else. That could go to Moree. The Warialda traffic would come here.

2048. If a railway were ultimately constructed from Inverell to Glen Innes, would it answer the purposes of the people between Moree and Inverell? It would answer them as far as Warialda. They would send their produce to Inverell.

2049. *Mr. Roberts.*] Is much agriculture carried on between Inverell and Glen Innes at the present time? A good deal.

2050. What is the area under cultivation at the present time? There is a considerable area.

2051. I was under the impression that it was principally devoted to pastoral purposes;—is that so? Parts of it are, but there is a large area of land under crop between here and Glen Innes.

2052. But, as a matter of fact, there is no farm of any importance at the present time between Inverell and Glen Innes? Yes; there is a good quantity of it. Ten miles from here, at Brodie's Plains, it is all farms.

2053. I believe there is any quantity of good land which would be suitable for agriculture? Yes; it is all agricultural land.

2054. Is it not held in large estates? Yes; there are four estates upon it.

2055. Can you say that if a line were constructed to Glen Innes those estates would be thrown open for the purpose of wheat-growing? I have no doubt they would. I am interested in one, and they can have that for wheat. I am quite sure the proprietors are only wishful to get the land under wheat; they have often expressed themselves to that effect.

2056. What value would you put on the land per acre for leasing it in small holdings? I should think about 3s. or 4s. an acre if it were cleared. It might be 5s. A good deal depends on the improvements. The mixed agricultural and grazing land lets for about 2s. and 1s. 9d. at present.

2057. Would that pay the owner of the land better than running sheep upon it? I do not know that 2s. would. They have an idea here of adopting the share system if railway communication be available.

2058. You mean the halves system? Yes. Some adopt the thirds system.

2059. How do the sheep run to the acre between Inverell and Glen Innes? About a sheep to the acre.

2060. What is the value of their fleeces? Three shillings.

2061. Was not the land valued higher than the quotation you have given some years ago? Yes.

2062. Is it owing to the general depression that you now quote a lower price? It is.

2063. You have stated that you opposed the Moree route on public grounds;—will you explain what you mean? I consider the distance is prohibitive of benefit to this district in any way, and if a line were built traffic would not go there, and there is no population to consume our produce.

2064. Do you mean that if money were spent in constructing the proposed line it would be a loss to the State? I do. I do not think it would pay, I think there would be a big traffic between here and the east, even if the line to Moree were constructed.

2065. With regard to the interchange of products between Inverell and Glen Innes, what would Glen Innes have to send to Inverell which Inverell would be unable to grow? I do not think Glen Innes can send much that we cannot grow, except, perhaps, potatoes and oats.

2066. Is it not a fact that the soil of Inverell is admirably adapted for the production of potatoes? Yes.

2067. And if a railway were constructed, would not there be a large market for potatoes in the west? There would be a market, no doubt, but it would be a limited one. I may mention that potatoes in Inverell do not carry like they do in Glen Innes. The colder the climate the better the potato.

2068. I understand you to look upon the eastern part of the Colony as the market for Inverell produce? Yes; east, north, and south.

2069. Do you discard the west altogether? No; only it is a limited market there.

2070. In making your estimate for the eastern market you said 812,000 bushels would be required? No; I explained that deductions would have to be made because of Tamworth.

2071. In the 812,000 bushels you included the towns of Grafton, Casino, Lismore, and others? I did.

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2072. How are you to get there? I do not expect to get there until there is a railway there.
2073. Is it a fair thing, in drawing a comparison between the two routes, to take that into consideration at all? I think it is if you are proceeding on national ground.
2074. You have taken into consideration, in the estimate of 812,000 bushels, several towns which produce large quantities of wheat—Armidale, Glen Innes, and Tenterfield;—is not Manilla a large wheat-producing district? Yes; but I explained about Manilla. Armidale, Tenterfield, and Glen Innes do not produce large quantities of wheat. They are large importers.
2075. Are you aware that a proposal to connect Tamworth with Manilla has been recommended to Parliament? Yes.
2076. If that railway be constructed, will not there be a great increase in the production of wheat in that district? I should think so.
2077. Then you could hardly claim Manilla as a market for Inverell wheat? I do not claim it at all.
2078. Then, in the western market, you mention Bingera;—is there a large production of wheat there? There is production there.
2079. But not very large? Not very large. There are one or two mills there.
2080. How about Boggabri? I do not think there is much grown there.
2081. How about Collarendabri? There is none grown there. There is a small population there.
2082. How about Gunnedah, Moree and Narrabri? There is a large mill going up at Narrabri.
2083. Is much wheat grown there at the present time? I do not think there is a great deal grown there, but I see they are going to stimulate it.
2084. What about Quirindi? Large quantities are grown there.
2085. Does it not appear to you that in the western market, there are many large centres where you admit there is not much wheat grown, and therefore there must be a market for Inverell produce? I mentioned those centres and told you they contained 28,000 people and I gave them credit for a consumption of 6 bushels per head.
2086. What I want to point out is that I think your comparison of your eastern and western markets was hardly on a fair basis? I am willing to explain.
2087. Do you admit there is an error on your part in putting down some of the eastern markets? No.
2088. I refer in the first place to the coastal towns, and Armidale, Manilla, Tamworth and Tenterfield? Those places I have mentioned, also Bingera, Boggabri, Collarendabri, Gunnedah, Quirindi, Walgett and Warialda. Allowing for 6 bushels per head they will take 173,000 bushels. I did not say they grew anything but they want that amount and it has to be supplied.
2089. What I want to point out is that in the western markets you gave non-producing districts, whilst the others produced wheat; therefore from my point of view they would not require produce whereas the western market would? I explained that Tamworth and Manilla were wheat-producing districts.
2090. But you put them down as a probable market for Inverell produce? No, I excepted them.
2091. *Chairman.*] You went on to say that the table-land required a certain amount? Yes, 150,000 bushels.
2092. *Mr. Black.*] You said their consumption exceeded their production by 150,000 bushels? Yes.
2093. That is Glen Innes, Armidale, and Tenterfield? Yes.
2094. They produce 59,000 bushels, and consume 150,000 bushels more? Yes.
2095. *Mr. Roberts.*] Will you admit that the 173,000 bushels which will be required in the west—at Bingera, Boggabri, Collarendabri, Gunnedah, Moree, Walgett, and Warialda—will be sent there by way of Inverell if the proposed line be constructed? No, I will not admit that, because Bingera already produces a certain quantity; so do Quirindi and Narrabri.
2096. If a railway to Moree were constructed there would be a large market for Inverell produce at Moree? I do not think it would be a large market, and I have been intimately associated with Moree for the last fifteen years.
2097. What about Walgett? That is 120 miles from Moree, over the worst roads in the country. Collarendabri is 80 miles from Moree. Mungindi is a small place on the Queensland border.
2098. What about Warialda? We look upon it as the twin-brother of Inverell.
2099. What is the last return you have as to the number of bushels of wheat grown within the electoral district of Inverell? Last year 60,000 bushels were grown in the police district. It was an exceptionally bad year. The year before the return was 130,000 bushels—one of the biggest we have had.
2100. Would not the whole of the 60,000 bushels of wheat find a market in the west? We want most of it for ourselves.
2101. Is it not a fact that hitherto farmers have found it impossible to get rid of their wheat? I do not think so. I think they get as good a price here as anywhere.
2102. Is not that one of the reasons why the construction of a railway to Inverell is advanced? No; I think one of the reasons is that they wish to increase their outlet, and they cannot see any means of doing so without the means of exit. I think 133,000 or 140,000 bushels of wheat is the largest return we have had here. A considerable quantity finds its way to the west, south, and north—wherever they can get a market for it.
2103. Do you not think that if a railway from Inverell to Moree be constructed, a very large area of land will at once be put under cultivation with a view of increasing the production? I do not think so.
2104. Would not there be a market for the surplus wheat in Newcastle? Yes, but I think the distance is too great.
2105. Would not that difficulty be got over in a great measure from the large production of wheat per acre;—does it not yield as a rule, up to 20 bushels per acre? Yes, the yields are good; but we want to get the nearest way to a market—not to be taken from it. If we go to Moree we go right away from our natural market.
2106. Does it pay at present to send wheat from Glen Innes to Newcastle or Sydney? Yes; it would at present prices.
2107. I understand you to say you anticipate a large market in Queensland? Yes.
2108. To what part of Queensland would you expect the demand to set in? The south-west—on this side of the main range.
2109. I believe a good deal of wheat goes out to Goondiwindi now? Some flour goes out.

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2110. I suppose you can hardly expect to tap the Brisbane market? If the rates were as favourable as they are on the southern side. It is 100 miles nearer, but I do not claim that; I claim that we can send large quantities to the south-west.
2111. Would you go down as far as Toowoomba? Yes, and south-west of Toowoomba. Toowoomba is the largest wheat-growing district they have. They grow 46,000 bushels last year.
2112. Is that owing to uncertain rainfall? No; I think it is due to the rust.
2113. How many miles is it from Inverell by way of Glen Innes to Toowoomba? 253.
2114. Is not Toowoomba exactly 100 miles from Brisbane? 102, I think.
2115. Does it not appear to you that it would be impossible to compete with wheat brought from California or South Australia to Brisbane? I am not claiming Brisbane.
2116. They would only have to take it 100 miles to Toowoomba, whereas you would have to take it 250 miles? I think it is quite possible to compete with them. Any wheat coming to Brisbane must bear a certain amount of land carriage wherever it comes from.
2117. *Mr. O'Connor.*] What is the country between Inverell and Glen Innes capable of producing? It is capable of producing any agricultural produce.
2118. For the whole of the distance? There is some hilly country, but it is all good on both sides of the proposed line.
2119. Have you any idea what quantity of land between Inverell and Glen Innes is held by private owners? I know there are four large holdings, but I do not know the amount.
2120. Are you aware whether the owners of these properties would be willing to give the land necessary for the construction of a line to Glen Innes? I am not aware. I have some land and I will not give it free, but I will give it at the upset price of £1 5s. an acre. If you resume 2 chains the whole of the distance between Inverell and Glen Innes, the upset price for the whole would not come to more than £1,200.
2121. *Chairman.*] Briefly then your contention is that, in the best interests of Inverell, railway communication should be made east and not west? Decidedly.
2122. You believe that if you were connected with the Great Northern line to the east you will have a choice of markets? Yes.
2123. Have you seen the gradual settlement of the western country? Yes.
2124. Is it ever likely to be thickly settled? I do not think it is particularly beyond Moree.
2125. Is it a class of country which admits of close settlement? No.
2126. Are you aware that the area of land to be alienated now is somewhat limited? Yes.
2127. And when it is alienated you cannot look for any rapid development? No.
2128. You have already told us that in your opinion the present population in the western district will not absorb the surplus produce from Inverell? That is so. An increase of produce must take place at Inverell, and the absorbing power is not in the west at the present time.
2129. What would be the prospect of getting rid of the surplus stuff by way of the Moree line to Narrabri, and then to other markets? I think the population along that route is pretty well supplied; we should have to get to the water before we got any market.
2130. Are there any intermediate markets between Armidale and Sydney? They do not grow any wheat north of Tamworth.
2131. Do you know whether there has been any interchange of produce between Tamworth and Inverell? No.
2132. Has there been any along the main northern line? Tamworth used to send wheat to Glen Innes and Armidale; we want to stop that.
2133. I believe the Inverell wheat is noted for its quality? Yes; it is.
2134. And when profitably brought in contact with the outside buyers there is no difficulty in selling it on the score of quality? It always brings the highest price.
2135. Do you think the proper way of dealing with the traffic which lies west of the Great Northern line is, by way of Moree and the north-western line? I do not think it is. I am more largely interested in Moree than I am in Inverell.
2136. What kind of interest have you? A pastoral interest—I have 30,000 acres about 25 miles from Moree. Personally, it would suit me to go to Moree better than anywhere else.
2137. I presume the quantity of produce going in that direction would vary according to the seasons? Yes.
2138. For instance, if they had a good season in the Moree district, would there be much demand for forage from here? I do not think so.
2139. Would you consider that the last twelve months in the Moree district have been an unfavourable season? Yes; the last six months have; and part of 1894 was unfavourable too. I may say that the consumption of produce last year, by Moree, was better than we have ever had it. Perhaps that was accelerated by the railway construction from Narrabri; but we sent more produce there last year than we have ever done.
2140. Therefore, a considerable discount may be taken off last year's estimated consumption? Yes.
2141. What development do you think is likely to take place in the shape of mining, between Inverell and Moree? I know of no mineral country there.
2142. Is there any on the eastern side? Yes; at Elmore, 12 miles on the east, there is a little mining town. One matter to which I wish to refer has reference to the number of sheep, which was given to you the other day, as being in the Warialda district, and which would support the railway. The number was estimated to be 1,500,000. The Warialda district is a very large one. I have made a calculation to the effect that there are 368,000 sheep there which are already benefited by the Moree line, and which would not go on any part of the proposed line. There is Wellbon, for instance, due north of Moree, with 100,000 sheep, which are included in Warialda. That is 24 miles from Moree, in the Goondiwindi direction, and the proposed line would not pick up a bale of wool from there. Neither would it pick up a single sheep from Tullooona nor Bulloeroo. I estimate that there are 368,000 of the sheep referred to, which are already benefited by the Moree line. I give way to no one in my knowledge of the stock of that district.

Mr. Hector McLean, storekeeper, Inverell, sworn, and examined:—

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2143. *Chairman.*] How long have you been in Inverell? For the last twenty-five years.
2144. Have you an extensive knowledge of the conduct of business and the carriage of goods? Yes.
2145. *Mr. Clarke.*] Have you any statement to make to the Committee? I may say that the construction of the proposed line would be a most fearful mistake for this town and the districts interested. Instead of cheapening carriage, and developing the resources of the district, the result will be otherwise. The mileage will be increased, and, consequently, the rate will be increased. Just now we are saving about one-third by using team carriage between Inverell and the east.
2146. Can you give any estimate of the quantity of wheat, flour, and horse-feed which at present goes from Inverell to Moree? In an ordinary season it is comparatively small. This season our firm has not sent more than 10 tons of stuff, and it was in 1886 when we sent anything previously. That was a very dry season. I know that a great deal of the produce sent to Moree is sent at a loss instead of a profit to those who are trading.
2147. Can you give any opinion as to what is sent by other storekeepers? There is only one other mill which is sending that way—Taylor and McIntyre—and I should not think they have sent more than 40 or 50 tons for the year.
2148. Can you say what quantity of horse-feed, fodder, and chaff has gone from Inverell to Moree? I should think 150 tons would cover it. It has been sent principally by the farmers themselves, and not through the storekeepers. About 50 tons of flour have also been sent.
2149. Are there any other goods which are sent? Nothing at all.
2150. Nothing in the shape of groceries? There is no trade of that kind with the west. Warialda is supplied from Tamworth, and the country between Warialda and Moree is supplied from Moree. The Manilla and Bingera merchandise would all come from Tamworth.
2151. We have it in evidence from a witness at Moree that 1,860 tons of goods of various kinds come from Inverell to Moree in a year? I think it is very much overstated. There is no kind of merchandise except produce, and in ordinary good seasons there is nothing sent in the way of produce except a little corn and oats to feed racehorses.
2152. But flour would go in any case? Yes; flour was sent last year, because it was so very cheap here, and even then it was sent at a loss. Mr. Taylor, of the firm of Taylor and McIntyre, was paying his firm what they were losing. He was making it good in order to get rid of the surplus. That was before Moree was connected with Narrabri.
2153. Is the country between Inverell and Moree adapted for agricultural purposes? Yes; the river flats of Moree would produce well.
2154. What about the rainfall? It is not so good as ours. In ordinary seasons there is plenty of grass about Moree and district, and then only small quantities of produce are required to be sent.
2155. Do you approve of the construction of a line from Glen Innes to Inverell? I do; I think it is the natural outlet of this district, and will tend to develop our resources by cheapening the inlet and outlet of merchandise and products.
2156. Do you not think the people between Inverell and Moree should have some consideration in order to get their produce to the best possible market, which they seem to think is Moree and north-west of Moree? I do not think there is sufficient outlet in that direction. There would be no railway traffic except local traffic. It would be impossible to bring merchandise from Sydney to Inverell by that route.
2157. I suppose the goods for the supply of Moree at present come from Narrabri? Yes; and Inverell will still continue to get its supplies east from Glen Innes or Grafton.
2158. Then you are of opinion that a line from Inverell to Glen Innes would suit the public generally better than the proposed line? Very much. It would be even better for the districts west. It would be cheaper for Warialda to get her supplies eastward than through Moree.
2159. Does not Warialda at present get a good deal of supplies from Bingera? Yes; Tamworth is her market.
2160. Are you aware that a line is to be constructed from Tamworth to Manilla? Yes; that is really the line which will serve Bingera and Warialda if it is continued.
2161. Have you any idea as to the quantity of goods which come from Grafton to Glen Innes and then on to Inverell? We get about two-thirds of our goods in that way by carriers. The carriers can go empty from here and bring back our loads.
2162. What does the two-thirds amount to in tons? About 200 tons a year come by way of Grafton, and thence by team. The remainder comes by rail from Sydney to Glen Innes, and thence by team; two-thirds of what we get by team never sees the railway.
2163. What is the rate of carriage from Grafton to Inverell? £4 a ton. It could be done for less, but that is what we allow the carriers who really go down empty.
2164. Do you send any goods from Inverell to Grafton? Yes; but in our line it is not a regular thing. We send hides and wool sometimes.
2165. Does much wool go to Grafton from Inverell *via* Glen Innes? We dealt considerably in wool last season, and sent it by way of Grafton.
2166. What is the reason for sending that away? There is a very considerable saving in carriage.
2167. Of course, you send goods the cheapest way? Yes.
2168. I understand that the land between Inverell and Glen Innes is mostly in the hands of a few individuals? There is a large farming and agricultural population between Inverell and Glen Innes.
2169. Is not the land held by a few individuals? No more than is generally the case around a town. There is a large number of small holders on the route.
2170. Do you know whether the people would be inclined to give the land required free of cost for railway construction? I do not know. Some years ago when the Glen Innes line was being mooted, the King's Plain estate offered to give a considerable quantity of land. The station has since changed hands.
2171. Do you think it possible if a line were made from Inverell to Glen Innes a portion of the land would be cultivated? Yes. I understand all the graziers are only too willing to go in for cultivation.
2172. Would they lease it? Yes. I may state that Mr. Campbell, of Inverell Station, has a number of small farmers on his estate on shares. The number would be increased threefold if the line were constructed.

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2173. If the line from Moree to Inverell be not constructed, do you not think it will be a great inconvenience to many people living along the route? No, I do not. I do not think a single passenger would avail himself of the opportunity of going by way of Moree if the line were constructed. I do not consider there would be any passenger or merchandise traffic to Sydney by that route. I think the passengers would go by way of Glen Innes, even if there were no railway. It is only six hours' journey in a light buggy. I cannot see that the proposed line will be used at all excepting by the people of Inverell who go to Moree on a little business, and *vice versa*. The proposed line to Manilla will certainly serve Warialda better.
2174. We have it in evidence that a good deal of the surplus produce—flour and wheat—will find its way to Queensland;—do you agree with that? Yes, if the border duties are diminished.
2175. If federation takes place, and there is intercolonial freetrade, will there be a market to Queensland for articles other than flour? Yes, we should use their sugar, and there would be a large interchange.
2176. Do you think that with produce being carried from Victoria, New Zealand, and South Australia to Brisbane, at a low rate of freight, you would be able to compete? Yes, with special rates for the carriage of our produce.
2177. *Mr. Roberts.*] How many stores are there in Inverell? Three general stores, besides our own.
2178. Do the other storekeepers hold similar views to your own on this subject? I have not obtained their opinion. The people have been told that the Moree railway is the only one they will get, and therefore they will support it.
2179. Do you know of any storekeeper in the town who is favourable to the construction of a line from Inverell to Moree? No.
2180. Do you get all your goods from Sydney? Yes, with the exception of sugar. At this season of the year we get a large quantity of Grafton sugar.
2181. Do all your goods come by way of Grafton? Yes, goods for which we are not in a particular hurry, and heavy goods. We use the railway for drapery, and goods of a special class, such as salt.
2182. In the event of a railway being constructed from Inverell to Glen Innes, would you not still get your goods by way of Grafton? There would not be the facilities for getting goods that way then.
2183. Why? If Inverell were a terminus from Glen Innes, the carriers who at present have nothing to do but trade between Grafton and Inverell would be taken up on the western route.
2184. Do you mean to tell me that if a railway were constructed from Inverell to Glen Innes the carriers would cease to run between Inverell and Grafton? Their occupation would be taken up to the north-west and west. I believe that with this railway we could develop a much greater trade, and that we could even supply Moree more cheaply than the railway.
2185. But you are assuming that the railway is to be built almost at once from Glen Innes to Grafton;—you say that if a railway were built from Inverell to Glen Innes the teamsters would cease to run on the road from Glen Innes to Grafton? No; if we were connected direct with Sydney by way of Glen Innes the facilities for landing stuff would be much greater than they are at present, because if we get merchandise from Sydney it has to be placed on the drays at the railway station at Glen Innes.
2186. And in the event of the railway being made to Glen Innes, would it not be still cheaper for you to get goods by sea to Grafton? The facilities would not be so great then. I do not think it would be cheaper then.
2187. There would only be a difference of 44 miles of carriage? Yes.
2188. Would you not still be likely to bring your goods by way of Grafton, and make a contract with a man to carry your goods from Grafton to Inverell, and ignore the railway altogether? I do not think so.
2189. Would you unload them at Glen Innes, put them on the trucks, and bring them to Inverell by rail? We would be more likely to use Inverell to Sydney direct by rail.
2190. Although you could bring them to Grafton for less money? The facilities would not be so great, because the carriers would be taken off that route. It would pay them better to travel to the Queensland border on the north, and down the Macintyre River.
2191. You are assuming that everyone would bring their goods all the way by rail by way of Glen Innes;—consequently, the occupation of the teamster between Glen Innes and Grafton would be for ever gone? It would be to a great extent—that is, as regards the Inverell trade, because it is simply Inverell carriers who are trading with Grafton. They are not Grafton or Glen Innes carriers, but our own carriers, and these men must have employment. They would be engaged in a trade for the north and west.
2192. If a railway were made from Inverell to Moree would you be a customer to it in any way whatever? I cannot say we could use it, unless for sending a little produce which would be required by Moree.
2193. But you would not use it to bring your general merchandise from Sydney? No; I cannot see how it would be of any use, because the time saved would be very little, and there would be the increased cost.
2194. But if a line were made to Glen Innes you would bring your general merchandise all the way by rail? Yes.
2195. Although you can bring it more cheaply by way of Grafton? If we saw a saving we should be bound to make use of it. There is no doubt that carriage *via* Glen Innes would be cheaper, because the distance is less.
2196. What sort of a road is there between Inverell and Glen Innes? Very good.
2197. If you brought goods from Sydney to Grafton and Glen Innes, would you be likely to take them off the team, put them on the railway, and bring them on to Inverell? No; I do not think that would be done at all.
2198. Do you purchase any wheat from the farmers? Yes; we are very large buyers.
2199. Are your transactions in cash? Yes.
2200. Do you exchange with goods to any extent? That which is done in the usual way of trade; but very often there are large cash balances to draw.
2201. Where is the wheat which you purchase produced? Within a radius of 12 or 13 miles of Inverell, in any direction east, west, north, and south.
2202. Is the Inverell district in what may be termed a flourishing condition? No; I believe a railway from the east would assist it very much, by giving us an outlet.
2203. You think it ought to be connected by rail with the Great Northern line? Decidedly; that is the only route which will be of any benefit to us.
2204. You do not think a connection with the west will be of any advantage? Not at present; it is the wrong end to commence at.
- 2205.

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2205. Do you know the rate of carriage from Inverell to Moree? About £2 to £2 5s. a ton.
2206. Would that probably account for the small amount of produce going from Inverell to Moree? It would, perhaps, since Moree has been connected by rail, but prior to that it would not, because we are almost as convenient as Narrabri.
2207. If the railway were constructed and flour could be taken to Moree for 8s. a ton, do you not think there would be a large demand for Inverell flour? I do not think there is the consumption. Then there are other districts which geographically are better situated for supplying Moree than we are, such as Tamworth, Gunnedah, and Narrabri. I do not think we would have any trade at all. The trade of those districts would be established with Moree before we had an opportunity of getting it.
2208. If a railway were constructed to Glen Innes would large quantities of wheat and flour be sent from Inverell? Yes.
2209. Where do you think the market for Inverell produce would lie? There is the whole of the eastern seaboard with a population of 100,000.
2210. But would it pay you to send it there by team? At present they are sending chaff from Glen Innes to Grafton.
2211. I want you to give me information without assuming that a railway is, or is likely to be constructed to Grafton; what other market have you got? We have South Armidale, and north to the Queensland Border, and the whole of the east coast.
2212. Does not Tenterfield produce wheat? Not to a very large extent.
2213. Does not Glen Innes? Not enough.
2214. And does not Armidale? I believe not. Tamworth supplies Armidale to a great extent and Glen Innes too, and usually we send a lot of wheat from Glen Innes to Inverell.
2215. Supposing you get rid of a good quantity in the direction you indicated, where would you find a market for the surplus? We could supply the west to Warialda. We should have an enormous market there. It would take in Warialda on the west, the east coast, Tenterfield on the north, and Armidale on the south.
2216. I understood you to say, there would be no market worth speaking of for Inverell produce in the west—that is, from Warialda to the west? You are asking me what we would do with the surplus.
2217. Yes, after providing for the local requirements of Inverell, and what you would send to Glen Innes, Armidale, and Tenterfield, what would you do with the surplus? We have all that country. Take Bundarra on the south, we have Warialda 40 miles west, and to the Queensland border. We have the trade of all that country just now.
2218. After supplying all that country there would still be something left to send away? It would require an enormous quantity of wheat to supply those districts—more than we can produce for a number of years, I think.
2219. Do you think a large area of land would be put under cultivation with the view of producing wheat if a line to Glen Innes were constructed? Yes, I feel quite confident of it.
2220. Then there would be a large surplus to be sent either to Queensland, Newcastle, or Sydney? We should gradually find markets, no doubt for it. We can always afford to sell surplus cheap. We should have to force a market if one were not at hand.
2221. Where does your trade for general merchandise come from;—within what radius have you customers? We trade on the north-west for 100 miles—that is following the Macintyre River, and the tributaries of the Macintyre, and to the Queensland border on the north-east.
2222. You do not think the proposed railway would be of any use to you in supplying your customers with merchandise? I do not think it would at all serve the inhabitants of this country towards the Queensland border.
2223. With regard to the conveyance of your goods, do you own any teams? No.
2224. Do you not prefer, as a rule, to have goods brought by the teamster, not only because of any advantage that you derive from reduced freight, but also because he takes a quantity of his loading out in goods? Yes.
2225. Would not you think that circumstance would tend against the construction of a railway from Glen Innes to Inverell? No; I think it is more than counterbalanced by the directness of trade.
2226. But if that were a circumstance, it would tell even more strongly against the Moree-Inverell railway? It would.
2227. *Chairman.*] You have already told us that the rate of carriage from Grafton to Inverell is £4 per ton;—does that include the steamer freight? No.
2228. What is the steamer freight? Twelve shillings and sixpence dead-weight.
2229. Measurement? It is calculated by the cwt. It would come out at 2s. per cwt.
2230. That would be £2 a ton by steamer, and 12s. 6d. dead-weight? Yes; but they are nearly all dead-weight goods that we carry *via* Grafton.
2231. What class of stuff do you get up by way of Grafton? Wire, galvanised iron, bar-iron, sugar—that is all dead-weight.
2232. Do you get any measurement stuff? Kerosene would come at a rate of so much per case. That is cheaper than the railway rate—1s. 3d. per case.
2233. Do you get any drapery that way? No.
2234. Crockery? No; crockery we get by railway.
2235. What is the average cost of landing goods from Sydney, *via* Grafton, at Inverell? The average cost would be about £6—that is, if we got everything that way.
2236. That would include measurement and dead-weight goods? Yes.
2237. At the present time, for the purposes of economy, you get dead-weight only? Yes.
2238. What does that cost you to land in Inverell? £4 10s. net.
2239. What does it cost you to land the goods you get by railway from Sydney to Glen Innes and thence by team to Inverell? The lowest rate we can do it is, by the truck-rate through Wright, Heaton, & Company. It costs us £7 per ton.
2240. Are you allowing for a fair and reasonable rate of carriage? Yes.
2241. Then, it is £6 by way of Grafton, and £7 by rail? Yes; but the rate by rail, if we had not the benefit of Wright, Heaton, would be £7 to Glen Innes.
2242. I want you to give me the truck-rate? That is the truck-rate.

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2243. It is well known that if you get goods up by the single ton the cost is much greater? Yes; that is for third-class goods.
2244. Is the third-class the highest class? The goods I have enumerated as dead-weight, by sea, would be carried at £24 a truck, to Glen Innes. That is a 6 ton truck. That is £4 a ton.
2245. And what would be the dray carriage across from there? £1 10s. a ton.
2246. That makes £5 10s. a ton? Yes.
2247. What does it cost you to get dead-weight goods by way of Grafton? £4 10s. net.
2248. Therefore the difference of £1 a ton, dead-weight, induces you to get your dead-weight stuff by way of Grafton? Yes.
2249. Is it to save £1 a ton that you do it? Yes, and to give the carriers employment.
2250. I suppose that many carriers are customers of the storekeepers? All.
2251. And you have to give them some loading to cut out their accounts? Yes.
2252. The margin of £1 a ton enables you to do so? Yes.
2253. Have you ever known any goods to be landed in Inverell from Grafton at £3 10s. a ton? Yes.
2254. That with 12s. 6d. steam freight makes £4 2s. 6d. a ton? Yes, that is as low as we have landed it.
2255. Supposing the proposal to construct the line from Inverell were carried out—making Inverell the starting point—to deal with the traffic west of the Great Northern line and to take it by way of Moree to Sydney—have you calculated what it would cost you to get your goods from Sydney by that route to Inverell? Yes. I have seen an estimate and I think it is £8. I think it would be higher. The rates on the north western line are much higher than on the Great Northern line. We have the advantage of the differential rates.
2256. If it were not for the existence of the differential rates to Glen Innes would you be able to land your goods that way at £7 a ton? No.
2257. We will take things as they are—£6 and £7 a ton. I believe that with truck rates you can put any class of goods you like into a truck? Into a miscellaneous truck you can. There is a special rate for sugar, rice, galvanised iron, bar-iron, and fencing-wire, but other classes of goods such as drapery come at a higher truck rate.
2258. Have you not as a storekeeper, having to deal with a general class of goods to arrange your trucks so as to be able to put a mixed class of goods into them? No, in the low rate truck we cannot do that.
2259. Wire and sugar of course you have in 6 ton lots in a special truck? Yes, that is the minimum truck rate.
2260. I believe you have to mix other goods in a truck to make a truck load. For instance you would not get 6 tons of drapery into a truck? No, we have to pay a higher rate for that.
2261. What is the higher rate? £30 a truck, or £5 a ton.
2262. That is £5 a ton to Glen Innes and £1 10s. a ton from Glen Innes—that is £6 10s., or 10s. lower than your previous estimate, which was £7? Yes; because we cannot take advantage of that truck. We get through Wright, Heaton, and it comes out at £5 10s., and £1 10s. from Glen Innes, which means £7.
2263. That includes Wright, Heaton's charges? Yes.
2264. You are not able to land them at less than £7? No.
2265. Will you tell us what the result would be if the sum of £8 7s. a ton were charged for bringing goods around from Inverell by way of Moree? The result would be that we could not use the line. It would be impossible.
2266. Of course, you would use it to a certain extent? It would be for something very pressing. At present we do not find it any inconvenience by using Glen Innes, and we should still continue to use Glen Innes.
2267. The perplexing question is, if the proposed railway were made, would it get the traffic;—would you get your goods from Sydney? In my opinion it would not get 1 lb. weight of our goods.
2268. Would a difference of £1 7s. a ton be sufficient to debar you from using that line? It would.
2269. Have you any idea what tonnage of store goods would come into Inverell in the course of a year? I could only guess. In the past twelve months my firm has got over 300 tons of merchandise. If you take the total tonnage at six times that it will give you 1,800 tons of merchandise.
2270. That would be from the town alone? Yes.
2271. It would not include the pastoralists and selectors who often get their wire and other materials direct? Yes.
2272. The whole of the purchases are not made in the town? No; the squatters would buy direct.
2273. You say that the difference of £1 7s. a ton would debar you from using the proposed line, consequently you could only use it for a portion of the 1,800 tons of goods, that is, the urgent, light, and expensive portion? Yes.
2274. Consequently, the traffic would go on as usual between Inverell and Glen Innes and Inverell and the coast? Yes; to the east.
2275. And the object of starting a line from this point to deal with that coastal trade would not be met? That is my opinion.
2276. Supposing the line were made from Glen Innes to Inverell; do you think there would be any danger of a dray competition setting up, between Grafton and Glen Innes, and thence transshipping to the railway? Not much. We should be in direct communication with Sydney, and as I explained this morning the carriers who are now employed between Grafton and Inverell would be diverted in other directions.
2277. In other words, if goods were put on at Grafton they could be brought to Inverell for very little more money than they could be by being transferred at Glen Innes? Yes; I think the carriers who are at present occupied in the trade between Grafton and Inverell would be engaged in delivering from Inverell to the north-east and north-west.
2278. If you were compelled to adopt the dray route, I suppose the next outcome would be some reduction in the cost of carriage by rail? Yes.
2279. And then would the teams be likely to still further reduce the cost of carriage? I do not think the teams could carry any lower or much lower. They might carry for 10s. a ton less.
2280. You deal largely in galvanised iron, wire, sugar, salt—big heavy items, but inexpensive? Yes.
2281. A profit of 10s. a ton on them is a big profit? Yes.

- Mr. H. McLean. 2282. And if you saw a margin of 10s. a ton in their carriage you would adopt the cheapest route, whether it be by road or rail? That would be our policy.
- 12 Oct., 1896. 2283. Would the country be safe in adopting the idea that a connection from the Great Northern line to Inverell would largely gather to it the trade which it now loses? It would in a measure.
2284. Are you aware that the estimated value of that trade is £7,000 a year? Yes.
2285. That is the estimated loss on the Great Northern line? I believe it is.
2286. Would the railway save that;—would it throw it into the coffers of the country? It would in a measure, and totally so in time, I think.
2287. Do you export anything from Inverell? Wool and hides, and also flour and maize to Glen Innes.
2288. Is there any other point you would like to bring before the Committee? The only traffic that I can see would be developed on the proposed line is a local traffic between the two points—Inverell and Moree. There would be no traffic to Sydney either in the shape of passengers or merchandise.

Mr. Arthur Stewart Menzies, station manager, Reedy Creek, sworn, and examined:—

- Mr. A. S. Menzies. 2289. *Chairman.*] Where is Reedy Creek? Twenty miles north-west of Inverell.
- 12 Oct., 1896. 2290. How long have you been in the district? Over twenty years.
2291. *Mr. O'Connor.*] What is the extent of your holding? About 40,000 acres freehold.
2292. How is it at present utilised? For pastoral purposes only.
2293. Have you any information to offer the Committee? I consider the proposed Inverell-Moree line as a rival or alternative line to the Glen Innes one. It would emphasise the curse of centralisation. It seems to me it would bar the direct railway to the coast, which, in my opinion, is the only suitable one for this district.
2294. Do you think, then, that an extension to Glen Innes would be better? Decidedly.
2295. Do you know the country between Glen Innes and Inverell? Yes, very well.
2296. What is your opinion of it? It is nearly all suitable for agriculture, as well as pasture.
2297. Do you know the country between Inverell and Moree? I have a general knowledge of it. It is mostly pastoral country. It is not to be compared, from an agricultural point of view, with the country towards Glen Innes.
2298. *Chairman.*] What do you do with your wool? It goes to Glen Innes, and thence by rail to Sydney.
2299. If the Moree line be constructed, will it bring you closer to Sydney? I do not think so. Unless the rates from Inverell to Sydney or Newcastle, by way of Moree, are such as to compete with the coast rates the wool will go to the coast. We can get the wool to Sydney or Newcastle now if we choose to use the coast line at £4 a ton.
2300. That is from your station? Yes. To Newcastle we pay £5 2s. 6d., and to Sydney £6 by rail.
2301. What is the dray carriage to Glen Innes? It includes that.
2302. If you sent it to Sydney by way of Grafton the saving would be £1 10s. a ton? Yes.
2303. Why do you not send your wool by way of Grafton if you can save this sum by doing so? I am the manager, not the owner, and my principals make their own business arrangements.
2304. A line which will afford you a saving in land carriage will be the one which will be most advantageous to you? I think so.

Mr. John Borthwick, solicitor, Inverell, sworn, and examined:—

- Mr. J. Borthwick. 2305. *Chairman.*] How long have you been practising in Inverell? About thirteen years. Besides being a solicitor, I am largely interested in station and farming land.
- 12 Oct., 1896. 2306. Do your family hold a large interest in the district? Yes, in many ways—in land, investments, and otherwise.

2307. Which railway are you in favour of? Of the one between Inverell and Glen Innes. I would like to submit schedules to you showing the areas of land held by producers who are in favour of the construction of a railway from Glen Innes to Inverell, and whose signatures are attached. These schedules are made in divisions, and show the land under cultivation, the land under grazing, and the total area:—

SCHEDULE showing areas of land held by producers who are in favour of the construction of a line of railway from Glen Innes to Inverell, and whose signatures are attached hereto:—

Name.	Cultivation.	Grazing.	Total area.	Name.	Cultivation.	Grazing.	Total area.
	acres.	acres.	acres.		acres.	acres.	acres.
Arch. M'Leod	114	1,200	1,314	Mary Robinson	40	400	440
Neil M'Leod	50	.....	50	M. Johnston	50	270	320
George W. Andrews Griese	20	20	40	T. Kennedy	220	2,000	2,220
Henry Schieb	50	100	150	W. H. Morgan, Arthur	30	370	400
William Newbury	10	150	160	Prince.			
J. Rolinson	14	136	150	Charles Green	19	77	96
Andrew Peck	30	154	184	Michael Mulcahy	10	82	92
F. W. Schieb	30	234	264	James Scott	76	.....	76
Philip Vandy	10	30	40	Jno Munro	60	275	335
T. W. Dundas	40	100	140	James Gulbert	150	575	725
J. Cole	20	76	96	Duncan M'Kenzie	35	800	835
George J. M'Cra	50	40	90	Hugh M'Kenzie	100	400	500
Robert Dundas	35	55	90	James May	40	15	65
T. H. Scott	120	480	600	John Schmidt	100	1,000	1,100
James M'Naughtan	1,431	1,431				

MINUTES OF EVIDENCE—RAILWAY FROM MOREE TO INVERELL.

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Name and Address	Area under Agriculture.	Total.	Name and Address.	Area under Agriculture.	Total.
Wm. Goldman, Swanbrook	100	186	James Brown, Apple-tree Gully, Inverell	27	50
Mrs. Janet Henderson, Swanbrook, Inverell.	40	600	Mrs. Davis, Apple-tree Gully, Inverell	33	580
Albert Ehsman, Swanbrook, via Elsmore	95	379	George Lattler, Apple-tree Gully, Inverell	20	60
W. Ponnay, Swanbrook, Elsmore	20	100	John F. Ehsman, Apple-tree Gully, Inverell.	100	370
S. Littler, Swanbrook, Elsmore	80	1,121	Mrs. Sarah Colley, Elsmore	145	375
G. H. Miller, Elsmore	70	638	Thomas Winkworth, Elsmore	45	100
Mrs. A. M. Miller, Elsmore	110	720	Josiah Rolfe, Inverell	80	157
W. H. Bryant, Swan Peak, Inverell	120	1,090			

Name and Address.	Cultivation.	Grazing.	Total Area.	Name and Address.	Cultivation.	Grazing.	Total Area.
James Graham, Apple-tree Gully.	80	1,200	1,280	Thomas Mason	80	70	150
M. J. Thompson, Glen Park, Inverell.	100	718	818	Maurice Walsh	80	363	443
Thomas Morgan, Glen Field, Nullamanna.	10	262	272	John Thompson	7	153	160
William Cameron, Long Flat, Nullamanna.	12	128	140	J. W. Cashmore	80	120	200
H. Maquardt, Long Plain	40	48	88	Samuel Mepham	46	667	713
John Griffin, Swamp Oak	350	1,320	1,670	Jacob Leitz	40	120	160
George Gorman, Swamp Oak.	50	60	110	Joseph Croft	100	200	300
Edmund H. Presto, Swamp Oak.	110	161	271	Edward Wotton	14	868	880
John Hobbs, Swamp Oak	16	184	200	Jno. Sinclair	200	4,000	4,200
P. Kennedy, Swamp Oak	35	182	217	Sinclair and Grainger		11,000	11,000
F. Coygan, Spring Creek	70	210	280	H. N. McLean	80	80	160
John Goldman, King's Plain, Inverell.	23	178	200	James Brown	30	18	48
Henry Hobbs, Swamp Oak	6	34	40	N. F. McLean		16	16
Thomas Howard, King's Plain.	19	281	300	John F. Ehsman	100	270	370
B. C. Martin, Tingha	½		½	R. Hargrave	10	10,000	10,010
J. and D. Fletcher			7,735	Frank Coggan	80	186	266
John Swan			20,000	Francis B. Starky		4,770	4,770
W. J. Bentley	¼ lucerne	Grazier	440	Cuthbert Lamrock	100	300	400
J. T. T. Dunman	9		640	George Croft	70	62	132
Joseph Dunman	7	Farmer	240	Joseph Croft	50	30	80
W. Bryant	8 ac. wheat		40	Geo. Goldman	100	160	260
Clara Macdonald	40		1,459	Alexr. M'Ilveen	160	160	320
W. Howe	20		900	Thomas Coade	7	460	467
P. C. and J. Campbell	40	14,000	18,599	Andrew Paterson	150	630	780
J. R. Robinson	25	400	800	J. J. R. Gibson	314	700	1,014
Donald Swan	25	7,100	25,000	E. Ricketts	17		17
Mary D. Forsyth	30		240	J. Lamlocke	100	300	400
John Asimus	26		200	A. E. Willmott	50	400	450
G. E. Cardate	20	100	3,800	Chas. F. Turner	160	160	320
G. T. M'ullin	100	500	1,000	Martin Kaina	25	385	410
George H. Wells	200	40	640	H. Lockrey	150	70	220
Hugh Wyndham, junr.	100	280	1,280	Eliza White	26	74	100
Walter William Baker	25	610	1,280	Caspar Limberg	150	497	647
Mrs. Susan Wells	20	700	1,101	James Leader	50	1,470	1,520
William Earls	10		1,280	Frank C. Limberg	15	235	250
T. E. Walker	15	305	320	George Limberg	125	5	120
T. E. W., pro A. Walker	30	1,250	1,280	George Galachar		80	
William Parker	70	110	962	Arthur Robinson	400	3,040	3,240
R. Brown	20		140	Thos. Mather	63	134	197
R. Baker	10		40	J. L. Anderson	350	19,650	20,000
Francis King	30	90	120	Henry Alf. Merewether	220	9,780	10,000
Henry Carroll	10		160	Richard Gilhorne	160	460	620
Henry Rolle	10		300	Thomas Mitchell	40	320	360
C. A. Raine	200	300	500	T. A. Chinn	8	150	158
James Thompson	22			F. H. Westpfahl	10	203	213
Frederick Voss	26	184	1,280	Hans Hansen	40	80	120
Chas. Strahley	45	160	1,200	Charles Daskey	12	28	40
W. New	150		467	James Boatwright	70	305	375
Thos. Cassidy	40	1,000	2,380	Jos. Pinbirthy	24	229	253
Joseph Watts	50	400	500	James Mahady	8	32	40
Wm. Briggs	25			Arthur Cooley	90	10	100
James Matthews	36			Mrs. S. Cooley	100	170	270
W. N. Robinson	25		1,280	A. J. Munsie	250	60	
William Nichols	40	110	150	R. Johnston	55	50	105
Elizabeth Nichols	100	212	312	W. Wicks	90	10	100
Thomas Wells	40	475	515	John Currie	90	70	160
Gabriel Woodbury	50	280	330	P. Walsh	60	30	90
J. F. O'Donoghue	150	950	1,100	G. M. Lane	100	59	159
				Ezra Turner	70	145	215
				Robt. M. Lane	60	150	210
				Turun Bros.	100	300	400
				W. Lockrey	50	120	170
				J. M'Combe	50	250	300
				Patrick O'Malley	20		20
				Munsie Bros.	400	1,620	2,020
				Geo. Arthur	50	450	500

Taking the aggregate of those schedules, the land under cultivation is 11,924½ acres; the land under grazing is 124,130 acres; and the total area is 207,494.

2308. Would these people be benefited by the construction of a railway to Glen Innes? Yes.

2309. I suppose the people are not lying 50 or 60 miles out? No; these signatures are the signatures of farmers.

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2310. When were they collected? Quite recently—within the last few weeks. I should like to point out these schedules show an area under cultivation of 11,924 acres. Looking at the police return of the land under cultivation for the year 1895, I find it to be 13,827; that is within the police district.

2311. Would that include Little Plain? At any rate, it includes some on that side. Of course, it would not include all Little Plain. The difference between the 11,000 acres and the 13,000 acres is so slight that there is almost unanimity. One witness said that nineteen-twentieths of the people of this district were in favour of the construction of a line between Inverell and Moree, and yet the figures show that of the 13,827 acres under cultivation the owners of 11,294 acres are in favour of connection between Inverell and Glen Innes.

2312. Do you say that the last police returns show an aggregate cultivation to the extent of 13,827 acres? Yes; as furnished to me by the police.

2313. Are there any outside police-stations a short distance from here? They would all be returned by the officer in charge of the station here. They are collected from the surrounding stations.

2314. Are you quite sure your schedules are all embraced within the same area? To the north, to the east and south they are. I do not think there is any mistake in those figures; if there is I am not aware of it.

2315. If there are 13,000 acres of land under cultivation and the owners of 11,000 acres of that amount have practically signed a petition in favour of the Glen Innes line, it is difficult to understand why there is any evidence in favour of the Moree line? I understand exactly what you mean. The opposition to the Inverell-Glen Innes line comes almost from one quarter—that is Little Plain, and out that way. I would like to say, in order to show that there is settlement between here and Glen Innes, that there is a large farm of 420 acres owned by one man, which is all under cultivation. A little further on there is another farm owned by the same people, where they have 300 acres under cultivation. A little further there is another property owned by Mr. Griffin, where over 400 acres are under cultivation. The schedules I have put in will show that. Then, of course, there are smaller holders; there are several others of 100, 170, 140, 150, and 160 acres.

2316. *Mr. Roberts.*] Can you produce the original document signed by these owners of property? Yes; I have handed it in.

2317. That is valueless. There is nothing written upon it to show what they are actually signing. When were the signatures obtained? Within a fortnight and three weeks ago. Some of them came in within the last few days.

2318. *Chairman.*] Have you any other information? I should like to mention that there is a loss of a considerable sum upon the main northern line. That is a matter which should have been taken into consideration by Mr. Harper; I do not know whether he did so or not. There is, however, a loss on the northern line between Werris Creek and Wallangarra, and if the traffic, which has up to the present gone from these districts to Glen Innes, is diverted from the main trunk line it is a fair thing to take into consideration in estimating the earnings of a line from Sydney to Inverell by way of Moree.

2319. You think it will increase the loss? Yes; it will add to the estimated loss of £2,800 a year. Again, if, as was stated yesterday by some of the witnesses, the rates are differentiated, that should be taken into consideration also. The loss would be increased. That estimate is framed, I take it, upon the basis of £8 7s. a ton for carriage. If the rate is differentiated and brought lower, I think that loss should be taken into consideration.

2320. You mean that any departure from these figures will add to the loss? Yes.

2321. *Mr. Black.*] Further than that, you mean that the traffic, being estimated by the greatest amount possible to be carried over the Inverell-Moree railway, is not to be increased by any differentiation of rates; therefore, any reduction in the rate of carriage must be a loss which cannot be reduced by reason of increased freights? Just so; and it would, to my mind, be a burden to the taxpayer.

2322. When you obtained the signatures in favour of the route from Glen Innes to Inverell, was the question put to each individual as to which route he would prefer? I cannot say that.

2323. Because many men may sign a document such as that and not mind which way the line goes—whether to Glen Innes or Moree—provided Inverell gets a railway? The document is put in purporting to be a petition in favour of the Glen Innes line.

2324. *Chairman.*] I presume the people who signed it were not misinformed in any way? Not that I am aware of. Mr. McLean, who gave evidence a short time ago, gathered a number of the signatures.

2325. *Mr. Roberts.*] That document does not point out any of the advantages of the Glen Innes or of the Moree line? Those who collected the signatures are here. We had meetings of the committee, and representative men attended them, and they were deputed to obtain the signatures.

2326. I want to make it clear whether those who signed the document prefer the Glen Innes route to the Moree route? I cannot answer that, because I did not obtain the signatures myself. I was about to remark that much capital appears to be made out of the land which is to be alienated along the route of the proposed railway from Inverell to Moree. Anyone who knows anything of the land laws knows that from 1861 to 1884—a period of twenty-three years—the land was alienated in a wholesale manner, and all the good land was put together by landowners. When the Act of 1884 came into operation the holdings which were left were put into resumed areas and leasehold areas. Of course the resumed areas were open to selection, and the leasehold areas were reserved for a certain time, and some are still reserved to the holders. The impression is that all this large area of land which is to be alienated must be good. I think, however, it cannot be good or it would have been taken up long ago whilst the system of alienation was going on. I do not attach much importance to the fact that there is a large area of land available for settlement. The action of the Department of Lands in that part of the country shows very clearly to my mind that it will never be a population-carrying area, inasmuch as there are no small areas. They are all large areas of settlement leases and homestead selections. There are no such small areas as there are at Inverell.

2327. Then you think the additional settlement is not likely to be large? I do not think it is. In this district instances have come under my knowledge in which homestead selections have been brought down to an area of 40 acres—that is about 5 miles from town. Again, with regard to the western market I think it must be a limited market. I am fairly well acquainted with the country between here and Moree, and after going a certain distance west from Inverell I should say the country is all pastoral country, and not fit for agriculture. Eighteen or 20 miles west of Inverell you come into country which is pastoral country.

2328. Do we understand that you think there is not sufficient population at present to absorb your produce, and you view with much doubt the idea that additional population can be settled? Yes; then of course there is the objection to be encountered in the shape of the construction of the line from Narrabri to Moree. There are producers all along that line—at Gunnedah, Tamworth, and Quirindi. They must come into competition with producers here who look for other markets in that direction.
2329. You are, therefore, of opinion that a market exists elsewhere? I think we must be connected with the main trunk line, and look for our markets there. This is a local—one might say a parochial market.
2330. Have you ascertained whether the landowners would be desirous of giving the necessary land required by the Railway Commissioners for the construction of a railway? No.

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Mr. Hector McLean, storekeeper, Inverell, sworn, and further examined:—

2331. *Chairman.*] Did you obtain a number of the signatures which are attached to the document which has been put in by Mr. Borthwick? I am prepared to swear that the parties who signed that document knew exactly what they were signing.
2332. Did you obtain a number of the signatures? Yes.
2333. *Mr. Roberts.*] Are you prepared to say that the persons whose signatures are attached to this document are hostile? Those whose signatures I collected are, but I did not collect all the signatures.
2334. Were those signatures obtained by a paid collector? No.
2335. Were they obtained by the respective members of the committee? Yes.

Mr.
H. McLean.
4 Oct., 1896.

Mr. Casper Limberg, farmer, Inverell, sworn, and examined:—

2336. *Chairman.*] Where is your residence? Seven miles west of Inverell.
2337. How long have you been on your present holding? Since 1870; I have been in the district for thirty-five years.
2338. *Mr. Roberts.*] What is the extent of your holding? I have 1,000 acres.
2339. What area have you under cultivation? About 260 acres; I have added 50 acres during the last six months.
2340. Has the result of your labours been satisfactory? Yes, so far.
2341. Have you always been able to find a market for your produce? Yes.
2342. Where do you generally send your wheat? It is generally sold in Inverell; sometimes I sell to the millers, and sometimes to the storekeepers.
2343. What is the highest price you have obtained for your wheat? 12s. 6d. a bushel; the lowest price I have ever obtained is 1s. 9d.
2344. What price do you reckon is a paying one? Two shillings and sixpence.
2345. Are you anxious for Inverell to be connected with a railway? Yes.
2346. What do you think is the better route? To Glen Innes.
2347. Did you sign the document which has been presented by Mr. Borthwick? Yes.
2348. Did you sign it as preferring the Glen Innes route to the Moree route? Yes; and I collected other signatures.
2349. Does the surveyed line run through your property? Yes; through the centre of it.
2350. Why do you prefer the Glen Innes route to the Moree route? I have had a good deal to do with produce in Moree, and I find the market unsatisfactory. In 1888 I had a good market in Bingera; I sold something like £100 worth of produce there in that year which was a dry season. I sold £70 or £80 worth in Moree. Since that time I have only sent 1 ton to Moree. This year, however, I sent a fair quantity to Moree.
2351. What price do you pay for carriage? £2 a ton.
2352. Do you not think that Moree would be a good market for your produce if a railway were constructed, in view of the reduced rate of carriage? No; Moree only requires produce in a dry season.
2353. Did you ever sell any wheat in Glen Innes? No; if I had had teams I should have sold there. Mr. Utz, of Glen Innes, generally gives 3d. to 4d. a bushel more than they do at Inverell, but I could not get teams to send my stuff there.
2354. Why do you prefer the Glen Innes route? Because it opens to the south, north, and east. I think we could get a more extended market there. I may say the agricultural land at Bingera is first-class, and I believe it will grow better wheat than here.
2355. How many bushels do you get to the acre? The heaviest yield I have had is 33 bushels.
2356. What is your average yield? About 20 bushels.

Mr.
C. Limberg.
12 Oct., 1896.

Mr. Charles Munsie, farmer and grazier, Swanbrook, sworn, and examined:—

2357. *Mr. Black.*] How many miles are you from Glen Innes? Thirty-four.
2358. Do you do business with Inverell? Yes, Inverell and Glen Innes.
2359. Are you in favour of the Inverell-Moree railway? No.
2360. Do you favour a Glen Innes-Inverell railway? Yes.
2361. Why? Because we should then have a market north or south.
2362. Have you ever sent any wheat to Glen Innes? Yes, many times to Mr. Utz.
2363. Have you found any difficulty hitherto in disposing of your wheat crop? No. You can never sell a great amount about here, but you can always get a market at Glen Innes.
2364. What is your area under crop? We cultivate up to 400 acres. My brothers and I hold about 2,000 acres.
2365. Why do you not put the whole area under crop? We could not sell the produce. The limited character of the market would prevent it. If the railway were extended from Glen Innes to Inverell we could put three-fourths of the area under crop. I may say we should require four or five trucks a month to carry stock—such as pigs, sheep, or cattle to Sydney. I do not think it would pay us to send to Moree. We have sent little lots there, but they have never paid the carriage down. We have sent flour and potatoes there.
2366. Have you sent any there within the last twelve months? No.

Mr.
C. Munsie.
12 Oct., 1896.

Mr.

Mr. John Griffin, farmer and grazier, Swanbrook, sworn, and examined.—

- Mr. J. Griffin. 2367. *Mr. Clarke.*] What area do you cultivate? Along with my sons, 400 acres. I have 1,700 acres altogether.
- 12 Oct., 1896. 2368. Are you in favour of a line from Moree to Inverell? No; but I am in favour of a line from Inverell to Glen Innes. I have always found the best markets to the east.
2369. Were you a resident of the Colony prior to coming to this district? I came from Victoria with a family of sixteen. I have been a farmer ever since I can remember.
2370. Where do you sell your wheat? Last week I sold it in Inverell.
2371. I suppose you sell in the best market you can get? I could have sold better to Mr. Utz—at 4s. 3d. a bushel—but I missed the market.
2372. *Mr. O'Connor.*] How long were you in Victoria as a farmer? Seven years, and for thirty years I was in South Australia.
2373. Is the land about here as good as it is in Victoria? Yes; in some parts it is better.
2374. Are you doing better here than in Victoria? No; the money I made there I spent here.
2375. In what part of Victoria were you? The Wimmera.

Mr. Alfred Oliver, Mayor of Inverell, sworn, and examined:—

- Mr. A. Oliver. 2376. *Chairman.*] How long have you been in the town and district? Thirty-eight or thirty-nine years.
- 12 Oct., 1896. 2377. *Mr. O'Connor.*] Which of the two lines under consideration would be most beneficial to the district? It would be of no use me giving my evidence unless there was an extension of the line to a port such as Grafton, or some other place. I look upon that as a national line. A line from Inverell to Moree is a parochial one.
2378. Have you any objection to offer to the construction of a line between Inverell and Moree? Only one. The market is a very limited one, and always will be, more particularly as there is a line from Narrabri to Moree, which will materially affect our output there. I do not think the country is one which will ever be heavily populated.
2379. Do you know the country between Inverell and Moree? Yes; it is a fine country.
2380. Apart from your national aspirations, would you be unfavourable to the construction of a line between Inverell and Moree? Certainly not.
2381. Do you think it would benefit the country if there were a line between Inverell and Moree? Not so much as if there was a line from Inverell to the coast.
2382. Although a line to Moree would be beneficial, you think one to Glen Innes would be more beneficial? Yes, as a stepping-stone to the coast.
2383. *Chairman.*] Is there another mill in the town besides your own? Yes.
2384. What quantity of stuff do you forward to the Moree district? This year I have not sent any to Moree. In previous years I have sent an average of from 30 to 40 tons of flour—that is to Moree and down the Macintyre to Goondiwindi and Boggabilla. This season I have sent it the other way.
2385. Have you never sent more than 30 or 40 tons in one year? No.
2386. Do you forward any other kind of produce? No.
2387. Have you any general knowledge of the traffic between the two places? I have not. I know a lot of corn and other things go that way, but I cannot tell you to what extent. Since the 1st of September I have sent nearly 100 tons of flour to Glen Innes, and it has gone on from there to Armidale and Hillgrove. I have also sent flour to Tenterfield.

Mr. Josiah Rolfe, farmer, Swanbrook, sworn, and examined:—

- Mr. J. Rolfe. 2388. *Chairman.*] How long have you been at Swanbrook? Twenty-three years.
- 12 Oct., 1896. 2389. Are you near the main road? Two and a half miles from it.
2390. Are you near any of the old surveys? Yes; one passes on one side, and one on the other.
2391. Would a line to Moree suit you? No; because I found no market there.
2392. Could you not make a market if you had an opportunity of taking stuff there? A probable or providential market could be made.
2393. Would you not be able to get your produce to Moree and Narrabri cheaply by rail? As far as wheat is concerned, if a line were laid down to-morrow morning there would be a limited market in Moree for our flour.
2394. Which do you think is the market for this part of the country? I have sold nearly all my produce east.
2395. Naturally you would do that, because you lie so much closer to Glen Innes than to the western country? The eastern buyers have come down year after year and have given us as much at our doors as, and sometimes more than, we could get locally.
2396. You do not expect to do better than that if you have to take your produce west? No, nor as well.
2397. The only difference the railway, if constructed to Glen Innes, would make to you would be to give you a little cheaper carriage? Yes, both on our requirements and production.
2398. Did you ever take into consideration the idea that it is possible, in the future, that the production of Inverell may be so great that the eastern markets may be altogether swamped with it? I have thought that might be the case; but it will take time to produce that quantity, and if the line be extended further our market will go further.
2399. If the line be extended west will you not have a market there? But the population is so scattered and the market is so limited. I may state that I started late this year to try the Moree market, but on my son arriving at Warialda he ascertained that the market was so low that it would pay him better to let the produce go at Warialda at 7s. 9d. and 8s. a bag.
2400. I suppose if there had been a market with Moree you would have had your share there before now? I would have availed myself of it if it had been there.

Mr.

Mr. William John Goldman, farmer, Swanbrook, sworn, and examined:—

2401. *Chairman.*] How long have you been at Swanbrook? Since 1872.
 2402. *Mr. Black.*] How many acres do you hold? 186.
 2403. How many do you cultivate? 100.
 2404. Is the remainder suitable for cultivation? Portion of it.
 2405. Why do you not cultivate all the cultivable land? In the present state of the market I cultivate sufficient.
 2406. Are you in favour of the Inverell-Moree railway? No; I favour the Inverell-Glen Innes railway.
 2407. Have you any reason for being opposed to the Moree railway? Yes. I have always found a market for my produce east of Inverell.
 2408. Have you ever sent any produce to Moree? No; but I have sent a little maize to Warialda.
 2409. Cannot they grow maize crops there? I think they can grow some, but not a great deal.
 2410. Do you think the market there is limited? It is.
 2411. Why do you favour the Glen Innes route? Because I think there is a better market there for wheat than there is to the west. For the last fifteen years I have always sold for cash at Glen Innes to Mr. Utz.

Mr. W. J.
Goldman.

12 Oct., 1896.

Mr. John Archibald Anderson, grazier, Newstead South, sworn, and examined:—

2412. *Chairman.*] How long have you resided in the district? Twenty-seven years.
 2413. *Mr. Clarke.*] What is the extent of your holding? 20,000 acres of secured land, of which a large part is suitable for agriculture. I have 150 acres under cultivation on my own account and about 200 acres let to tenants.
 2414. If you had a suitable market would you cultivate to a greater extent? Yes.
 2415. Are you in favour of the proposed railway? No; I am in favour of a line to Glen Innes or Dundee. I do not think there is any outlet to the west. From what I know of the district I think the estimate of one man to 20 square miles is a fair one. It is a fine grazing district, but I do not think agriculture is possible; the seasons are unsuitable for it. The rainfall is sparse, and the heat is too great. Hitherto it has not been practised there.
 2416. If the proposed line were constructed, would you approve of carrying it on further to Glen Innes? Certainly.
 2417. Do you think it would be better, in the interests of the district, that a line should be constructed to Glen Innes instead of to Moree? Certainly. It would enlarge our market, and I think there are greater possibilities that way than on towards Moree. It would, in times of scarcity, give us a market in Queensland.
 2418. Do you think much flour would go to Queensland? That purely depends on the season, but that, I think, is merely a by-issue.
 2419. Could you interchange produce with Glen Innes and towards the coast? The coast, of course, is our ultimate goal. Personally, I am in favour of Dundee and Tenterfield.
 2420. *Chairman.*] In your opinion, then, everything points to the connection being made with the Great Northern line? Yes. As bearing that out, I may say that I am at present letting land on clearing leases.
 2421. Do you produce wool? Yes. I send it by teams to Grafton. It costs £3 a ton to send it there.
 2422. Do you find any special disadvantage in keeping your wool on the drays for any length of time? No.
 2423. Does the wool suffer in any respect? No; in the wet season it gains rather in weight.
 2424. The wool does not deteriorate by being for three weeks on a dray? No.
 2425. If the Glen Innes extension were made, would you save the cost of carriage as far as Glen Innes? Yes.
 2426. How much would that be per ton? Perhaps a shade over £1.
 2427. What is the total weight of your clip? It varies; but the average is 70 or 80 tons.
 2428. That means a difference in carriage to you of £70 or £80? Yes.
 2429. Do you get your station supplies back from the coast by the wool-drays? No.
 2430. Do you get them by train? No; I deal with Glen Innes—the nearest point. I may say that at present I am renting land to farmers, and if there were a greater output I could place a large area of land under cultivation. I would be prepared to let 4,000 or 5,000 acres if there were a proper outlet.
 2431. Have you any land suitable for agriculture which you could let in areas of 1,000 acres? I have.
 2432. I mean areas upon which you could cultivate on a large scale? Yes; I have been approached to let land for a steam-plough.
 2433. Are you aware that wheat is now being produced in the Colony in very large areas? I am.
 2434. Is there any possibility of that happening in this district? I think I have between 4,000 and 5,000 acres of land which are capable of producing wheat.
 2435. But I mean in large areas? Yes; the person by whom I have been approached to let the land to for the steam-plough was shown the land, and he was prepared to put the machinery on. He went to England however, and the matter fell through.
 2436. Do you view the possibilities of agriculture in this district as being very large? Yes.
 2437. And if once a market were established or opened, of necessity the area must increase? Very largely.

Mr. J. A.
Anderson.

12 Oct., 1896.

Mr. Henry Merewether, grazier, Arawatta, sworn, and examined:—

2438. *Chairman.*] How far is Arawatta from Inverell? Eight or 9 miles north.
 2439. *Mr. Roberts.*] How many acres do you hold? About 7,000 of secured land, and 3,000 secured which I rent—10,000 acres altogether.
 2440. Do you graze sheep? Yes; but there are over 200 acres of cultivation.
 2441. Do you cultivate the whole of the 200 acres? No; some of it I rent in farms on halves.
 2442. What rent per acre do you get for agricultural land? I would not like to say. I let it on the halves system, and I take it in produce.
 2443. Has the result been satisfactory? No; because my man has no market for his stuff. I get it from him, and I cannot dispose of it.
 2444. Then you do not get a fair price for it? No; I have to use most of it.

Mr. H.
Merewether.

12 Oct., 1896.

2445.

- Mr. H. Mercwether.
12 Oct., 1896.
2445. Where do you send your wool? To Newcastle, by way of Glen Innes. I have sent it by Grafton which I think is the cheapest road.
2446. Is there a difficulty in obtaining teams to convey produce to Grafton? I have found it so on two or three occasions when I have wanted it.
2447. What quantity of wool do you send down in twelve months? It all depends on the sheep you have on the place. Last year we had nothing. This year the quantity will be medium. Between 40 and 50 tons has been my biggest return.
2448. Do you send any fat stock away? I have sent them to Grafton.
2449. Do you get a market for them at Grafton? Yes, a great deal better market than locally.
2450. Which way do your station supplies come? From Sydney, by way of Glen Innes, and thence by team.
2451. Have you given any consideration to the different routes which has been suggested with a view of connecting Inverell with a railway system? Yes; I think there is only one line to go upon, and that is the line by way of Glen Innes. Personally, I would sooner have none than the other.
2452. Do you not regard Moree as the market for Inverell produce? No; and I have never known much go out there, but I have known a good deal to be bought from us on the other side.
2453. Then you think there would be a more extended market by way of Glen Innes? I think so. All my experience goes to show that our market is north, south, and east.
2454. If a railway were constructed from Inverell to Glen Innes would you be a large customer to it—that is, to the extent of sending your produce to Newcastle and Sydney, and getting your stores back? Yes; and we should do a great deal more in the way of opening up our land.
2455. Would you not continue to send your wool by way of Grafton? I cannot continue to do it, because I have not done it more than once. As a rule, I send it the other way, because there is less trouble in getting carriage.
2456. If teams were plentiful and you could send it more cheaply by Grafton, although there was a line from Glen Innes to Inverell, you would be tempted, I suppose, to send it by that way? One always looks for the cheapest route.
2457. If it were cheaper to send by way of Grafton you would undoubtedly send it that way? I would not say undoubtedly that way, because time might be an object.
2458. Do you think, if a line were constructed from Inverell to Glen Innes, a large area of land would be opened up for agricultural purposes? Yes.
2459. In which direction? Wherever the good cultivation is—in all directions around here.
2460. Do you think there would be much opened up between Inverell and Glen Innes? I think nearly all would be opened up.
2461. Do you think there would be a large area opened up 20 miles west of Inverell? No; at that distance I think the land becomes less suitable for growing wheat.
2462. Is it not a fact that for 20 miles west of Inverell there is first-class agricultural land? Due west I suppose there is.
2463. If Inverell were connected by rail with Glen Innes, would a large area of that land be put under cultivation? I suppose all good agricultural land here would be put under cultivation. There would be a market, and naturally a man would put it under cultivation and make the most out of it.
2464. If a line were constructed from Inverell to Moree, would not a large area be put under cultivation? I do not see what use it would be.
2465. Do you maintain there would be no market that way? I think not—at any rate, a very limited one.

Mr. James Campbell, grazier, Pinderoi, sworn, and examined:—

- Mr. J. Campbell.
12 Oct., 1896.
2466. *Chairman.*] How long have you been in the district? Many years.
2467. Do you know the surrounding country? Yes.
2468. *Mr. Black.*] Are you a joint holder of Pinderoi with your brother? Yes.
2469. What is the total area held by the family? I can only say as to T. C. and James Campbell—about 9,000 acres at Pinderoi.
2470. In what direction is Pinderoi? North-east.
2471. What area of the 9,000 acres is under cultivation? About 40 acres.
2472. What area is suitable for cultivation? 1,500 acres.
2473. Is there any desire on the part of the residents of the district to rent the land from you? It is fine agricultural land. I could rent it if there were a market for the produce.
2474. How do you think that market could best be obtained? By a line from Glen Innes to Inverell.
2475. Do you think that would open up a market for you in Glen Innes or the metropolitan district? In the eastern and southern district. It carries a larger population than the western district.
2476. Have you formed any opinion as to the Moree-Inverell railway? I know the Moree and western country, and Goondiwindi. I do not think it is a country that will carry a population which will consume any great amount of produce.
2477. How do you obtain your goods for station use? I generally get them in Glen Innes.
2478. In the event of the line being constructed to Glen Innes, I suppose you will continue to get them there? Yes.
2479. How do you send your wool to market? By train from Glen Innes.
2480. Have you ever sent it *via* Grafton? No. I have had offers to take it to Grafton, but I have never sent it to Grafton.
2481. What was your objection? I have always sent the wool to Sydney by way of Glen Innes; and another objection is that my shed is very small, and I have not much accommodation to stow wool away, and I would have to wait for some time for carriers.
2482. I suppose when you sent your wool to Glen Innes you got station supplies back in return loading? Yes.
2483. That would considerably reduce the cost of carriage? Yes.
2484. *Chairman.*] What is the cost of carriage from your station to Glen Innes? I have always paid £1 10s., and then £3 15s. a ton to Sydney. That is £5 5s.; and I had an offer this year of £2 10s. to deliver wool in Grafton.
2485. Did that offer involve any back loading? Yes, £3 a ton to the station. 2486.

2486. Those rates are lower than those which prevailed some years ago? Yes; £3 a ton lower.
2487. I suppose the construction of the Great Northern line is accountable to a large extent for the competition by drays? Yes.
2488. Is it possible that competition will become keener? I do not think so. They could not live at less.
2489. Supposing Inverell were made the starting-point of the line to go west, would you send your wool by it? No. I would send the wool to Grafton rather than by way of Moree, because that would mean carrying it all over the country.
2490. Would you not get it cheaper by drays to Grafton? Yes; at the present rate of road carriage.
2491. If it cost you £3 15s. per ton from Glen Innes to Sydney, the inference is that it would be more to Sydney by way of Moree? That is what I think. I consider the line, if built from Inverell to Moree, will be a great drain on the main northern line.
2492. It will be a sucker? Yes.

Mr.
J. Campbell.
12 Oct., 1896.

Mr. James Jackson Wray Gibson, grazier, Roseneath, sworn, and examined :—

2493. *Chairman.*] How long have you been in the district? Since 1863.
2494. *Mr. Clarke.*] What is the extent of your holding? 1,000 acres.
2495. Is it adapted for cultivation? A large quantity is.
2496. Do you think the proposed railway, or one to Glen Innes, would be most suitable for the public generally? I have only held one opinion about the railway policy of this district for twenty years, and that is that the only line to benefit Inverell would be one to Glen Innes. If we got to Glen Innes we should have a choice of markets for our produce. We should have the northern, southern, or eastern markets.
2497. Are you of opinion that the country towards Moree is unsuitable for agriculture? I should imagine so on account of the slight rainfall. There is some good agricultural land 10 to 15 miles westward of Inverell.
2498. I suppose a large population could not exist on that dry western country? No. A large population would have to follow agricultural pursuits, and that country is not fitted for agriculture. It is more fitted for grazing.
2499. What area of country about Moree and west of Moree would support a family? Perhaps 1,000 to 3,000 acres.
2500. In that case there would not be much more settlement? No; I do not think there could or would be.
2501. I believe the country in the neighbourhood of Warialda and towards Inverell is good? Yes, a large proportion there is suitable for agriculture.
2502. Is most of it taken up? Yes; most of the good land is alienated.
2503. Do you think those who hold the land would cultivate it themselves or let it out on shares? I think they would, they would find it more advantageous to them than grazing with sheep or cattle.
2504. Do you think the wool grown about here would go to Glen Innes or Moree if the line were constructed? I think it would go to Glen Innes. Our great idea is to become connected with the northern line, and then perhaps some day with the coast.
2505. *Chairman.*] I believe you have been connected with the railway agitation here for a long time? Yes; I remember Sir Henry Parkes being here in 1872, and saying this district ought to be connected with a railway in twelve months.
2506. You formed an opinion then that the connection should be with the Great Northern line? Yes.
2507. Have you had occasion to alter your opinion since that time? No, none whatever.
2508. Do you consider that if a line were taken from Inverell west, the question of a connection with the Great Northern line would be very remote? I think it would.
2509. It would mean then that for all time your traffic from Inverell would have to travel by way of Moree and Narrabri to get to the metropolis? If we made use of the railway it would.
2510. Supposing a line were constructed to Moree and in the course of time it were extended to Glen Innes, what advantage would that be to the country as a whole, or would it be any? I think it would be an advantage to the country.
2511. If that extension were made, and in the future an extension were made to the coast, the inference would be that the traffic would go direct from the west to the coast? The inference would be that it would go direct from the west to the coast, it being the shorter distance.
2512. If that occurred what would be the value of the piece of line between Moree and Narrabri? None whatever.
2513. Was not that line constructed in order to take the western and north-western trade? Yes.
2514. If there were a connection right through from Moree to Glen Innes would the traffic go to the coast or the other way? It would go to the coast if the line to the coast were a shorter distance from Moree than Newcastle or Sydney. I think if a line were constructed from the coast to Moree it would take a tremendous amount of traffic off the Great Northern line.
2515. Consequently it would take a great deal of traffic off the Narrabri to Moree line? That is only a short line.
2516. But it will carry a large quantity of wool? Undoubtedly.
2517. I suppose you are getting tired of this agitation and would be glad to get a line through almost anywhere? Excepting Moree.
2518. You think then it is better for the district to wait and do without a railway than have one which will be no good to you? I think so.

Mr. J. J. W.
Gibson.
12 Oct., 1896.

Mr. Arthur Robinson, farmer, Dinton Vale, sworn, and examined :—

2519. *Chairman.*] How long have you been in the district? Since 1889.
2520. *Mr. O'Connor.*] Where is Dinton Vale? Sixteen miles north of Inverell, on the Queensland route.
2521. What area of land do you possess? 3,000 acres. It is mostly conditionally purchased.
2522. What extent have you under cultivation? 400 acres.
2523. What do you produce? Wheat, corn, and lucerne.

Mr.
A. Robinson.
12 Oct., 1896.

- Mr. A. Robinson.
12 Oct., 1896.
2524. Where do you find a market for it? I found a good market from 1839, for three years, in Inverell, and after that there was no market. I sent some out to Mr. Utz, of Glen Innes. I got a good market at first, and after that Mr. Utz did not buy, but went to other places.
2525. What is your opinion of the proposed line of railway? My market, as far as I have gone, has always been in Glen Innes. Personally, I favour the Glen Innes route.
2526. Why? Because I can get a market in Armidale and Hillgrove.
2527. Knowing that, you are favourable to a line to Glen Innes, but are you sure you would not get a market to the west? I might, possibly.

Mr. William Nichols, farmer and storekeeper, Dinton Vale, sworn, and examined:—

- Mr. W. Nichols.
12 Oct., 1896.
2528. *Mr. Roberts.*] Where is your property? Seventeen miles north of Inverell.
2529. Do you go in for mining? Yes; at times.
2530. What do you find? The last we found was coal.
2531. Did you make any money out of it? No; but we are in hopes of doing so when we get a railway. We have lifted a good deal of coal lately, and we are selling a little in town. We are taking some to Queensland.
2532. How many tons have you raised? I can tell you what I have raised in the last two quarters. I have sold about 14 tons in one quarter, and 15 tons in the other.
2533. Do you employ many men in coal-mining? Only two I have working. We have 100 tons now lying on top of the shaft. According to the geologist's report, it is supposed to be as good as any in the Colony. The seam is 30 yards wide. We have sent some to Glen Innes on trial. If it suits we should have a market there.
2534. Which railway communication would suit you best? Glen Innes.
2535. I suppose you would have to cart your coal 17 miles before getting to the railway? The coal is further away than that; it is a good many miles on the other side of where I live. It will be about 36 miles due north of Inverell.
2536. If a railway were constructed from Inverell to Moree would it not go nearer your property? No, Inverell would be the nearest point.
2537. Is the coal suitable for domestic purposes? Yes, it is used in Inverell in the Bank of New South Wales, and in other places. It was burnt here last winter and the previous winter in the blacksmith's shops.
2538. Is it equal in quality to the Newcastle coal? Yes, the blacksmith says it is better.
2539. Could you supply coal in Inverell as cheaply as that which the people at present use? Yes, I am prepared to deliver any quantity in large quantities at 25s. a ton.
2540. Is that what the people are in the habit of paying for it? No, they pay more than that; we only sell small quantities and get £2 a ton. If I had a large order I would deliver it for 25s.
2541. Where would you expect a market for the coal? At different places, we can send it to Glen Innes, and in Inverell we could sell a great deal. Plenty of the coal is to be seen in the town.
2542. Do you favour the Glen Innes route principally on account of the coal? No, I have always favoured it on principle. I can see no outlet the other way. I think they will be able to grow as much as they want at Moree by means of irrigation.
2543. But they do not grow anything at Moree at present? No; but they will do.
2544. When? I have seen 50 bushels of wheat to the acre as far as Moree down the river.
2545. Are you prepared to deliver coal at Glen Innes if the line be constructed, at a lower price than the people are able to obtain it at Newcastle? I believe we can run it there as cheaply.
2546. Would you bring it by team to Inverell and put it on the line? I think we should bring it here first, but I cannot say at present. There is no doubt we should carry it the cheapest way whichever it is.

Mr. Thomas Mason, farmer, near Inverell, sworn, and examined:—

- Mr. T. Mason.
12 Oct., 1896.
2547. *Chairman.*] How far do you reside from Inverell? Thirteen miles north.
2548. *Mr. Black.*] What is the area of your holding? 150 acres, of which 80 acres are under cultivation.
2549. Is the balance suitable for agriculture? Yes.
2550. Have you any reason for not putting it to that use? If I cultivated any more I should have no market for it.
2551. Do you think a market can be best found by means of a railway? Yes.
2552. Which route do you favour? The Glen Innes route.
2553. What is your objection to the Moree route? Moree will be a limited market.
2554. Do you think the market supplied by railway to Glen Innes will be practically unlimited? It will, eventually, when it finds its course into Queensland. I look upon Queensland as a great market.
2555. Do you think the market will be unlimited if there is communication with the coast? I do.
2556. Would the railway go in the direction of your property? No; personally, I should like also to see a railway extended west—to Moree and Goondiwindi. A large amount of produce goes to Queensland at the present time that way.
2557. Do you think two railways—one west and the other east—would pay? Both could not pay.
2558. Would you favour the construction of a railway which would not pay? No.
2559. Would the Moree railway pay? I do not see how the inhabitants could consume sufficient produce to make it pay.
2560. Do you think a railway to Glen Innes would pay? I think it would, on account of there being so many markets open for it. I may say there are some tin mines 8 or 10 miles east of Inverell, which are becoming largely developed, and I think there is every likelihood of some silver-mines being developed.
2561. Do you mean in the direction of Elsmore? Yes.
2562. Do you think a railway would assist the development of the tin-mines? Yes; I have every reason to believe there is a large deposit of tin there.

Mr.

Mr. Benjamin Champion Martin, miner, Tingha, sworn, and examined :—

2563. *Chairman.*] On what point would you like to give evidence? I would rather see the Inverell-Glen Innes railway constructed than the Moree railway. It will just pass a silver lode which we are trying to open up 16 miles east of Inverell. Mr.
B. C. Martin.
12 Oct., 1896.
2564. What has been the result of your operations so far? We have not got our assays back yet. I have taken a promiscuous assay myself, and it went from 33 to 34 oz. to the ton. By treatment it could be brought to a higher pitch.
2565. Are you of opinion that if the Glen Innes line were constructed it would enable you to carry your ores to the big works at Newcastle or elsewhere? Yes.
2566. In order that that might be done I suppose the cost of carriage would have to be lower? Yes.
2567. Do you think the prevailing rates on the railway are such as to admit of your sending your ores to the markets? Yes, were it not for the carriage of teams.
2568. Is your lode a big one? Eighty feet wide, so far as we can see at present.
2569. Does it promise a large freight for a railway? Yes; with 240 men working below we can produce 15,000 tons of ore for the market annually, and if we could save 10s. a ton in the carriage, it would mean to our company £7,500 per annum.

Mr. Andrew Murray, pastoralist, Bannockburn, sworn, and examined :—

2570. *Chairman.*] Where is Bannockburn? North-west from here. Mr.
A. Murray.
12 Oct., 1896.
2571. *Mr. Clarke.*] What are your opinions as to the construction of a line from Moree to Inverell? I think it is the only line that will suit this district. Moree is the only market we have for agricultural products.
2572. Is the country around Moree suitable for agriculture? No, not in all seasons, because of the insufficient rainfall.
2573. Where is the best agricultural land?*
2574. You think west and north-west of Inverell would be your best market? Yes.
2575. Is the population large? †
2576. You do not approve of the construction of a line to Glen Innes? Not at present; it would be too expensive. The cost per mile would be more than the traffic would pay. The rates would have to be fixed so high that we could not send our produce that way. The line would cost more to work than the Moree line; the gradients would be steeper.
2577. Where do you send your wool? To Glen Innes at present.
2578. Would you send it to Moree in the event of a line being constructed there? Yes.
2579. Being nearer to Glen Innes, would it not suit you to send it there? If a line were constructed to Glen Innes I would very likely send there. Of course I would send by the cheapest route.

Mr. Peter Colin Campbell, grazier, Inverell Station, sworn, and examined :—

2580. *Chairman.*] How long have you been in the district? All my lifetime. Mr. P. C.
Campbell.
12 Oct., 1896.
2581. How many acres are there on Inverell Station? About 40,000, of which 30,000 are freehold.
2582. Is any of it cultivated? Yes; 500 or 600 acres.
2583. Have you had any applications for farming areas? Yes; we are letting it on terms—principally on thirds.
2584. What proportion is suitable for agriculture? About one-third of it. The reason that is not cultivated is the absence of a market.
2585. How would you best obtain a market? By a railway to the coast—from here to Deepwater and Lismore.
2586. You would not be in favour of a railway to Glen Innes? No. I do not think it will be of any benefit to us, unless it goes to the coast.
2587. If you had a railway to Glen Innes, and an extension to Lismore, would it satisfy you? Yes, so long as we got to the coast.
2588. Failing that railway, is there any other scheme which would be of benefit to you? No. The Moree line might be of benefit to us just now in getting rid of our produce. There is a good outlet there in times of drought.
2589. But in good seasons I suppose there is a limited market there? I think so.
2590. Do you think Moree would be a buyer of a large quantity of wheat from you if you had direct railway communication? I suppose they would require a lot of wheat by-and-bye when the country is thrown open.
2591. Do you think if the country is thrown open it will greatly increase the population? I do not know about that. I think it is principally grazing country.
2592. How many sheep will it carry to the acre? In an average season, I think it will want 3 or 4 acres to a sheep.
2593. Do you think a man could make a living out of grazing 500 sheep? Yes; but it would be hard living, no doubt.
2594. Supposing we say that each family requires 2,500 acres, a vast area of country would be necessary to settle 1,000 families? It would, indeed. I do not think it will ever be a vastly-populated place.
2595. As there are only about 1,500,000 acres to be thrown open during the next few years the country is not very likely to be thickly populated? No.
2596. Therefore, even if population is effected by the construction of a line to Moree, the market for Inverell is not likely to be greatly increased thereby? No, except in bad seasons.
2597. How do you send your wool to market? To Glen Innes, and then by train to Newcastle.
2598. Have you ever sent it to Grafton? I have sent a lot or two there. I prefer the other way.
2599. Why? I think the wool does not get so much knocked about as it does by being shipped at Grafton.

2600

* *Note (on revision)* :—Within a distance of 20 miles in a westerly direction from Inverell, thence about 35 miles north-west, thence to a point about 12 miles east north-east from Inverell, thence by a circular line east and south, thence by a westerly line passing to the south of Inverell, about 1½ mile west to point of commencement, will include the greater part of the best agricultural land in the district.

† *Note (on revision)* :—It is not thickly populated at present, but the extent of country is very large, and is rich grazing land. The population is increasing rapidly. Our surplus agricultural products have nearly all been marketed west and north-west for the past twenty-five years, also large quantities of potatoes from Glen Innes, Ben Lomond, and Guyra. Through climatic causes agriculture cannot be a success far west or north-west of Inverell.

- Mr. P. C. Campbell.
12 Oct., 1896.
2600. How do you obtain your station supplies? By the same route—by train and carriage.
2601. We may presume that if a railway be constructed to Inverell your wool would be trained for Sydney at Inverell, and your goods would be carried from Sydney by train to Inverell? Yes.
2602. *Mr. O'Connor.*] Do you send your wool to Newcastle? Yes; and thence to London.

Mr. Thomas Jones, selector, near Inverell, sworn, and examined:—

- Mr. T. Jones.
12 Oct., 1896.
2603. *Chairman.*] Where is your property? Sixteen miles south-east from Inverell, in the direction of Tingha, 42 miles from Glen Innes.
2604. *Mr. O'Connor.*] How long have you resided in the district? Twenty-three years. Six years of which I was Warden's Clerk and Mining Registrar.
2605. What extent of country do you occupy? I hold 186 acres under the Crown Lands Amendment Act of 1875.
2606. Which route of railway do you think would be better in the public interest? The Moree route. I think that will benefit the nation more. There is a large and growing population extending out towards Moree. Also out west in the vicinity of the townships of Warialda, Parramellowa, Mungindi, Boggabilla, and Goondiwindi, Moree being a distributing centre. I have traversed that country occasionally for the last twenty years, and I have traded backwards and forwards amongst the selectors and squatters surrounding Moree and its environs.
2607. Where do you find a market? In all the places I have mentioned; but the best market for fruit and produce is in the vicinity of Moree. I have seen potatoes grown and sold at Ben Lomond at 18s. a ton, and sold at 20s. a bag in Moree. I have sold grapes at Moree at 9d. per lb. late in the season, where but little fruit is grown.
2608. How much could you get at Glen Innes? About 3d., and a dull sale; the climate is cold.
2609. Then you think a line from Inverell to Moree would be the better one? I believe it will be better for the district and for producers at Inverell. I believe a line to Glen Innes will be the damnation of the fruit growing interests at Inverell.

Mr. Robert Howard, secretary, Moree-Inverell Railway League, Inverell, sworn, and further examined:—

- Mr. R. Howard.
12 Oct., 1896.
2610. *Chairman.*] I believe you desire to amend your evidence in some respect? Yes; with regard to the estimated traffic between Warialda and Moree. I believe one of the witnesses has stated that the number of sheep in the Warialda district is only 1,000,000. The Statistical Register for 1894 and previous years shows it to be 1,505,540. With regard to the item of estimated traffic between Inverell and Warialda and vicinity, I have to state that this item is meant to include the probable traffic from the important town and district of Bingera, which is situated about 28 miles from the town of Warialda. Assuming that a line of railway are constructed from Tamworth to Manilla, Warialda station, on the proposed line from Moree to Inverell, will not be more than one-half the distance from Bingera than Manilla is, consequently it is natural to assume that the trade of this district will all go to Warialda station. If so, we consider that we have under-estimated the traffic to and from that station. We have not got the population of Bingera and Upper Bingera towns, but would wish to point out that the population is on the increase rather than on the decrease, as it is a very rich gold and diamond mining district. There are also two roller flour-mills there, one of which runs full time, and puts through about 30,000 bushels per annum.

Mr. John Makim, farmer and grazier, Gum Flat, sworn, and examined:—

- Mr. J. Makim.
12 Oct., 1896.
2611. *Chairman.*] Where is Gum Flat? Twelve miles west of Inverell.
2612. *Mr. Roberts.*] How many acres of land do you hold? In conjunction with my two sons, about 4,500 acres.
2613. How many out of that are under cultivation? 100 acres; the remainder I use for grazing.
2614. Do you not find it to your advantage to cultivate more than 100 acres? No; I cannot get rid of the produce on account of the difficulty of finding a market.
2615. Have you been able to make farming pay up to the present? In recent years it has not paid; I have found it difficult to dispose of wheat in this town at 2s. a bushel.
2616. Where do you sell your wheat? At Inverell.
2617. Do you get cash for it? Part cash and part goods. For the last two years we got about 2s. a bushel for it, but of late it has been difficult to sell at that price. This year, however, the season has been dry, and we have got 4s.
2618. Does the surveyed route of the proposed line go through your property? No; it runs 8 miles north of it.
2619. Do you think the line would be of great advantage to you and your neighbours? Yes.
2620. Would you expect to find a market for your produce to the west? Yes; and we could send the surplus to Newcastle or Sydney.
2621. Do you prefer the proposed route to that *via* Glen Innes? I do; but would accept any route.
2622. Do you think a railway to Moree would result in a larger area of land being put under cultivation? I am sure of it. I myself would probably put in 500 acres more of wheat, potatoes, and corn. I have 1,000 acres of good agricultural land.
2623. Is the soil of the Inverell district well adapted for the growth of potatoes? Yes; it is hardly as suitable as that of Glen Innes, in consequence of the rainfall not being so much. It is not quite so moist here as it is at Glen Innes.
2624. Does not Glen Innes bear a reputation for the excellent quality of its potatoes? Yes; the crop is more certain there.
2625. If the line were constructed, do you think a large area of land would be put under potato crop? Yes.
2626. Where would there be a market for potatoes? West of Moree and district.
2627. Do you produce any wool? Yes; and I send it mostly to Sydney *via* Glen Innes.
2628. Do you ever send any by way of Grafton? I did on one occasion.
2629. Did you find it more advantageous to send it that way than to send it by rail? It depends on the state of the market. If we want to get it down quickly we send it by rail. When it goes by Grafton it is delayed on the road, and you often lose the sale of it in Sydney.
2630. If a line were constructed to Moree, would you send it that way? Yes, to Sydney or Newcastle.
2631. I suppose there would be no difficulty in laying down 500 acres under potato crop? No.

2632. What would the yield be per acre? Some of the land would yield about 10 tons to the acre, but the general yield would not amount to more than 5 tons, and in dry seasons about two.
2633. Do you think you could find a sale for 2,500 tons of potatoes in the Moree district? Hardly.
2634. Therefore, if you want to grow potatoes to supply Moree, you must not grow 500 acres? No.
2635. Would you not be likely to find a market for potatoes at Narrabri? Yes, and Walgett too. Twenty miles west of this place you cannot grow potatoes or wheat and make them pay.

Mr.
J. Makim.
12 Oct., 1896.

Mr. Peter McCarthy O'Sullivan, farmer and grazier, Bannockburn, sworn, and examined:—

2636. *Chairman.*] How long have you resided in the district? Twenty-four years.
2637. *Mr. O'Connor.*] In what direction is your holding? Fourteen miles due west from Inverell.
2638. What area do you occupy? 1,700 acres between my sons and myself.
2639. How have you been using it? Principally for grazing. We cultivate 170 acres.
2640. What do you cultivate? Wheat, corn, and potatoes.
2641. Where do you find a market? Out west principally for corn and potatoes; and we sell our wheat in Inverell.
2642. What do you mean by out west? Moree. I have also sent to Goondiwindi.
2643. What is your opinion with regard to the proposed railway? I think the line which will benefit the farming community is the Moree line. I have always found a market westward for potatoes, corn, and chaff in good and bad seasons.
2644. It would be better for you to send your produce to Moree, a distance of 82 miles, than to send it to Glen Innes, a distance of 56 miles? Yes; because we get no market in Glen Innes for potatoes and corn.
2645. If the railway were constructed to Moree, would it benefit others as much as yourself? In my opinion, it would. If it were constructed I would put 300 or 400 acres under crop, and many others would do the same.

Mr. P. McC.
O'Sullivan.
12 Oct., 1896.

WEDNESDAY, 14 OCTOBER, 1896.

[The Sectional Committee met at the Court-house, Glen Innes, at 10 a.m.]

Present:—

CHARLES ALFRED LEE, Esq. (CHAIRMAN).

The Hon. CHARLES JAMES ROBERTS, C.M.G.

HENRY CLARKE, Esq.

The Hon. DANIEL O'CONNOR.

GEORGE BLACK, Esq.

The Sectional Committee further considered the proposed Railway from Moree to Inverell.

Mr. Follet John Thomas, Mayor of Glen Innes, sworn, and examined:—

2646. *Chairman.*] How long have you been residing in Glen Innes? Twelve years; prior to that I was residing in Inverell.
2647. How long were you in Inverell? Eight years.
2648. Then your knowledge of the district extends over twenty years? Yes.
2649. Have you any detailed statement to place before the Committee? I have a detailed statement of the position of the Glen Innes Council and municipality, together with some short statistics as to the amount of acreage under crop, and the number of cattle, &c., in the district, the number of lands alienated, and the unimproved value of lands in the Glen Innes municipality. The population of the town and district of Glen Innes for 1891 was 9,353, and in 1896 it had increased to 11,000. When the last census was taken in 1891, it was 2,830 in the town—that is, within the municipality—and it is now 3,200, showing an increase, despite the fact that in portion of our district there has been a great exodus of people. That portion is the Emmaville district, where the means of livelihood is tin-mining, pure and simple. In consequence of the lodes being worked out in many instances, together with the low price of tin, there has been an exodus, but despite that fact we have a decided increase of population. The area of the district is 2,433,280 acres; the alienated lands are 429,000 acres. The portion under cultivation—that is, of course, for the past year—is 10,127 acres. I should also like to point out that in connection with the cultivated lands, in consequence of the fair price the farmers of this district were able to get for their produce in Sydney this year, the amount under cultivation for the 1896-7 year will show a material increase. The average size of the holdings in the Glen Innes district is 718 acres. The homestead leases recently offered here by the Government were all taken up on the day they were offered.
2650. Were there many of them? Eight or ten.
2651. What would be the area of each? From 40 to 150 acres. Those leases were within a distance of 4 to 5 miles from Glen Innes—the north-western portion of the town. The number of horses we have in the district is, 10,683; cattle, 89,526; sheep, 519,433. The capital value of unimproved lands in the municipality is £48,565, and the annual value of occupied lands is £18,896 7s. 6d. The number of acres we have under wheat is 1,808. The loan on our general revenue account is £5,000. I would also point out that this municipality has further loans than that, which will be shown by the *Government Gazette*, issued in the latter end of August. Those loans consist of one of £3,000 over the town hall, together with a loan of £6,000 over our gas-works; so that the total loans of the municipality are £14,000. The assets over the liabilities—published in the *Gazette* in the latter end of August—and which balance was made up to the 3rd August, 1896, show an actual balance of £1,894 2s. 11d. I should like to point out, in connection with this matter, that that asset over liabilities is over and above the amount of loan on general revenue. That is not taken into consideration at all. The amount of assets over liabilities is for rates calculated, or the actual cash value of works, together with the town hall and other assets we have here.
2652. You are aware that the proposal is to start the railway from Inverell, and to take it round by the west to Sydney? Yes.
2653. How is that proposal viewed by the residents of Glen Innes? It is viewed as a very great mistake, not only in the interests of Glen Innes, but in the interests of the country at large. It is considered by the people of Glen Innes that it would be a very great mistake indeed, for the reason that if it is constructed, it is primarily understood to assist the people of Inverell. I feel confident it will not effect this. We, in Glen Innes, hold that any railway to benefit the people of the Inverell district should be commenced at Glen Innes. We hold this opinion for the reason that Glen Innes is the natural centre from which the trade of Inverell must go. We are about 120 miles from the coast at Grafton.

Mr.
F. J. Thomas.
14 Oct., 1896.

There

Mr.
F. J. Thomas.
14 Oct., 1896.

There is a considerable amount of traffic at the present time direct from Grafton, through Glen Innes, to Inverell, and if the railway is made to-morrow from Moree to Inverell, it will not materially decrease that traffic, for the reason that the amount charged by carriers for carriage from Grafton is so small that the Railway Commissioners could not possibly compete by taking it over such an enormous mileage of railway to Inverell.

2654. Leaving out of view, for a moment, the possible connection with the coast by rail, you are of opinion that the starting of the trade from Inverell would not enable the Railway Commissioners to capture the trade they are now losing by way of the coast? That is so.

2655. Therefore, it would follow that the estimated traffic over the railway to Inverell would not be realised? That is my opinion.

2656. And instead of a loss of £2,800 per annum being shown, there is a probability of it being larger? I think so.

2657. You contend that a connection should be made between Inverell and Glen Innes? Yes.

2658. Would not that bring Inverell produce into competition with what you produce here? Not in a material degree. The Inverell district is essentially a wheat-producing district. Glen Innes is not essentially a wheat-producing district. This is essentially a hay-producing district.

2659. You say the total cultivation is 10,000 acres, of which 1,808 are under wheat? Yes.

2660. What is the balance under? Hay and potatoes, principally.

2661. Does the Inverell district produce largely of hay and potatoes? It does not produce largely of potatoes. This is essentially a tuber-producing district. The potatoes grown in this district keep very well. The potatoes grown in Inverell do not keep anything like the length of time the tubers grown here keep.

2662. Then you think that would be one source of exchange with Inverell? Yes.

2663. You have stated that owing to the facilities for getting produce to the Newcastle and Sydney markets, last year, there was considerable demand for produce here? Yes.

2664. Was that trade confined to last year, or has it been a growing one? I regret to say it was confined to last year.

2665. What brought it about last year;—was it a reduction of the railway rates, or scarcity in other parts of the Colony? The first reason was that there was a great scarcity throughout the country generally, whilst in Glen Innes we had one of the largest hay crops we have ever had. It was brought about through a very dry winter last year, and good rains in the early portion of the spring. Consequently, the lands were very arable, and we had a wonderful hay crop. The Railway Commissioners also made a concession to the farmers in the northern district. They lowered the price of produce to Sydney by 20 per cent., and increased the price of produce imported from Sydney into the country by 20 per cent. Thereby the farmers were able to send 6-ton trucks to Sydney at £3 12s. a truck.

2666. Then the hay produced was in excess of local requirements, and there was a large surplus to dispose of? Yes.

2667. Was there any market besides Newcastle and Sydney? The only other I know of was Grafton.

2668. But I mean on the railway line? Yes. I am aware that a good deal was sent to Newcastle and Sydney, and a little was sent to Narrabri.

2669. Supposing the farmers could not have got their produce down, owing to prohibitive railway rates, what would have been the result? There would have been an utter state of collapse.

2670. Could you have disposed of it in any other way? No. This departure on the part of the Glen Innes farmers in sending their produce to Sydney has only come about this year, and it has come about through want of production in other parts, and the excessive price they have been able to get in Sydney this year.

2671. If, in future years, the general produce of the country is abundant would you be able to compete? I think not.

2672. You can only compete under special conditions? Yes.

2673. That being the case, and the Inverell people being much larger producers than yourselves—presuming they had railway connection to Glen Innes—where would be their outlet? We consider that the outlet for the northern districts is in the north—the Queensland markets.

2674. Inverell is a very large wheat-producing district? Yes.

2675. I believe that both it and the flour are of excellent quality? The best possible.

2676. If Inverell were brought into touch with the railway system at a very low rate—say, 5s. or 6s. a ton—could they find a market between Glen Innes and Newcastle, or at Newcastle, for their flour? They can find a good market for a large quantity of their wheat in Glen Innes, and I also understand that there is a demand further south.

2677. Both flour and wheat will stand a higher carriage than hay? Yes.

2678. Is it possible to send produce by dray from Glen Innes to Grafton? A quantity has been sent this year.

2679. Would the carriage in ordinary seasons be too high? I think so.

2680. The class of stuff sent has to be moved about in large quantities? Yes.

2681. And to shift it by dray is a slow process? It is the excessive price this year which enables it to be sent to Grafton at a profit.

2682. But having in view the future general prosperity of the Colony, and with all the districts producing largely, what would be your market? We should be in the same position, if the railway system of the country is allowed to remain as it is, as we have been in past years, and that is that we have no market. It is the want of a market which has created so much distress amongst the settlers of the inland towns.

2683. We will put you for the moment in the same position as Inverell;—supposing the railway terminus were at Armidale, would you this year have been able to carry your stuff to Armidale, and then send it on by rail? No.

2684. Then it is only because you have a railway at your doors that you are able to take advantage of the market? Yes.

2685. As the object is to give an outlet for Inverell, you hold that if the connection were made with Glen Innes, it would put Inverell in touch with the whole of the railway system, and it would give them an outlet for their produce at market rates, whatever they may be? That is exactly my opinion.

2686. Has there been any organisation amongst the people in regard to giving land to the Railway Commissioners for railway purposes? No. As you are possibly aware, the most valuable land around Glen Innes which the railway to Glen Innes would pass through is a portion owned by the Haymarket Company. The secretary of that company is in town, and will give evidence on that point.

2687. I believe there is a strong desire here for connection with the coast? Yes.
2688. Provided there were no connection from Glen Innes with the coast, would the extension of a line from Inverell to Glen Innes give a better outlet for the Inverell people than a line taken from there westward by way of Moree? That is exactly my opinion.
2689. But providing there is never any connection between Glen Innes and the coast, would connection with Glen Innes give Inverell a better outlet and a better choice of market than a railway going west? I say most decidedly it would.
2690. *Mr. Black.*] Do I understand you to say that the natural Glen Innes market is to be found in the northern parts of the Colony and Queensland? Yes.
2691. For what produce? For the produce which is grown in the district—the hay crop and the tuber crop.
2692. To what part of Queensland would you send potatoes and chaff? If we had a railway to the coast, at present we would have an excellent market in Brisbane. In most years there is also an excellent market for Glen Innes products in the immediate south of Queensland—about the Warwick district.
2693. What prevents you getting to Brisbane at present? The excessive railway rates in Queensland.
2694. Have you any guarantee that if a coastal railway is constructed you will get your products to Brisbane cheaper than you could do now? It is only natural, I think, if we can get to the coast, we will be able to get to the markets, so to speak, of the world, at a reasonable rate of carriage.
2695. You mean that goods could be carried to the port, and shipped from there to Brisbane? Yes.
2696. Do you not think that the cost of taking the goods to a port, and transshipping them over such a small space, would be more than the through carriage? Not according to the present rates.
2697. Do you think it would benefit Glen Innes to be connected with Inverell by railway, if the line is not continued to the coast? It would give the Glen Innes people a chance of interchanging products with Inverell.
2698. Do you think where a town is not a terminus, the substitution of railway traffic for team traffic, with outlying towns is usually beneficial? I think that with the beggarly price which is accepted by teamsters at the present time for traffic, a town is almost better without it.
2699. If you were connected with Inverell by railway the products which came into the Glen Innes district for consumption would arrive by railway and be dumped here, and there would be little or no expenditure in connection with them;—if you have carriers coming to a town they must of necessity spend something, however small? I am aware of that, but I look at it in this way:—What we want in these districts is a greatly increasing population, and wherever a line of railway is constructed it brings population. A great portion of that population remains in the district. That was notable in the case of the construction of the line from Armidale to Glen Innes, and from Glen Innes North. We have people here now who but for the construction of that line would never have seen these districts.
2700. Do you think the carrying of the railway towards the Queensland border increased the population of Glen Innes? I am sure it did.
2701. In what direction is the energy of the people who were thus attracted to Glen Innes being directed? In the majority of cases they are working the soil, or are engaged in mining pursuits.
2702. What is the average of seasons in which Glen Innes has a good season, and the rest of the Colony has a bad one? Taking the Colony as a whole I suppose it would be very few indeed. But to look upon Sydney as a certain market for Glen Innes producers the freight from here to Sydney would have to be still further reduced.
2703. Where then is the inducement you offer to people to go in for agriculture here? We do not offer them any special inducement at the present time. We say that the Glen Innes district, as it at present exists, has not a certain market.
2704. How would the construction of a railway from Glen Innes to Inverell increase the population of the district? It will bring about a floating population some of which will remain. It will also, I believe, be the means of a greater portion of alienated land between Glen Innes and Inverell been thrown open to settlement.
2705. But you say that before there is any fixed market for Glen Innes products, there will have to be a great reduction in freight. You say further, that the products of Glen Innes as a rule only find an outside market, when there are good seasons here and bad seasons elsewhere. Then you speak of an increase of settlement brought about by the construction of a railway between Glen Innes and Inverell, whilst you admit that that would extend the market of Glen Innes? Under present conditions I hold that there is not a market which will guarantee those staying on the land any certain income, but under the conditions which we believe must come about in the near future there will be a good market for the producers of the north in the southern portion of Queensland.
2706. Then you mean that the construction of a railway to Inverell will bring a lot of people here who will gamble in a coastal connection? Not altogether that. Supposing the railway freights from here to the north and in the southern portion of Queensland are reduced, as they should be, it would enable the people of the northern districts to get at their natural market, which is northward. We have to pay a 20 per cent. advance in sending north, and a 20 per cent. reduction in sending south.
2707. I am surprised you do not quote another problematical circumstance which is federation and the consequent abolition of border duties? A good deal will be said to you about that by other witnesses.
2708. Another factor too, is the establishment of a sugar-beet mill in Tenterfield? I would like to allude to what I believe to be hard facts.
2709. But you do not call a coastal connection a hard fact? I hope it will be. If the Government are alive to the interests of the northern district it will be a hard fact in the near future. With regard to the sugar-beet industry, I should like to point out that representations were made to me by certain people in Sydney, and I called a meeting of farmers in the Glen Innes district during the last month. The result of that meeting was that no less than forty farmers are experimenting here this year in the production of sugar-beet. The areas put under crop vary from $\frac{1}{2}$ acre to 1 acre.
2710. I understand that a quantity of seed was distributed here last year, but I have not heard whether it came above the ground or not? It was distributed in 1 oz. and $\frac{1}{2}$ oz. packets then, and it is being distributed by the hundred weight this year. I should like to point out that the sugar-beet was grown at Red Range, in a small way certainly, but still it was most successful. I understand that one lot yielded a very fair average quantity of sugar. The result of the experiment this year will be such as to put beyond all doubt the possibilities of the soil for the production of sugar-beet.

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2711. Do you think the farmers of the district, as a rule, turn their energies in the best direction? I suppose so.
2712. Is this climate adapted for the growth of onions? It is.
2713. Have they not been realising high prices on the Sydney market of late years? I understand so.
2714. Are there any grown in the district? A very small quantity, indeed.
2715. To what circumstance do you attribute the neglect of the farmers to grow it? A good deal to the neglect of the Government in not establishing in the country districts experimental farms to point out to the farmers the possibilities of the soil.
2716. How is it that in other districts where there are no experimental farms onions are grown? For the simple reason that they have been educated up to it, and here they have not.
2717. Then you think the farmers of this district are in their educational infancy? I think the majority of them are.
2718. Is the wheat product of the district equal to the flour consumption of the district? Nothing like it.
2719. Therefore the millers must be large importers of flour? Very large.
2720. Do you think it is probable, if a connection be made between Glen Innes and Inverell, it will be largely used by the squatters and storekeepers of Inverell in importing their goods from Sydney? I think it will.
2721. Is it not a fact that the bulk of the goods consumed in this district are brought *via* Grafton, and thence by team? Yes.
2722. Is it not a fact that all the goods consumed in the Inverell district are brought by water to Grafton, and thence by team to Inverell? A great quantity.
2723. If Glen Innes being directly connected with the railway, finds it profitable to bring goods from Grafton, is it not probable that when Inverell is connected she also will find it profitable to bring goods from Grafton? Yes, as far as Glen Innes. If the railway were constructed I presume it would not pay them to carry by team from Glen Innes to Inverell.
2724. Is it feasible that goods having been carried 110 miles by team, will be transhipped to a railway in order that they may be carried 42 miles? I think it is feasible. Anything is feasible when the rate is cheaper.
2725. Do you not think it is possible that the teamsters, in the face of the competition with the railway, rather than unload at Glen Innes, will be disposed to carry goods on from Glen Innes to Inverell at a very little higher rate, and that storekeepers and squatters, in order to save double handling—which always means destruction—will prefer to pay that slightly-increased rate? I do not think it is likely. I think the present rate of carriage for team traffic between Glen Innes and Inverell is as low as it is possible to be, and I think it will be possible, if the railway is constructed, to carry goods from Glen Innes to Inverell at a much cheaper rate.
2726. What is the ordinary rate of carriage by team from Glen Innes to Inverell? £1, and £1 10s. a ton in special instances.
2727. In the case of goods brought from Grafton, what would be the proportionate carriage between Glen Innes and Inverell? About £1.
2728. *Mr. Roberts.*] We have it in evidence that in 1895 there were 25,000 bushels of wheat grown in the Glen Innes district;—out of that quantity what portion would be required for local consumption? That question could be better answered by Mr. Utz.
2729. Have you seen the figures supplied by Mr. Harper in regard to the traffic on a line from Inverell to Moree? Yes.
2730. Are you prepared to point out any of the items in regard to which you think he has made a mistake? I think he has made a mistake in the item of general goods.
2731. Have you any figures to emphasise that statement? I would refer to the cost of carriage from Grafton to Inverell. I hold it would not be possible for the Railway Commissioners to fairly compete for the traffic between those places. Although it might be said that goods would be carried more quickly, still I do not think the Railway Commissioners could successfully compete with the traffic east.
2732. Does not the same possibility exist if a railway is constructed between Glen Innes and Inverell? I do not think so.
2733. If the storekeeper at Inverell can get his goods more cheaply by way of Grafton, is it likely he will use the railway from Glen Innes to Inverell? I think he would, but I could not answer for him with regard to Glen Innes and Sydney.
2734. Do you advocate the construction of a line from Glen Innes to Inverell, apart from any possibility of coastal connection? I do.
2735. Are you aware that there is a fair market for Inverell produce towards and beyond Moree? I am not.
2736. I understand you to say there would be large quantities of potatoes, oats, and chaff sent by rail from Glen Innes to Inverell? There would be large quantities of potatoes, but I would not like to commit myself by saying oats and chaff, because they are produced there.
2737. What is the probability of timber being sent from Glen Innes to Inverell? In my opinion there is likely to be a large market for timber in the Inverell district, from the fact that the timber forests in the Inverell district are pretty well worked out.
2738. What distance from Glen Innes do the timber forests exist? They are on the eastern slope. There is a mill about 22½ miles east of Glen Innes.
2739. Is the Glen Innes district at present in a flourishing condition? Yes; it will compare favourably with other districts throughout the Colony.

Mr. John Frederick Utz, merchant, Glen Innes, sworn, and examined:—

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2740. *Chairman.*] How long have you been residing in the district? I have been in business for the last thirty-one years.
2741. Have you been intimately connected with the agitations which have taken place for railway connection both west and east? I have.
2742. Are you in a position to give us an accurate statement, as to the rates of carriage which exist now and which existed some time ago? Yes.

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2743. *Mr. Roberts.*] Have you long held the opinion that Glen Innes and Inverell should be connected by rail? I have.

2744. Do you anticipate that a large trade would be carried on between those two towns? There would if there were railway connection.

2745. Would Inverell be able to find a market at Glen Innes, or would Glen Innes be, as it were, a distributing point for large quantities of wheat, flour, and other produce of Inverell? I consider Glen Innes would be a large distributing centre for Inverell farmers.

2746. Am I to understand from what you say that the Inverell farmers would be able to dispose of their produce at Glen Innes? They would be able to dispose of at least 40,000 bushels of wheat every year in Glen Innes proper.

2747. Would that be in addition to the 25,000 bushels of wheat which I understand are grown at Glen Innes? Yes. When I said 40,000 bushels would be disposed of, I intended to intimate that I myself require for my mill 80,000 bushels per annum. I bought 80,000 bushels of wheat this season.

2748. We had it in evidence in Inverell that in 1895 Glen Innes produced about 25,000 bushels? Thereabouts.

2749. How do you dispose of the 80,000 bushels of wheat which you say you have purchased? My market for the 80,000 bushels of wheat, after it is manufactured into flour, is from Stanthorpe on the north, as far as Quirindi, Gunnedah, Narrabri, and Moree. I sent a few truck loads to Mr. McIntosh, at Moree, a few days ago.

2750. Did you send it to Moree by rail? Yes.

2751. Was not that rather a roundabout way? Yes, but it would have cost 50 per cent. more to send it by team. The cost by rail from here to Moree is £1. 10s. a ton.

2752. Are you in the habit of sending large parcels of wheat or flour to Moree? No; this is the first trial I have had. I wanted to introduce my flour to the Moree district.

2753. Owing to the fact that Moree is purely a pastoral country, is not it and the district beyond a large purchaser of agricultural products? You may call it large, but I do not. There is only a population of about 8,000 people in that district, and 8,000 people do not require, on an average more than about 1,000 tons of flour per annum. Three farmers in the Inverell district, Messrs. M'Clymont, Eddy, and Wyndham, who say they could each put 1,000 acres under wheat, would supply the whole of that population with flour.

2754. I suppose the demand would be larger in times of drought? I do not know that they would eat more bread in a time of drought than at any other time.

2755. If Glen Innes and Inverell were connected, I suppose it would be fair to assume that large areas of wheat-growing land would be put under cultivation? Yes.

2756. Are you of opinion, that in view of the large production of wheat, if a railway were brought from Inverell to Glen Innes, a sure market would be found for it? Yes; I undoubtedly think so. I do not mean to say that Inverell, for example, would grow 1,000,000 bushels of wheat, and that the whole of it would be consumed in Glen Innes.

2757. Would it go into Queensland? In certain seasons a portion of it would. At present I am sending flour into Queensland to Stanthorpe, and am paying £1 a ton duty on the border. That is because the prices are high, but there are certain seasons when they can grow fair crops on the Downs, but only occasionally. Therefore a certain surplus of the Inverell district would find its way, at times, into Queensland.

2758. Although the Darling Downs produce wheat, you cannot look with certainty to them for a good yield? That is so.

2759. Have the farmers of the Darling Downs had a long experience of wheat-growing? Yes; flour mills have been established at Warwick for over 15 years.

2760. Would it be safe to say that once in five years the wheat crop on the Darling Downs is a failure? They get a good crop once in four years.

2761. What is the distance from Toowoomba to Brisbane? 130 miles.

2762. What is the distance from Glen Innes to Toowoomba? 200 miles.

2763. Do you think—in view of the long distance by rail from Glen Innes to Toowoomba, and the much shorter distance between Toowoomba and Brisbane—you would be able to compete with the sea-borne wheat of California or South Australia? That would entirely depend upon the universal price of wheat at the time. If wheat were cheap in California, South Australia, or Victoria, you would not be able to compete with sea-borne wheat in Brisbane.

2764. Are you in favour of a line being constructed from Inverell to Moree? I am in favour of a line being constructed from Inverell to Moree, provided it does not remain at Inverell. It is not good, from a national point of view, to make Inverell a terminus.

2765. Am I to understand you see no objection to the construction of a railway from Inverell to Moree? If it is intended to construct the line from Moree to Inverell, and leave it there for all time, it is undoubtedly a mistake.

2766. I am afraid it is impossible to say what may be done in the future. We are asked to report upon the desirability of constructing a line from Moree to Inverell? If you bind me down not to make any statement about the future, I say that a line from Glen Innes is undoubtedly the better of the two. The money of the State would be more advantageously spent on that line.

2767. Will you give your reasons why, and point out the disadvantages of the Moree connection, and the advantages of the Glen Innes connection? I have several reasons. If you build a railway from Inverell to Moree, with the intention of carrying the Inverell produce to the west to feed thousands of people there, I only say that those thousands do not exist. I maintain, from the knowledge I have gained from the people living there, that that part of the Colony will never sustain a thick population. A man could not go to the Moree district and live on 200 or 300 acres in the same way as he could in the more favoured districts to the east. They have not the rainfall. It is virtually a pastoral district, and I question very much whether it can ever be more. It is stated by some of the Inverell people that they expect to do business with Narrabri, Gunnedah, and other places. But how can the Inverell farmer compete with the Tamworth farmer at Narrabri, 160 miles from Inverell, when the distance from Tamworth to Narrabri is only 137 miles. It is well known that the Tamworth district, for wheat producing, is equally as good as, if not better than the Inverell district. Tamworth has a large area of wheat. Then you have the district from Tamworth

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to Werris Creek, and a lot of good wheat land about Quirindi. I take it that it is the wish of the Parliament of the country to build railways on commercial lines, and that they expect them to pay. If a line is constructed from Inverell to Moree, the Commissioners, in order to compete for the coast traffic, may apply differential rates; but I ask whether it is advisable to build many railways under those conditions. Differential rates mean the running of railways for nothing. If they want to carry goods to Moree at differential rates, they will have to carry goods from Narrabri, passing Moree, and coming into Inverell, practically for nothing. But even then they cannot compete. I do not say you could build a line from Glen Innes to Inverell and make it pay at once; but still you would have only one railway running at differential rates instead of more than one.

2768. But you, as a business man, enjoy differential rates now? We do, but it would not be advisable to build another railway in that district to have further differential rates.

2769. In the event of a line being constructed between Glen Innes and Inverell, would not the business people look for differential rates as well as those who have them now? Glen Innes has differential rates, and, allowing that Inverell will also claim them, it can never get them. The traffic from Glen Innes to Inverell will average about 10s. a ton. They have nothing to fear. The carrier cannot carry at that price. Therefore there will be no necessity to make differential rates there.

2770. Have you any other statement to make with regard to the advantages of the Inverell-Glen Innes line? Yes. If the railway is built the connection should be at Glen Innes, for the simple reason that the population to be fed by the breadstuffs grown in the western districts undoubtedly lies on the eastern coast. There is a population there of 100,000 people, who must be fed.

2771. But how are you to get the breadstuffs down there? At present it is a difficult matter, although I may tell the Committee I am at present sending flour to within 20 miles of Grafton, even by teams. I do not say that you are obliged to construct a railway to Grafton, although I would do so if I had my choice. Nevertheless, the Glen Innes people will not be sorry if the connection is made further north—say, from Tenterfield to Lismore. We feel certain it will be of more benefit to the whole of that district than a line to Moree.

2772. Do you think the time has arrived when the table-land of New England should be connected with the coast? If it has not arrived it cannot be far distant. The present line, which passes our door, is not suitable for our requirements, nor for those of any part of New England.

2773. Do you get large quantities of merchandise from Sydney? Yes.

2774. Do you make all your purchases in Sydney? No; I buy more than three-fourths of my merchandise in the London market.

2775. Does it come by way of Sydney? No, it is shipped to Newcastle and Sydney. Whenever I have a convenient ship starting from London to Newcastle, the goods are landed in Newcastle.

2776. Then do they come by rail? Not at all times. I often tranship at Newcastle, and send by steamer to Grafton.

2777. Am I to understand that in every case, wherever practicable, you get your merchandise by way of Grafton, and thence by team to Glen Innes? Yes.

2778. I suppose that in cases of emergency, where you may run short of goods, you use the railway? Yes. I may also state that there are certain classes of goods which the Commissioners carry at a low rate, and of course we make use of the railway under those circumstances.

2779. You use the railway when it suits you best? I do.

2780. What is the usual rate of carriage for general merchandise, starting from Sydney to Grafton, Grafton to Glen Innes, and Glen Innes to Inverell? From Sydney to Glen Innes, third-class goods are carried, at present, at truck rates, at £30 a truck, or £5 a ton. Then, again, we have another truck rate for wire, sugar, galvanised iron, wire netting, and rice, which is carried at £24 a truck, or £4 a ton. First-class goods are carried at £5 5s. a ton, and second-class goods at about £6 a ton. I may inform the Committee there are very few goods which come under the heading of either first or second class. The bulk of the goods which come to the district are carried under the truck system of £24 or £30 a truck. Third-class goods include all goods packed in cases, casks, and so forth, namely, drapery, wines, spirits, groceries, oilmen's stores, and so forth.

2781. Do they come under the differential system? Yes.

2782. Then you really pay no more for your goods at Glen Innes than you would if you lived at Tamworth? The goods are a trifle more at Tamworth than they are at Glen Innes.

2783. Glen Innes appears to be on the same footing as Armidale? It is a little more favourably situated.

2784. How far is it to Armidale? Sixty-one miles.

2785. The rate of carriage by rail is apparently from £4 to £5 a ton? That is about the average.

2786. Is there any class of goods for which a higher rate of carriage is charged than that? Yes. For fourth-class goods—machinery—it is as high as £9 a ton; but there are very few tons of that class sent to any district. The exact distance, according to the rate-book, is 424 miles, and fourth-class goods would pay £9 15s. 11d. per ton.

2787. *Chairman.*] That is in single tons? Yes; they cannot come at truck-rates. There is no truck-rate in existence for fourth-class goods.

2788. *Mr. Roberts.*] What would a man of business in a small way, who did not want to truck, have to pay? For third-class goods in quantities of less than 6 tons the rate is £7 a ton.

2789. In all classes of goods, would the increase be correspondingly large? No; the increase would be in third-class goods only. There would be an increase of £2 a ton in third-class goods, and of £1 a ton in first-class goods—wire, sugar, iron, wire netting, and rice. These are items carried by the Commissioners at £24 a truck. If you get a single ton you will pay £5 for those articles.

2790. Are there any large quantities of salt brought from Sydney to Glen Innes? No; from Newcastle.

2791. What is the carriage on salt? £2 3s. 9d. from Newcastle, or £2 13s. 9d. from Sydney,—that is what they call the "B" rate.

2792. Do you always get your salt by rail? Nearly always; I have occasionally bought 100 tons at a time at Newcastle, and I have sent it by sailing ship to Grafton, and have carried it from there by team.

2793. What would be the carriage for coal? It comes under the heading of "Miscellaneous." The carriage of coal to Glen Innes would be £1 6s. a ton, which is the lowest classification the Commissioners have.

2794. What items, other than coal, are there, which come under that low rate? Timber, that is to say, pine and soft-wood timber. Drain-pipes would also come under that heading, and wood in its rough state for

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for felloes and wheelwright purposes. Manure would also come under that heading. The next classification is what the Commissioners call the "A" class, which includes such articles as farm produce. Oatmeal is carried in 2-ton lots. Grain of all descriptions, seed-oats, flour, oatmeal, maize, and goods of that class, come under the "A" class, the charge for which at present is 30s. a ton.

2795. What do you pay by way of Grafton? I am happy to say there is no differential rate between Grafton and Glen Innes. The charge between Grafton and Glen Innes is £2 10s. a ton, no matter what you get. It costs 10s. a ton to get goods to Grafton; then 2s. 6d. a ton is allowed by the steamship companies on large shipments. Roughly speaking, therefore, the charge from Sydney to Grafton is 8s. a ton, and the carriage by team £2 10s., which makes £2 18s. per ton.

2796. Is it not a fact that they charge some customers 16s. a ton? No, unless the goods are measurement goods.

2797. A man in a large way of business, like yourself, would get goods delivered for 8s. a ton? Yes, they allow 33 per cent. off large consignments, measurement included. As I have stated, the carriage from Grafton to Glen Innes is £2 10s. that makes £2 18s.

2798. Can you always rely on getting your goods, from one year's end to the other, at £2 18s. a ton from Sydney to Glen Innes by way of Grafton? Yes. I have done it for three years. In 1892, the ruling rate was £3 10s. a ton. Since then the rate has been gradually reduced, not by business people, but by carriers, who have offered to carry at lower rates. I may tell the Committee that the carriers almost worry the life out of me to get the carriage. From Monday morning to Saturday night the carriers are coming and asking for loads.

2799. Supposing that, instead of being at Glen Innes, your headquarters were at Inverell, how much additional carriage would you have to pay to get your goods to Inverell—I mean by way of Grafton? Fifteen shillings a ton additional rate—that is providing for a through rate—would have to be added to the £2 18s., which makes £3 13s. a ton.

2800. Do you recollect what the Railway Commissioners put down as the rate of carriage, by rail, from Glen Innes to Inverell, when the question of the construction of a railway between those two places was under consideration? Ten shillings a ton.

2801. What do the carriers charge at the present time for carriage from Glen Innes to Inverell? Starting from Glen Innes to Inverell they only charge £1 to £1 5s. per ton. Wire and heavy goods are carried at £1 per ton; parcels and cases at £1 5s. per ton. For miscellaneous small lots the charge is £1 10s. per ton.

2802. But in view of your large business, if you made a contract for the delivery of goods from Grafton to Inverell direct, you would not, I suppose, have to pay more than 15s. per ton? I am satisfied that I can land goods in Inverell from Sydney at £3 13s. per ton.

2803. Supposing for a moment that a railway from Glen Innes to Inverell were constructed, would it not be a fair thing to assume that the teamsters, knowing they had to compete with that railway, would be prepared, in your case—you being such a large customer—to carry your goods from Grafton to Inverell, say, at £3 8s. per ton, instead of £3 13s. per ton? No, I do not think so. The rates are as low as they possibly can go. If the rates come down any lower, it simply means that the carriers will be starved out, and they will have to give up carrying.

2804. Do you think that the rate of £3 13s. per ton is the bedrock charge? I do.

2805. Supposing goods arrived at Glen Innes from Grafton, and you wanted to take them off the team and put them on the railway trucks—with the view of landing them in Inverell—what would be the cost of handling goods in that way? One shilling per ton. That is what the Department of Railways charges.

2806. That would really make it 11s. per ton in addition to £2 18s.? Yes; it would be 14s. in favour of the railway carriage.

2807. Can you give me any estimate of the volume of traffic which would be likely to come to a railway constructed between Glen Innes and Inverell? I can. It may appear very strange to the Committee if I enlarge upon the figures given by the Goods Superintendent, and others, who gave evidence in 1892; but I say from my own knowledge of the goods which go into the different districts, and from my knowledge of the goods which I send myself, and which go from other points, that I have not exceeded the tonnage which goes into those districts. I will give you my estimate of the goods which are sent yearly from Glen Innes into the Inverell district—from a point starting at Guyra, to a point ending at Deepwater. I say that the tonnage which goes into that district is 7,000 tons per annum.

2808. What I want you particularly to tell me is, what goods would be carried on the railway? All those goods would be carried on the railway. For instance, if goods are unloaded at Guyra and are carried to Tingha, then Tingha will be within 12 miles of this railway at Brodie's Plains. Therefore, naturally, Tingha would not go to Guyra when it has a railway 12 miles away. Going towards Tingha, on the south side of Inverell, there are several small properties which get their goods from Guyra, and they would go to the railway if constructed. I claim 7,000 tons as the inward traffic. Four years ago the Department of Railways estimated the tonnage of goods going into that district at 4,000 tons; but the Department had in view the traffic which existed at Glen Innes only, and which was carried from the Glen Innes station to Inverell. They made no allowance whatever for the goods which were unloaded at Guyra, Dundee, or Deepwater; nor did they make any allowance for the goods sent by myself and others from Glen Innes to the Inverell district, of which goods, of course, the Railway Commissioners could not have any knowledge.

2809. Then what I understand you say is that, instead of only 4,000 tons of goods, as estimated by the Department of Railways, going into that district, you are prepared to prove there will be 7,000 tons of goods going there? I am.

2810. Will you show me, in detail, where the 7,000 tons of goods would come from? About 1,000 tons of goods are sent from Glen Innes into the western district. Of that quantity I send 750 tons myself. It goes as far as Warialda, and 14 miles beyond that place, and also to Boggabilla.

2811. Will you tell me the range of country to the north, south, east, and west, with which you do business? I do business as far as merchandise is concerned, only so far as the Black Mountain, 20 miles distant from Armidale. With regard to flour—I go as far as Quirindi, on the northern line, and Moree on the north-western line, and on the east as far as Grafton.

2812. I understand you to say that 1,000 tons of goods go from Glen Innes to Inverell, and the country west of it? Yes; another 500 tons of goods go from Grafton to Inverell direct, which the Railway Commissioners did not take into consideration in their estimate. That makes 1,500 tons.

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2813. Would that 500 tons of goods to which you refer go by team from Grafton to Glen Innes? Yes.
2814. Is it not a fact that, no matter what railway is constructed, those goods will always go that way, owing to the low rate of carriage? Not as far as Inverell is concerned. They might come as far as Glen Innes; but if there is an actual saving of £4 per ton by unloading the teams at Glen Innes, and carrying the goods on to Inverell, every man would, of course, take advantage of that saving. The Railway Commissioners would charge an average of 10s. per ton, and the cost by teams right through would be 15s. per ton. Allowing 1s. per ton for unloading at Glen Innes, there would still be a margin of 4s. per ton in favour of the railway, in addition to which you would get your goods two days quicker.
2815. You have now accounted for 1,500 tons of goods? That is so. Then there are 4,000 tons of goods which come from Sydney to Glen Innes by rail—making 5,500 tons. The other 1,500 tons—which would make up the 7,000 tons—include a portion of goods unloaded at Guyra, and which drift into the channel which the railway would pick up if it were built. There is also a portion unloaded at Dundee, and another portion at Deepwater. Some go to Fraser's Creek, Bangshawe, Wallangarra, Coolati, and other stations which at present send their wool to Deepwater Station, which is a nearer point to the Great Northern Railway than Glen Innes, and which is certainly more advantageous to bullock-teams, inasmuch as there are not so many metal roads there. Bullock-teams will not take a metal road if they can avoid it. For these reasons the teams prefer taking the side roads and unloading at Dundee, Deepwater, and platforms on the line. I make up the other 15 tons from various places.
2816. Do you not think that that is rather a large estimate? I do not think so. I may state that in addition to what I myself send from Glen Innes, I also send goods, in the wool season, by rail to Deepwater, water and also to Guyra. For instance, there is a squatter at Myall Downs, who gets his supplies from me.
2817. Then the 7,000 tons to which you have referred would represent the traffic inwards? It would.
2818. Have you prepared any estimate with regard to the outward traffic? I have.
2819. What about passengers? The passenger traffic I put down at £7,000 per annum; that is to say, 7,000 passengers at an average of 10s. each in and out.
2820. Do you base that estimate on the present coach traffic? Not altogether, because the coach traffic only shows about 5,000 passengers, but there are hundreds who come in on horseback and in private buggies, and they certainly would not travel in that way if a railway line were constructed.
2821. Is there a large passenger traffic at the present time between Glen Innes and Inverell? There is.
2822. *Chairman.*] I believe you have seen the development of passenger traffic which has taken place since the line has been extended from Armidale to Tenterfield;—for instance, on special occasions, such as races and shows, the running of special trains has moved the people about in hundreds where they used to move about in singles? That is a fact, but I have not taken advantage of that, for the simple reason that I based my figures on what I thought would be the actual traffic the moment the line was opened.
2823. *Mr. Roberts.*] Have you any other item of inward traffic which you wish to put before the Committee? Yes. You certainly must make a fair allowance on the mails, parcels, and so forth, for which the country pays the contractors. I put that down at £750—that is for mails and parcels inwards and outwards.
2824. That is 50 per cent. in advance of what Mr. Harper estimated it at in 1890? I admit that, but then six years make a material difference to two districts like Inverell and Glen Innes. Personally, I would be quite satisfied, as a business man, if the line were constructed, to give £750 for that item. In addition to that, I put down 1,000 tons of timber, which I estimate would be carried on the line from Glen Innes to Inverell.
2825. Where would the timber come from? From within 20 miles of Glen Innes. We have a saw-mill in the town; but the principal amount would come from the eastern slope about 20 miles from Glen Innes.
2826. What kind of timber is it? It is stringy-bark, tallow-wood, red gum, and spotted gum.
2827. Is there likely to be a large market for that class of timber at Inverell? Yes, for the simple reason that they have really no good hardwood there. They have timber there, but it is of an inferior quality.
2828. Then would it be fair to assume that if a line of railway were constructed from Glen Innes to Inverell, a large quantity of timber would be required to meet the wants of the increased population? Yes. I only put that item down at 1,000 tons, at 4s. 6d. per ton, or £225. That brings my earnings up to £8,000 for the inward traffic.
2829. Have you allowed for any agricultural produce, in the shape of oats, chaff, or potatoes, carried from Glen Innes to Inverell? No; I have allowed for nothing of that kind at all.
2830. Do you think there would be a large interchange of products between the two places? There is not the shadow of a doubt about that. As a matter of fact, there are potatoes and oats going there now from week to week. I myself send that kind of produce; but the earnings from it would not be large, because it is carried at "A" class of rates; and if you estimated 1,000 tons for it, it would not increase my figures very much, because of the low rates.
2831. Is it not a fact that the Inverell district can grow potatoes? Yes; they can grow them and use them for six or seven months out of the twelve. After that time, it being a hot district, the potatoes go soft. They are not of first-class quality, and they send to Glen Innes; it is a colder climate, and potatoes keep better and longer.
2832. What about the outward traffic? I put it down at 8,000 bales of wool, equal to 1,600 tons, which would be carried on the railway, starting at Warialda, and embracing the whole of that country which is north-west of Inverell, and right along from Inverell, picking it up along the line. It may have been argued that the Warialda wool will go to Moree; but I say it will not, and I can prove to the Committee why. I feel sure it would come to Inverell, and then to Glen Innes, for the simple reason that the distance is shorter, and another strong reason is that we have a differential rate existing from Glen Innes to Sydney, or Newcastle. The Railway Commissioners carry wool to Newcastle at £2 17s. 6d., or £3 13s. a ton to Sydney—the same price as they charge from Tamworth to Newcastle or Sydney. Therefore, they are not likely to establish the same differential rates at Moree if there is no connection with Inverell. They would have the usual rate for freight from Sydney to Moree, and Moree to Newcastle. Hence the rate must be larger starting from Moree than it would be starting from Inverell. Therefore, the Warialda wool must drift to Inverell if the railway is constructed from Inverell to Glen Innes.
2833. Is there any New South Wales wool at the present time sent to Brisbane? Not to my knowledge. I know that the stations along the borders of Queensland send their wool to Glen Innes.

2834. Are you able to say whether some of the wool which now finds its way to Brisbane would come to the Inverell-Glen Innes line? I do not think there is a shadow of a doubt about that.

2835. Is there not an export duty of £2 10s. per ton on wool coming from Queensland to this Colony? Presuming that there is, and presuming that the wool has to pay that export duty, there will be a rebate the moment it leaves the Colony. Export duty would only exist if the wool remained in New South Wales.

2836. Therefore, it would only come into New South Wales if it could be brought here free, and if the circumstances were favourable;—do you think if the line from Inverell to Glen Innes were constructed, any large number of people on the Queensland border, who now obtain their station supplies from Brisbane, would become customers to New South Wales? I think so—in fact, I am sure of it.

2837. And, consequently, they would make use of the Glen Innes to Inverell railway? Yes. My last item was 8,000 bales, or 1,600 tons of wool, which, at 10s. a ton, would be an earning for the railway of £800.

2838. I may point out to you that the Goods Superintendent estimates the outward traffic in wool at 2,200 tons? If so, he has enlarged upon his estimate since 1892.

2839. The estimate of the Department of Railways for wool is 2,200 tons, at 3s. 9d. per ton? I have based my calculation upon the existing rate of £2 17s. a ton from Glen Innes to Newcastle. For the 53 miles of railway from Glen Innes to Inverell, I take it that the Railway Commissioners would charge *pro rata*, in the same way as they charge now from Glen Innes to Newcastle. It would be as near as possible one-sixth of the mileage. To Sydney the charge is £3 15s. a ton, and as people principally ship at Newcastle for London, I take it that the wool would be landed at Newcastle.

2840. For the sake of comparison, I should like you to confine yourself to the wool between Glen Innes and Inverell; would you pay the Department 10s. a ton when you see that they framed an estimate at 3s. 9d. per ton? Under that estimate of 3s. 9d. per ton, I maintain the Department would have to carry wool at a lesser rate from Inverell to Glen Innes than they do between Glen Innes and Newcastle. They would have to make a special rate to carry it as low as that.

2841. Of course, it is impossible for me, in making a calculation as to the probable revenue, to accept any sum over what has been put down by the Railway Commissioners? All I can say is that it appears to me to be a gross mistake. I still maintain there is no wool carried in New South Wales at 4s. 6d. per ton for a distance of 50 miles. The freight from here to Newcastle—324 miles—is £2 17s. per ton. The Department would have to make a special rate to carry wool at 3s. 9d. per ton between Inverell and Glen Innes.

2842. *Mr. O'Connor.*] What is the lowest charge for the carriage of wool on any of the lines you know of? I do not know of any line in existence in New South Wales upon which they charge less than 10s. per ton for the carriage of wool a distance of less than 23 miles. The differential rates are already as low as they can go, and you would have to get a treble differential rate to carry wool at 3s. 9d. per ton between Inverell and Glen Innes.

2843. What is the lowest price you ever knew to be charged by a teamster to carry wool between Inverell and Glen Innes? £1 a ton.

2844. *Mr. Roberts.*] Have you made any estimate as to the outward traffic regarding the trucking of sheep? I have. I estimate that both inward and outward there will be at least 1,000 trucks of live stock per annum to be carried from Inverell to Glen Innes.

2845. I prefer you to separate the inward and outward traffic;—we are now dealing with the outward traffic? If you look back to Mr. Barling's evidence, to the report of the Railway Commissioners, and to the evidence of Mr. Barling, you will find that they estimate the traffic on the same basis as I do. They simply say, "Live stock—so many trucks per annum."

2846. The report of the Goods Superintendent shows that there will be 400 trucks of sheep at 12s. 4d. per truck? That compares with my figures very favourably; but that includes both inward and outward traffic for stock. It is assumed that the whole of the live stock would come from west to east; but there is a little trucking going on from east to west, in the shape of store stock. Store stock are often bought by the western people at New England for fattening purposes. I have no doubt that a portion of that 1,000 tons would be sent west. It is not a large item, but it is an item to be considered.

2847. How much of that 1,000 tons is outward traffic? 800 or 900 trucks.

2848. That is exactly double the estimate of the Goods Superintendent? It is not double according to the estimate for the year 1892, but it may be double now.

2849. Are you confining yourself to sheep? No, to sheep and cattle.

2850. What is the amount you have allowed for the trucking of sheep and cattle? 1,000 trucks at 12s. 6d. per truck, or £625—that is, inward and outward.

2851. Can you separate them? Yes, there will be 800 trucks outward and 200 trucks inward. The outward traffic would then come to about £500 in round numbers.

2852. You have stated that £8,000 would include everything; does it include the inward traffic and stock? No; I have included no inward stock.

2853. Do you wish to add to the £8,000? If you wish me particularly to take the £125 from the outward traffic, and put it in the inward traffic, I will do so.

2854. I am anxious that you should place your figures in as favourable a light as possible? All I can say is that, judging from the report which has been given by the Department of Railways, the authorities have included the whole of the stock—inward and outward—as I have done. I have followed their example in order to simplify matters.

2855. Would prefer me to put down £625 for the stock traffic and leave the £8,000 intact? Yes.

2856. Is it not a fact that the £8,000 includes everything for the inward traffic? No. There is no stock included in that amount.

2857. I am putting the stock down at £625; does the £8,000 include the stock? It includes passengers and coaching, and all merchandise, but it does not include stock.

2858. Now we come to wheat, maize, and potatoes, of which the Goods Superintendent estimates that there will be 3,300 tons at 1s. 6d. per ton, giving a total of £262 10s.; how does that estimate compare with your figures? I estimate that there will be 5,000 tons at 5s. a ton, and I will prove it to you. There is no part of the Colony in which you have 53 miles of railway where produce is carried at 1s. 6d. per ton. I will give you an example: I buy wheat from Tenterfield, on which I pay 6s. a ton for 60 miles of carriage.

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carriage. I also buy wheat at Armidale upon which I pay 6s. per ton for 60 miles of railway carriage. I also buy wheat in Tamworth upon which I pay 14s. 8d. per ton for 130 miles of railway carriage. How then is the Goods Superintendent able to say that he can carry wheat from Inverell to Glen Innes, a distance of 53 miles at 1s. 6d. per ton. If the Department does that it must bring an entirely new merchandise rate into existence.

2859. What is your total estimate for wheat, maize, hay, and potatoes—outward traffic? 5,000 tons at 5s. per ton, or £1,250.

2860. Would that include hay? No.

2861. Then we come to the "B" class of goods—250 tons at 4s. 6d. per ton, or £56 5s. Do you wish to criticise that? I put down 500 tons for the following items: hides, tallow, skins, wine, and fruit. I average that lot of goods at 500 tons at 4s. 6d. per ton, or £110 12s. 6d., which I do not think is above the mark—in fact, I am positive in my own mind that in a district like this it is under the mark.

2862. Your estimate appears to be exactly double that of the Goods Superintendent? Then all I can say is that he has a very poor opinion of the district if he thinks it cannot turn out more than 500 tons of that class of goods.

2863. *Mr. O'Connor.*] I suppose the Goods Superintendent is not an expert in the same sense as yourself? I would not give way in my knowledge of the district to that gentleman.

2864. *Mr. Roberts.*] Now we come to tin ore—1,000 tons at 4s. 6d. per ton, or £225? That is what I have put down.

2865. Would any tin ore be carried at the present day? Yes, it is carried every other day now. Tin ore is obtained at Tingha; it is also obtained at Stannifer and Elsmore. There are two or three tin-mines within a distance of 2 or 3 miles of the proposed railway, and the furthest one away is Tingha, which is 12 miles from the nearest point.

2866. Is it not a fact that tin-mining in the Glen Innes and Inverell districts, compared with what it was a few years ago, is now a dead-letter, owing to the low price of tin? It is true we do not get one-fourth of the tin that we got ten years ago; but we still get 1,000 tons, in spite of the low prices and everything else combined. There are still 1,000 tons got per annum out of the three mines I have mentioned.

2867. According to your figures the inward and outward traffic will amount in round numbers to £11,010? Yes.

2868. Can you recollect what, in the year 1890, when the construction of a line of railway between Glen Innes and Inverell was first considered, was the estimated cost per mile? £8,000.

2869. I suppose you know that since then it has been reduced to about £6,000 per mile? Yes.

2870. From a return furnished by the Railway Construction Branch, in the early part of this year, a further reduction has been made, giving the total length of line between Glen Innes and Inverell as 52½ miles, and the estimated cost £317,908. I have made a hasty calculation of what the interest on £318,000 will be at 3½ per cent., and it comes to £10,335. The working expenses of the line, for the sake of calculation, I have put down as follows:—Traffic branch, £1,756; locomotive branch, £1,500; permanent-way branch, £3,040; making a total of £6,296;—which, added to the interest on the capital cost, gives a total annual cost of £16,631. Then we come to the revenue, and for the sake of endeavouring to arrive at a conclusion, and in order to give you every facility in proving your case, I will, for the moment, adopt your figures. The revenue, including coaching, mails, and inward goods, would come to £8,000, and the outward goods to £3,010, making a total of £11,010. That would leave a difference between the expenditure and the revenue, according to my calculation, of £5,621? About that. I consider, of course, that the interest of 3½ per cent. is rather excessive in view of the way in which money is going at present.

2871. For the sake of argument we will knock off the odd £620, and say £5,000;—I have adopted all your figures in order to arrive at as favourable a conclusion as possible, and the line would then show a loss of £5,000 a year? Just so—that is to start with.

2872. In view of the long experience you have had in the district, and of your commercial knowledge as a business man, would you be prepared to name any time in which you think that loss would be likely to be wiped out, or nearly wiped out? I venture to say that before three years had elapsed the earnings would be £16,000 a year.

2873. Therefore, if your anticipations were realised, in three years' time the revenue would come up to the expenditure? I certainly think so.

2874. With regard to the market for wheat—I am not perfectly clear as to how you are going to get rid of all the wheat which Inverell would probably grow when she is connected with the railway system of the Colony. You have spoken of a market in Queensland, but you have admitted that a market would only be found there when the crop failed on the Darling Downs? Just so.

2875. What other market have you to look to;—do you look to the Sydney market at all? If railway communication is cut off at Glen Innes, undoubtedly the Sydney and Newcastle markets will be the markets for the time being; but I have already stated I look to something in the future. There are 100,000 people on the eastern slopes of the Colony to be fed with breadstuffs.

2876. But there is no railway there? I admit that. Therefore, until you connect that portion of the Colony with a railway, I admit that the only outlet of the surplus wheat must be Sydney and Newcastle.

2877. If a railway were constructed from Glen Innes to Inverell, would Inverell find a payable market in Newcastle or Sydney? Inverell would not find a payable market if wheat were sold at its present ridiculously low price in the neighbouring colonies. I have, however, on former occasions, said that occasionally, notwithstanding the long carriage from Inverell to Sydney, Inverell wheat would find a profitable market in Sydney or Newcastle. If you give Inverell a railway at all, the producers must still have an outlet for their surplus wheat, and they have a better chance by coming to Glen Innes and connecting there, than they could have by connecting with Moree. I am only arguing that Glen Innes must undoubtedly be the choice of route, whether they want to reach a connection to the coast, or to sell in Sydney, or on the line to Queensland. There is no population west, and in my opinion there never will be to any great extent. The country is not suitable for a large population.

2878. *Mr. O'Connor.*] Do you know how many bushels of wheat go to the ton? Thirty-seven bushels and 20 lb.

2879. What is the import duty in Queensland? On wheat it is 4d. per bushel, and on flour £1 per ton.

2880-1. How many bushels do you usually produce to the acre? The average during the last ten years has been about 18 bushels.

2882. Are you aware that the consumption of wheat in Queensland is over 2,000,000 bushels, and that their production is only 123,000 bushels; consequently they require to be supplied with over 1,000,000 bushels? I know it.

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2883. Could you not find a market there and pay the import duty? I have already stated that under certain circumstances we would have a ready market in Queensland, but when I was challenged upon the cost of the sea-borne wheat I said that probably we would have a hard tussle to compete against that sea-borne wheat.

2884. *Mr. Roberts.*] With regard to the market on the eastern coast, at such places as Grafton, Lismore, Kempsey, and other towns, would it not be possible for that market to be served by sea-borne wheat;—is there not a good entrance at the Clarence River to which steamers from South Australia could come? Eight shillings per ton is the lowest maximum for which they carry goods from the Clarence River. Therefore, if a connection were made to the Clarence River, according to the present rate of charges, you could land wheat there from Inverell—a distance of about 150 miles—for about the same money.

2885. Do you mean to tell me that you could land wheat at Grafton from Inverell, overland, at the same price as wheat could be landed from South Australia? Not without railway communication.

2886. Could it be done with railway communication? Very nearly for the same money. There are 140 miles of carriage from Tamworth to Glen Innes, and the charge is 14s. 8d. per ton. Allowing the charge to be 8s. per ton from Sydney to Grafton, you have an advantage with the sea-borne wheat from Sydney to Grafton to the extent of 6s. 8d. But how does it come to Sydney. They do not grow wheat there. therefore, if it comes from South Australia or Victoria something must be charged for bringing it as far as Sydney.

2887. But is it not probable that, with improved harbour advantages at the Clarence River, steamers from all the wheat-producing countries of the world would make their way to Grafton if they believed there was a market to be found there;—and would a railway from Inverell be able to compete with them, even if there were a line to the coast? I certainly think it would. Allowing your argument, that the harbour was good enough to allow vessels to come in, to hold good, nevertheless there is not a sufficient volume of trade to induce those vessels to come to Grafton. It would be an occasional vessel only which would come in with bread-stuffs. Therefore, if an occasional vessel only comes in, the competition is not likely to be so great as it would be in a large port such as Sydney, to which you have 100 shipping companies sending their ships from all parts of the world. Therefore, I do not think they would land wheat or flour in Grafton within 1s. or 2s. a ton more than it would be carried from Inverell to Grafton for.

2888. But is it not a fact that "within 1s. or 2s. a ton" would not suit a keen business man such as yourself? That may be.

2889. Or even 3d. per ton? A keen business man would, of course, look at that. We must not lose sight of the fact, however, that there is a surplus of wheat in that district, and that surplus must go somewhere. Whether it is the business man or the farmer who sells the surplus it must go out of the district year by year, although he may not get such a profit for it as he would if he were able to sell it at his own door.

2890. We have been told that if a railway line is constructed from Glen Innes to Inverell a large area of country will be immediately put under cultivation, and consequently the production of wheat will be largely increased;—is it not a fact that when this wheat came to Glen Innes there would be a great difficulty in finding a market for it, unless it happened to come at a time when the wheat crop on the Darling Downs in Queensland had failed? There would be a difficulty in disposing of it at Glen Innes, providing that you could not go any further by rail east.

2891. As a matter of fact, your principal market would be on the eastern coast of the colony, namely, Lismore, Grafton, Kempsey, and other towns; is not that the real market? There is not the shadow of a doubt in my mind that that is the natural market of this part of the Colony.

2892. And until a railway is constructed there, what would be the use of bringing a line from Inverell to Glen Innes? It will be of some advantage. If you give Inverell a railway at all, you will be in a better position than you will be if you take it from Moree.

2893. But what would be the use of constructing it to Glen Innes unless you could get your goods to the coast, where you say you have your natural market. At present there is no railway there; therefore you must blot it out of consideration? If you are not going to construct the line to the coast at all, and if you wish that Inverell should for all time deal with Sydney, then, as a business man, I say "For goodness sake do not make a line to Glen Innes at all."

2894. In other words, it comes to this—that unless the Government are prepared to give you closer connection, it is absolutely impossible for a line of railway between Glen Innes and Inverell to be worked at a profit? It is absolutely impossible to work it at a profit unless you have that connection.

2895. Unless you have a connection with the coast where will you find a large market? But still you would get a better profit on a line from Inverell to Glen Innes than on a line from Inverell to Moree.

2896. Because you do not regard with favour a line from Inverell to Moree it is no argument why an equally satisfactory line should be constructed from Inverell to Glen Innes. According to your own showing Grafton and the other coastal towns form the natural market for Inverell produce, and unless Parliament sanctions a line from Glen Innes to Grafton, what earthly use is there in bringing wheat from Inverell to Glen Innes, because you must admit there is no market for it? I will not admit there is no market.

2897. Then there is no satisfactory market? I say there is a better market at Glen Innes than there can possibly be at Moree, but still I say that if they grow 1,000,000 bushels of wheat, there is not a market for it in Glen Innes any more than there would be at Moree.

2898. *Mr. Clarke.*] You are clearly of opinion that the Moree to Inverell line would not suit the public requirements? I do not think it would.

2899. And that a line from Inverell to Glen Innes would suit the public best? I think so.

2900. You have expressed the opinion that the surplus products of Inverell would find a better market in Glen Innes? Yes, because we have a larger population here than there is on the western side of Inverell.

2901. And do you think the population of the Moree district would only absorb a portion of the products of the Inverell district? Only a small portion.

2902. Independent of the question of connection with the coast, are you of opinion that a market for the surplus products will be found if a line is constructed from Inverell to Glen Innes? I am quite of that opinion. I think it can be found.

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2903. Where? A good portion of the market will start at Uralla to the Queensland border. Uralla does not grow half enough for its own consumption, nor does Armidale. Hillgrove, a mining town, requires wheat. All the places as far as Glen Innes require it. Glen Innes only grows one-third of its consumption. Emmaville does not grow any, nor do Dundee and Tenterfield. If you still have a balance you can send it on to Newcastle or Sydney.

2904. I suppose it is not possible at present to find much of an outlet for either wheat, flour, or chaff, in Queensland? Not a great deal. I have sent flour to Toowoomba during the last month or two. I have sent potatoes both to Toowoomba and to Warwick and have paid the duty.

2905. In the event of federation you would have a better market still? There is not the shadow of a doubt about that. It will be an open market then.

2906. You say that large quantities of potatoes are grown here, and are sent to Inverell? During some portions of the year Inverell grows potatoes as well as Glen Innes, but their potatoes would only keep about seven months out of the twelve. For the remainder of the twelve months they must get them from a colder climate than their own.

2907. I suppose the black-soil grows good potatoes, but they will not keep? Yes; they get black, hollow, and soft.

2908. And there would be a good market for them in Inverell? Yes, for four out of the twelve months.

2909. You say you have sent flour to Queensland? Yes; but not of course to a great extent.

2910. Would there, in ordinary seasons, be any market in Queensland? As long as Queensland requires breadstuffs we can compete at all times as far as Toowoomba. I think Brisbane is too far away in a good season.

2911. Do you think a line from Glen Innes to Inverell would benefit the producers of both districts more than the proposed line from Moree to Inverell? I think it would do the greatest good to the greatest number.

2912. Are you aware that it is proposed to construct a line from Tamworth to Manilla? Yes.

2913. Is that a good wheat-producing district? Yes.

2914. Would a portion of the produce of that district go to Warialda or Moree? A portion from the head of the Manilla would find its way to Moree. There are already two flour-mills at Bingera which buy up the wheat, and I know of my own knowledge that the millers send their flour out to Moree.

2915. Can you form any opinion as to the object of the Railway Commissioners in proposing the construction of the Moree-Inverell line and stopping there? I can form a very good opinion. The simple reason is that the Railway Commissioners want to get away from the coast traffic as far as they can. By connecting Inverell with the Moree district they think it will drive the traffic in that direction, and that they will not have this keen competition which is going on at Glen Innes. As I have pointed out, however, there will be a keener competition when they get to Inverell than there would be if there were a line from Glen Innes to Inverell.

2916. Then you think that, some time or other, in the interests of the public and of a population of 100,000 on the coast, there should be railway communication with the coast? I think so.

2917. Notwithstanding the fact that connection with the coast would be carried out at heavy expense? Notwithstanding that. If there is one-tenth of the population of New South Wales concerned they should be considered.

2918. We have evidence that the proposed line from Moree to Inverell will cost about the same amount as a line from Inverell to Glen Innes;—taking that fact into consideration, are you of opinion that a line from Glen Innes to Inverell should be constructed in preference to the one proposed? I am.

2919. Would it give a better market to the whole of the people of the district? I think so.

2920. *Mr. Black.*] You have told the Committee that lately you have been sending breadstuffs to Narrabri, Gunnedah, and Moree, by way of Werris Creek? I have.

2921. If a railway were constructed between Inverell and Moree, would you not be able to land your breadstuffs more cheaply in the places indicated? Not by sending them by Inverell—that would be a longer distance—certainly not as far as Moree is concerned; but it will be a longer distance going to Gunnedah by way of Inverell.

2922. Possibly the half way point would be about Narrabri? Yes; but Tamworth is the nearest wheat-producing district to Narrabri.

2923. You have stated that the Inverell farmer could not compete in Narrabri with the Tamworth farmer? Not successfully, because there is a difference in distance of 37 miles.

2924. If a railway were constructed from Inverell to Moree, do you think it would draw much traffic from the Great Northern Railway? There is no doubt the existing line must lose a great deal of traffic under such circumstances.

2925. Then, in addition to the £2,800 which the Railway Commissioners estimate would be the yearly loss on the Moree-Inverell line, there would have to be added the additional loss on the Great Northern line, owing to the traffic being diverted? Some consideration should be given to that.

2926. And if no consideration is given to that, the estimate of loss is not a full one? And it is not a fair one either.

2927. What proportion of your goods do you now bring *via* Grafton? Within the last year I brought 700 tons from Grafton to Glen Innes. I consume about 1,800 tons of goods altogether. I may say I am a very large consumer of salt, which I buy in large quantities. It is carried at "B" rates from Newcastle to Glen Innes at £2 3s. 9d. per ton. I buy 100 tons at a time, and in the majority of cases it comes by railway.

2928. Do you agree with the evidence of Mr. Thomas, who appeared to think that if the Glen Innes-Inverell Railway were constructed, goods coming to Grafton, intended for Inverell, would be transhipped from the teams to the train? There is no doubt about it. It would be a saving of 4s. per ton.

2929. Do you think the carriers would make a reduction in their terms rather than tranship? The carriers are already down to bed-rock prices, and they could not possibly reduce their carriage. If they did so they would be wiped out of existence.

2930. Questions have been asked you with regard to the competition with wheat from the adjoining colonies;—do you not think there is a tendency to estimate the cost of wheat landed here from adjoining colonies solely upon the shipping weight, and to leave out of consideration the fact, that wheat grown in the other colonies is not grown on the wharfs, but must be taken from the farm to the railway station, and possibly from the railway station to the ship's side? Possibly so. 2931.

2931. If those matters are taken into consideration, do you think the Inverell district will be placed at such a disadvantage in competition with intercolonial wheat in the seaports of the Colony? I do not think they will be placed at a very great disadvantage if all the chances are taken into consideration. Before the wheat is put on the ship there must be a certain amount of handling and that handling will not take place in this instance. It will be put by the farmers upon the railway trucks and it will be delivered wherever it has to be delivered at or from the nearest railway station.

Mr.
J. F. Utz.
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2932. Is the soil in South Australia superior to that of the Inverell district? I should imagine there is not the slightest comparison between the productiveness of the two places. The average yield in South Australia is not half what it is in the Inverell district.

2933. Is the cost of labour in South Australia smaller or greater? That is a question I could not answer, because I do not know the rate of wages, but if the rate of wages there is equal to that of Inverell the cost should be equal.

2934. If the soil is more productive in Inverell, and if the cost of wages is no greater or very little greater, and if the expenses incurred in bringing the wheat to the South Australian ports are somewhat similar to those incurred in bringing Inverell wheat to a New South Wales port, then a good deal of this fear about the South Australian bread-stuffs must be illusory? There is no doubt about that, unless they have an enormous surplus in South Australia, and sell it at a very much lower rate in our Colony than they would in their own.

2935. It is only when the diminished returns begin to operate that we are in fear of South Australian competition? Certainly.

2936. And that would be true of any other port in the world? Just so. London regulates the prices. If wheat were at a fair price in London they would probably send there before sending to our Colony.

2937. *Chairman.*] I presume the average charge from Sydney to Inverell, by rail to Glen Innes, and thence by dray to Inverell would be £4 19s. 1d. per ton? That would not be a fair average, inasmuch as there is a great proportion of the lower grades of goods carried.

2938. Is not the charge of £3 13s. per ton from Sydney to Grafton and thence to Inverell a low one? It is the existing rate. Goods are being delivered at that price now, and the charge includes the steamer's freight.

2939. The charge from Grafton to Glen Innes is £2 18s. per ton, and if there were a railway to Inverell, an additional charge of 10s. would bring it to £3 8s. If the proposed railway from Moree to Inverell be constructed, are you aware what the Department's estimate of the cost of carriage by the truck rate would be from Sydney to Inverell? I should think nothing under £7 per ton to Inverell, a distance of 513 miles.

2940. If the rate were £3 7s. per ton do you think the storekeepers there could possibly use the railway? Certainly not.

2941. In face of the fact that they could land their stuff there from Grafton at £3 13s. per ton, or by train to Glen Innes, and thence by dray at £6 5s. per ton? They would not use it because the competition would be so keen from the eastern side.

2942. Would not this be the position; if the storekeepers were patriotic enough to pay an extremely high rate for carriage would you not be able, at Glen Innes, to compete with them, and undersell them? Undoubtedly.

2943. Then they are not likely to allow that? I do not think so.

2944. What would happen there would be what has happened in every other place. An enterprising man would commence to get his goods by the cheapest way and everyone else would follow suit? Precisely.

2945. If there were an endeavour on the part of the Railway Commissioners to compel the storekeepers to use the line, by giving them a differential rate, there would, I presume, be a loss to the revenue? Yes.

2946. Therefore, from whatever point you look at the matter, the line promises to show a loss so far as the inward goods are concerned? Yes.

2947. You maintain that it would be impossible for the railway to carry the inward goods to Inverell whilst there was this cheaper and competing route from the east? It would be impossible.

2948. You are aware that the Railway Commissioners admit that notwithstanding the differential rate, they cannot capture the whole of the traffic of the northern line? Yes.

2949. You know there is a loss of between £6,000 and £7,000 a year in the shape of freight in connection with the northern line? Yes.

2950. If the Railway Commissioners have been unable, under a differential rate, to capture that traffic at a point 422 miles, how are they going to capture at a point 511 miles? They could not possibly do it. They would be in a worse position than they are at present.

2951. Your contention is first, that the construction of a line west would be a mistake because there would not be sufficient population to absorb the produce of Inverell? Yes.

2952. Your next contention is that the line should come east to the Great Northern line, where the traffic from Inverell would be able to take advantage of whatever markets could be obtained north or south along the railway line? That is so.

2953. And you believe the proper thing to do is to go to the coast? Yes.

2954. Leaving the coast line out of consideration altogether, do you still hold that, even if that line is never made at all, a connection should be made from Inverell with the Great Northern line? I emphatically think so.

2955. Are you aware that it is proposed, as a matter of railway policy, that the line should start from Inverell to take the traffic west, by way of Moree, to Sydney, in lieu of any future connection with the coast? I consider it is a ridiculous proposal.

2956. Do you see the possibility of any large population in the future establishing itself anywhere along that route who would offer a better and more immediate market for the produce of the table-lands of New England than the existing market on the Great Northern line? I do not think there is the slightest chance of any large population in those western districts.

2957. Once a railway is brought to the Great Northern line, and a connection is made to the coast, they would be points equally as suitable for the transmission of goods to the coast, and whichever was adopted would suit the purposes of your argument? Yes, if the line is connected here it can be continued to the coast north or south.

2958. Supposing no line were constructed from the table-land to the coast, and that a line were made from the seaboard along the coast, starting, say, from Grafton, and going along the coast to Morpeth;—would that in any way relieve the table-land traffic or Inverell traffic? I do not think it could possibly assist them.

2959.

Mr. J. F. Utz. 2959. Then, in your opinion, nothing will ever remove the difficulty with reference to the traffic, nor give an outlet such as is suitable to the producers in this part of the Colony except a coastal connection? That is my opinion.

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2960. But your evidence at the present time is not based entirely upon the future? No.

2961. Whether that becomes a fact or not, you are still of opinion that the northern line is the line to which to bring the western traffic, and that it should not be taken west? That is so.

2962. Mr. O'Connor.] What is the quality of the flour produced in this district? It is equal to anything in New South Wales.

2963. Mr. Roberts has asked you as to what would be done with the balance of the wheat after you had supplied your natural markets:—are you aware that the distance from Berrigan to Sydney is only 440 miles, and that Glen Innes is only 420 miles away? Yes.

2964. I understand that in the Berrigan district they are producing tens of thousands of bushels of wheat; there are hundreds of thousands of acres of land to be thrown open immediately, and they will be put under cultivation; the production there is not nearly as great as yours; and we have it in evidence from one man in the district that he is able to meet the flour of Adelaide or America and beat it—can you not do the same here? If he can do it we can.

Mr. Robert Burfield Barton, manager, Haymarket Building Company, Sydney, sworn, and examined:—

Mr. R. B. Barton.

14 Oct., 1896.

2965. Mr. Black.] In the event of a railway being run through the property of the company you represent, would that company be disposed to give the land required, free of cost to the Government? I am authorised by the Board to state that the company will convey to the Government, free of cost, the land they own, which may be required for railway construction. I understand it is about 24 acres in extent.

2966. Do you anticipate any accession of settlement should a railway be constructed to Inverell? I have no doubt there will be, because the land is very suitable for farming. We have already been the means of bringing farmers there, and we should do all in our power to assist them.

Mr. Hugh McDonald, pastoralist, Glen Innes, sworn, and examined:—

Mr. H. McDonald.

14 Oct., 1896.

2967. Mr. O'Connor.] What area of land do you occupy? About 2,000 acres.

2968. Where is your land situated? Between Glen Innes and Gloucece.

2969. Have you any information which you wish to supply to the Committee? I may state that I have had experience from a pastoral point of view, of the Inverell district, but I can add nothing to the evidence of Mr. Utz.

2970. I suppose if a railway were constructed to Inverell from Glen Innes, it would be the means of attracting settlement? I think so. At the same time we have railway communication already, with Sydney, although it is not very profitable. We can produce too largely for local consumption. Our markets are east, and with the world. I know the Inverell district intimately. It is unlimited in its resources, from an agricultural point of view, but as far as connection westward is concerned, I am certain the area already under cultivation, is ample for requirements in that direction. The only outlook is to the coast.

2971. Then on national grounds you think a railway should be constructed from Inverell to Glen Innes? Certainly.

2972. Mr. Black.] You have heard the evidence of Mr. Utz with regard to the conveyance of stores for fattening, from Glen Innes to Inverell;—in the event of the railway being constructed in that direction; would you, as a pastoralist, if you desired to send sheep for fattening purposes to Inverell, and the opportunity were offered, prefer to truck them rather than travel them? Under certain circumstances I would, but I do not apprehend there would be any large traffic in that direction.

2973. Is it not more usual to truck fat sheep, and travel lean ones? Yes: it is more profitable to do that.

2974. Chairman.] If, in the future, a line were constructed from Moree to Glen Innes, would it not operate considerably against the earnings of the line from Moree to Narrabri? It would.

2975. Then there can be no wise policy in constructing a line from the northern railway system to the existing system at Moree? No; it would be a competing line, and would rob the other.

2976. If a connection were made then, it should be made equi-distant, and Inverell happening to be the producing centre, would be a safe place from which to make a start; but the line should go east instead of west? That is so.

Mr. James Osborne, grazier, Glen Innes, sworn, and examined:—

Mr. J. Osborne.

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2977. Mr. Clarke.] Have you considered the proposal to construct a line of railway from Moree to Inverell? Yes.

2978. Do you think it would be beneficial, from a national point of view, to construct such a line? No; I think a line from Inverell to Glen Innes would be better for the country. I think it would eventually be a good paying line.

2979. Would the produce of Inverell come to Glen Innes? I think so.

2980. Is the neighbourhood of Moree chiefly of a pastoral character? Yes.

2981. Can you say whether it is fit for agricultural purposes? Only from hearsay.

2982. Are you aware that the land in the neighbourhood is fit for agriculture? I know the whole of it between Inverell and Glen Innes is fit for agriculture.

2983. What do you grow yourself? I go in for dairying. I do not grow produce for exportation. I cultivate about 60 acres of my own every year.

2984. Do you think dairying will be a profitable pursuit in this district? It is a good dairying district.

2985. Is it equal to the south coast? I would rather be there; but as a summer dairying district it is as good as any place I have ever been in; but that is counterbalanced by the severity of the winter.

2986. I suppose the difficulty you experience is the long distance you have to travel? The freights to Sydney are rather heavy, but I have a good local market. Sometimes I send to Queensland, Narrabri, Moree, and Inverell.

2987. Can you compete with the north coast? By watching the Sydney market I can make money. I should like to state that £50 per mile is spent upon the main road from Glen Innes to Inverell, and in the event of the line between these two places being constructed, I do not think it would be necessary to spend more than £25 per mile upon it.

2988. There would, of course, still be the necessity for by-roads? Yes.

Mr.

Mr. John Wetherspoon, farmer, Glencoe, sworn, and examined:—

2989. *Chairman.*] How long have you been living in this district? Forty-three years.

2990. What do you think of the proposed line? It would be an injury to the country. The only line of any use to us would be a connection between Inverell and Glen Innes. It has already been passed by a previous Committee.

2991. Since then a line has been constructed to Moree, and in view of that fact have you had occasion to change your opinion? No. I still think the Inverell trade and the western trade should be drawn in to touch the Great Northern line. It would then have a number of markets. Inverell produce going *via* Moree would be trained into the centre of the country. The distance is 412 miles to Newcastle, and by way of Glen Innes it would be only 376 miles. I am certain no passengers to Sydney would ever take the train from Inverell to Moree in preference to coming to Glen Innes. They can reach the Great Northern line within six hours from Inverell and be in Sydney the same evening; whereas if they went by the Moree line, considering the difference of rate of speed, it would take them a great deal longer to reach Sydney. I cannot see how goods can pay going *via* Moree to reach the eastward. The only line which would be suitable for Inverell is one connected with Glen Innes. It will have Sydney on the south, and Brisbane on the north, with the chance of eastern traffic as well. There is no district more productive than Inverell, and no district has been more neglected by the railways. It is no good diverting traffic to the western districts where there will be no population. With regard to the loss on the northern line I may mention that Glencoe is on the northern line, and I have figures to show you that eventually there will be no loss on the line to Glen Innes. For the first six months of 1895, we despatched 567 tons from Glencoe. During the period—January to August—the amount had increased to 946 tons. If it does that in one instance it will do it in another. If the Inverell people have a connection with the main trunk line I am satisfied more land will be cultivated.

2992. Would Moree be of any value to the Glen Innes district for a market? None whatever, with the exception of a few potatoes. Again, the main trunk line having been put down, it would be wise for the country to construct branches which would be feeders to it and not to establish a competing line.

Mr. J.
Wether-
spoon.

13 Oct., 1896.

Mr. William Hodges, grazier, Glen Innes, sworn, and examined:—

2993. *Chairman.*] How long have you resided in Glen Innes? Thirteen years.

2994. *Mr. Roberts.*] What is your occupation? I occasionally slaughter cattle, and send them by the refrigerator truck to Sydney.

2995. In which direction is your establishment from Glen Innes? It is 2½ miles on the Tenterfield side of Glen Innes.

2996. Have you any area of land under occupation? Yes; 70 or 80 acres. Altogether I hold 560 acres of conditional purchase, and 260 freehold, besides conditional leases—in all 2,000 acres.

2997. Do you grow wheat? Yes.

2998. Have you any difficulty in obtaining a market? There has been no difficulty since I have grown it, in finding a market in Glen Innes for it.

2999. At paying rates? The last season has been a paying one.

3000. How many sheep do you run? At the present time I have only about 100; but I have 300 or 400 head of cattle.

3001. I suppose you find grazing and the boiling down business pay better than cultivating the land for wheat production? I do.

3002. If a railway were constructed from Glen Innes to Inverell, do you anticipate any advantage to your property, or can you see any advantage to the country generally? I see an advantage to my business. No doubt cattle and sheep would be sent here for boiling down purposes, as well as slaughtering, for the Sydney market, in the cool months of the winter. It would also be of advantage to the railway traffic. If I had 1,000 sheep in Inverell I could get them brought down for 12s. 6d. a truck. I should prefer that to driving them on the road.

3003. Do you know anything of the country between Moree and Inverell? Not further than Warialda.

3004. If a railway were constructed from Inverell to Moree touching at Warialda, could you give an opinion as to the trucking of stock at Warialda? If the railway came there I should prefer to drive them to Inverell and truck them to this direction. The heat, going around by way of Moree and Narrabri is so excessive, that it has an injurious effect on stock travelling that long distance.

3005. Do you think the extreme heat would make an impression upon the passenger traffic to the metropolis? I think so. I know if I lived in Inverell I would prefer to go by way of Glen Innes, even if I had to coach it. Should the railway be constructed from Glen Innes to Inverell there would be refrigerating works erected at Inverell. For six months of the year there would be two refrigerator trucks running each week, which would give £1,200 per year to the railway. It would be more desirable to send meat in the refrigerator trucks this way than the other way. I doubt whether the ice in the trucks would last the other way.

3006. If you had a refrigerator truck, would it not be equally as beneficial on the Moree line as on the Glen Innes line? The ice would not last so long that way. You would require to put fresh ice in on the road.

3007. Are you able to make that statement from practical experience? During last winter I had the ice put in at Sydney. It was during the cold weather. It just lasted the journey there and back. It was freezing all the time in New England, and had it been hot weather I know I could not have done it.

3008. From the statement you have made I understand you do not view with any favour the construction of a line from Inverell to Moree? From a national point of view I do not. I cannot say it would make any material difference to me personally.

3009. You think the money of the State would be expended to better advantage by connecting Glen Innes with Inverell? I do.

Mr.
W. Hodges.

13 Oct., 1896.

Mr. Fredrick Lewis, saw-mill proprietor, Big Hill, sworn, and examined:—

- Mr. F. Lewis. 3010. *Chairman.*] Where is Big Hill? Twenty-five miles east of Glen Innes.
 13 Oct., 1896. 3011. What is your opinion with regard to the proposal under the consideration of the Committee? I may state that when I was at Inverell twenty-six years ago there was plenty of timber, and it is now nearly cleaned out. We have to supply them with timber. I have sent some down, and I have many applications in all directions. It is quite certain we shall supply Inverell with timber. We consume 300,000 feet, and in Inverell they will consume more.
 3012. How many men do you employ? Six at present. I can increase the number of men and the quantity I turn out threefold if I wish.
 3013. Do you think the timber trade would become an important industry? Yes.
 3014. Have you a large supply of timber? Yes, sufficient for the next 100 years.
 3015. What can you afford to pay for the carriage of timber to Inverell? At present it costs about £3 10s. for 1,000 superficial feet. If the railway were constructed the charge would be less.
 3016. How far do you live from town? Twenty-four miles; and we supply timber at Inverell for 7s. per 100 feet. If a line were constructed it would be 2s. less per 100 feet.
 3017. If a line were constructed you would take advantage of it? Yes; I should send my orders by the railway. According to the orders coming in now we might expect to supply in Inverell something like 300,000 feet in a year, or 1,000 tons.

Mr. Richard Alcock, coach proprietor, Glen Innes, sworn, and examined:—

- Mr. R. Alcock. 3018. *Mr. Black.*] Would you like to make any statement to the Committee? I can tell you what the passenger traffic has been from Warialda to Inverell from the 1st of June to the end of last July, during which time I have had the contract. The receipts from passengers travelling from Warialda to Inverell were as follow:—January, £28 19s. 6d.; February, £27 6s. 6d.; March, £9 1s. 6d.; April, £13 9s.; May, £4 12s.; June, £14 5s.; July, £13 9s. The receipts from passengers travelling from Inverell to Warialda stand as follows:—January, £5 5s. 6d.; February, £5 10s. 6d.; March, £3 14s.; April, £8 6s. 6d.; May, £5 0s. 6d.; June, £3 2s. 6d.; July, £3 17s. That is a total, between Warialda and Inverell, of £111 2s. 6d., and of £34 16s. 6d. between Inverell and Warialda.
 3019. Have you the figures from Glen Innes to Inverell? Where there is one passenger on that line there will be about fifteen or twenty here.
 3020. The total sum between Warialda and Inverell, inward and outward, is £145 19s. 6d., or £20 16s. per month? Yes. It has not averaged that during the last six months. There have only been two good months between Glen Innes and Inverell since I have had the contract, and they were January and February.
 3021. *Chairman.*] Can you give us the number of passengers travelling between Glen Innes and Inverell, and between Inverell and Glen Innes; also between Inverell and Warialda, and Warialda and Inverell? Yes, as follows:—

1895.		<i>List of Passengers.</i>						
July	...	{ Glen Innes and Inverell ... ..	...	...	...	...	87
		{ Inverell and Glen Innes ... ..	...	...	...	...	69½
August	...	{ Glen Innes and Inverell ... ..	...	...	...	...	79
		{ Inverell and Glen Innes ... ..	...	...	...	...	67
September	...	{ Glen Innes and Inverell ... ..	...	...	...	...	81
		{ Inverell and Glen Innes ... ..	...	...	...	...	59
October	...	{ Glen Innes and Inverell ... ..	...	...	...	...	91
		{ Inverell and Glen Innes ... ..	...	...	...	...	73½
November	...	{ Glen Innes and Inverell ... ..	...	...	...	...	84
		{ Inverell and Glen Innes ... ..	...	...	...	...	64
December	...	{ Glen Innes and Inverell ... ..	...	...	...	...	107
		{ Inverell and Glen Innes ... ..	...	...	...	...	113
1896.								
January	...	{ Glen Innes and Inverell ... ..	...	...	...	...	109
		{ Inverell and Glen Innes ... ..	...	...	...	...	98
February	...	{ Glen Innes and Inverell ... ..	...	...	...	...	65
		{ Inverell and Glen Innes ... ..	...	...	...	...	79
March	...	{ Glen Innes and Inverell ... ..	...	...	...	...	96½
		{ Inverell and Glen Innes ... ..	...	...	...	...	93
April	...	{ Glen Innes and Inverell ... ..	...	...	...	...	79
		{ Inverell and Glen Innes ... ..	...	...	...	...	67
May	...	{ Glen Innes and Inverell ... ..	...	...	...	...	73
		{ Inverell and Glen Innes ... ..	...	...	...	...	61
June	...	{ Glen Innes and Inverell ... ..	...	...	...	...	77
		{ Inverell and Glen Innes ... ..	...	...	...	...	68
1896. Bicycle traffic, 50 per month; buggies and other traffic, 220 per month.								
January	...	{ Warialda and Inverell ... ..	...	...	...	...	36
		{ Inverell and Warialda ... ..	...	...	...	...	17
February	...	{ Warialda and Inverell ... ..	...	...	...	...	26
		{ Inverell and Warialda ... ..	...	...	...	...	15
March	...	{ Warialda and Inverell ... ..	...	...	...	...	11
		{ Inverell and Warialda ... ..	...	...	...	...	9
April	...	{ Warialda and Inverell ... ..	...	...	...	...	6
		{ Inverell and Warialda ... ..	...	...	...	...	9
May	...	{ Warialda and Inverell ... ..	...	...	...	...	8
		{ Inverell and Warialda ... ..	...	...	...	...	5
June	...	{ Warialda and Inverell ... ..	...	...	...	...	6
		{ Inverell and Warialda ... ..	...	...	...	...	7
July	...	{ Warialda and Inverell ... ..	...	...	...	...	9
		{ Inverell and Warialda ... ..	...	...	...	...	9

3022. *Mr. Black.*] From your figures, the trade with Warialda is largely made up of people going through from Glen Innes to Warialda? Yes; we take as many from here right through as we do from Inverell to Warialda. They go round this way to get to Warialda in preference to going to Tamworth.
3023. Does your experience lead you to imagine that if a railway were constructed from Moree to Inverell, the passenger traffic from Inverell would go that way? No; I believe three-fourths would come this way—that is, judging from the conversations I have had with Inverell people.
3024. That is to say, that all those people who are going to Werris Creek would continue to go by the Great Northern line, and only those would take the Inverell-Moree railway who had business between Inverell and Narrabri? No doubt they would go that way; but then there is the Queensland traffic, also that of Tenterfield, and the people up the rivers. They would not run past Werris Creek and Narrabri to get to Inverell. They would run across here in about six hours, and they would not go that way in less than twelve or fourteen hours. No traffic would go that way from here.
3025. You do not think the line would be successful as a means of carrying passengers between Inverell and the metropolis *via* Moree? I certainly do not.
3026. It would not only be much further, but the rate of speed would be slower, and the discomfort of passing through the hot belt greater? Yes; and you could come round from Sydney to Glen Innes, and get to Inverell quicker.
3027. Is not the road between Glen Innes and Inverell very good? Yes.
3028. And any passenger traffic offering between Inverell and New England to go down, possibly as far as the Moonbi, on the one side, and any passenger traffic to go to or coming from Queensland, or to go to or coming from the coast, on the other side must of necessity be compelled to go by the coach along the Glen Innes route, even if the proposed line is constructed? Yes.
3029. As a matter of fact, if it came to a question of competition, would you not be able to do the distance between Glen Innes and Inverell in less time than you are doing it now? I think I would. Of course, I would have to do it then. I would have to compete then with the railway.
3030. And how would your rates compare? I should run with the present rate.
3031. I presume if it were necessary the mails could be delivered between the two points in a shorter time than they are delivered now? Yes; I could deliver them as quickly as you like by being paid.
3032. Are you ever stuck up on the road in wet weather? No.
3033. As a matter of fact, it is a bicycle road? It is, unfortunately.

*Mr.
E. Allcock.*
13 Oct., 1896.

Mr. James Healey, auctioneer and produce merchant, Glen Innes, sworn, and examined:—

3034. *Mr. Clarke.*] How long have you resided in the district? Fifteen years.
3035. Are you acquainted with the country between Moree and Inverell? No; but I am acquainted with a portion of the country about Warialda and between Glen Innes and Inverell.
3036. Have you anything to say with reference to the proposed line from Moree and Inverell? If such a line were constructed it would be a national mistake. If a line were constructed from Inverell—and no doubt in the future it will be—I think it should go to the north of Moree altogether, and then it would not be a competing line with the present line.
3037. But if the line went north it must connect with the line from Narrabri to Moree in some way or other? Not necessarily; you could keep it more north to the Queensland border, to Goondiwindi.
3038. Such a line as that would not benefit the people between Moree and Warialda and Inverell? It would not benefit them, but it would benefit the residents to the north of Warialda.
3039. Are you aware that the country about Moree and down to Warialda is of a pastoral character? I have heard so.
3040. Do you approve of the construction of a line between Glen Innes and Inverell in preference to the other? Yes. I think lines should be built with an eye to the future, and the east coast must be tapped from the table-lands of New England. Apart from that, a line from Inverell to Glen Innes would open up a magnificent country. I think some consideration should be given to the large population residing between here and the coast.
3041. Do you think there would be an interchange of produce? Yes; if a line were constructed to the coast even at the present time, thousands of tons of potatoes and oats could go down into the coastal climate. They cannot grow them themselves.
3042. What would you get in return? Sugar and other tropical products.
3043. In the event of a line not being carried to the coast, are you of opinion that a line should be carried from Inverell to Glen Innes? Yes; I am perfectly satisfied it would be almost a paying line from the jump. I believe it would be one of the best paying lines the country would have.
3044. Would it give the people east and west of Inverell an opportunity of getting to a good market? Yes. They would have the privilege of the southern and northern markets. With federation, no doubt they would have dealings with Queensland.

*Mr.
J. Healey.*
13 Oct., 1896.

Mr. John Rule, storekeeper, Glen Innes, sworn, and examined:—

3045. *Chairman.*] How long have you been in Glen Innes? Since 1883. I wish to state that within the last two months I have gone through 70 tons of flour from the Inverell district. It has been sent to me because there was no market west. It has gone to Emmaville, Hillgrove, and Armidale.
3046. Which mill did you get it from? Oliver's.
3047. Is that a trade which has been going on for some years? I have done considerable business with Inverell millers in flour this year. It has been larger than usual.
3048. Then the Inverell millers have been able to pay land carriage across here to compete with the locally-made flour? Yes.
3049. And it left a margin to admit of its being exported as far as Armidale and Hillgrove? Yes, and even to Tenterfield.
3050. May we infer that if you had cheap carriage such as you would get from a railway, you would be able to get it in larger quantities and send them greater distances? I should certainly think so. Of course, the freight would be less than the freight by teams.
3051. Is the quality of the flour such as you can readily find a market for? It is.

Mr. J. Rule
13 Oct., 1896.

- Mr. J. Rule. 3052. We should also have to presume that there was a congested market at Inverell, and the flour was sent this way? I should think so.
- 13 Oct., 1896. 3053. Inasmuch as Inverell is midway between Moree and Glen Innes, if a better market existed there, it would have gone there in preference? Possibly.
3054. I suppose you know there has never been much business connection between Glen Innes and Moree? There has not.
3055. That trade is touched from another point altogether? Yes.
3056. And now the line has been constructed to Moree, it is not very likely that you can expect to have any trade between Moree and Glen Innes? I do not think so.
3057. Whatever is the development it must be between Inverell and Glen Innes? Yes.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Railway from Moree to Inverell.

SECTIONAL COMMITTEE.

APPENDIX.

A

[*To Evidence of Mr. W. H. O'M. Wood.*]

CROWN LANDS IN MOREE LAND DISTRICT.

Telegram from W. H. O'M. Wood, D.S., Moree, to C. Lync, Esq., Secretary, Parliamentary Standing Committee, Sydney.

AREA of Crown lands, exclusive of camping and travelling-stock reserves, in Moree Land District is 1,710,674 acres.

[One plan.]

MOREE TO INVERELL RAILWAY

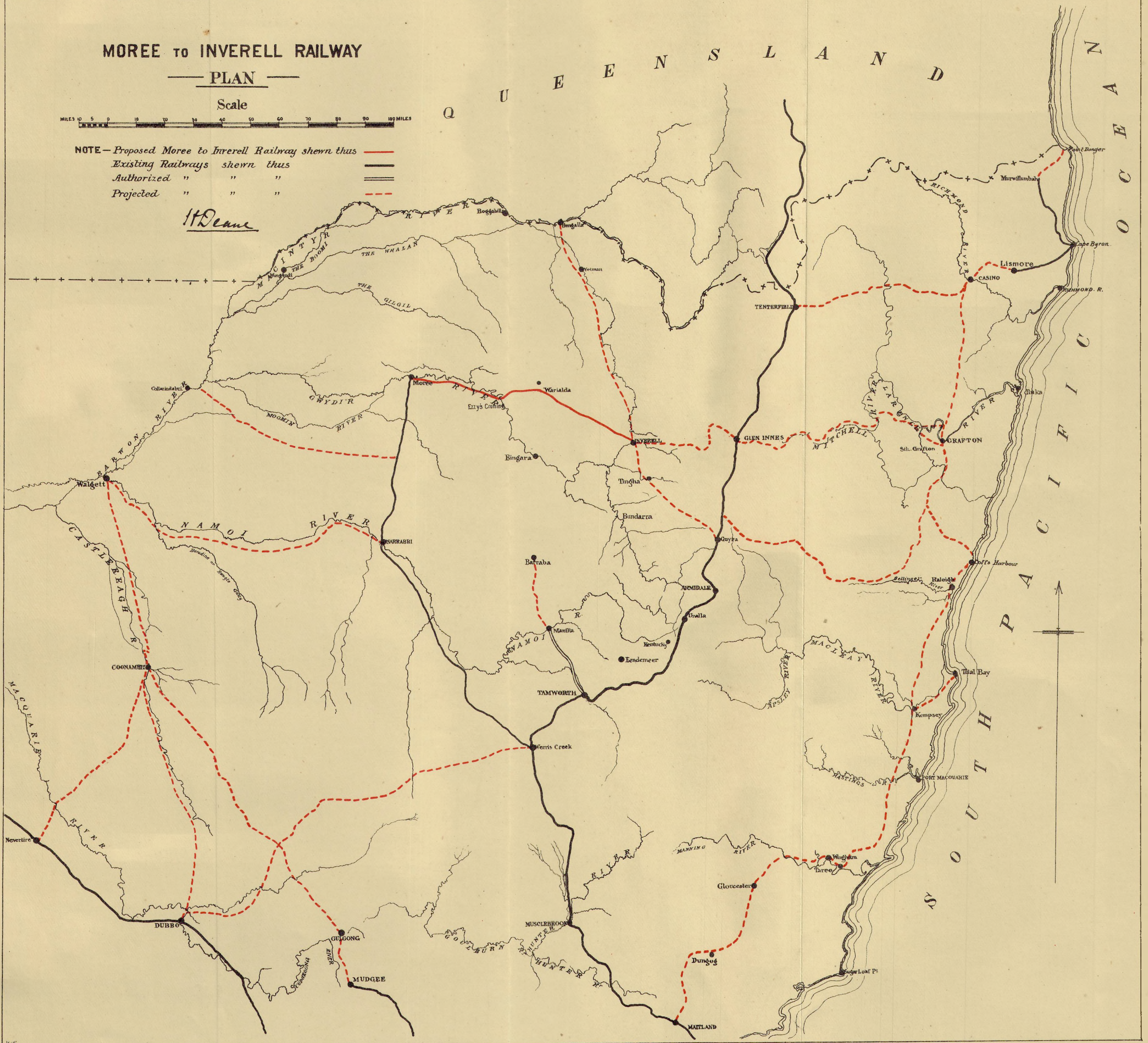
PLAN

Scale

MILES 10 5 0 10 20 30 40 50 60 70 80 90 100 MILES

NOTE—Proposed Moree to Inverell Railway shown thus ———
Existing Railways shown thus ———
Authorized " " " ———
Projected " " " - - - -

H. Deane



1897.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GORDON RAILWAY STATION.
(RETURN RESPECTING.)

Printed under No. 2 Report from Printing Committee, 6 May, 1897.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 20th October, 1896, That there be laid upon the Table of this House a Return showing,—

- “1. The names of Owners from whom land was acquired for railway construction, 10 chains on each side of the Gordon Railway Station.
- “2. The areas required in each case.
- “3. Whether acquired by gift or resumption.
- “4. What amounts were paid (if any) in each case.
- “5. To whom was the money paid?
- “6. Were the titles freehold or Torrens’.”

(Mr. Howarth.)

RETURN showing the names of Owners, &c., from whom land was acquired for Railway Construction at Gordon Station, from 4 miles 63½ chains to 5 miles 3½ chains.

Name.	Area Resumed.	How Acquired.	Amount Paid.	To whom Paid.	Title.
McIntosh, W. H. . .	a. r. p. 4 0 8½	By resumption...	£ s. d. 1,628 14 5	Mr. C. B. Pitt's clerk, 11 April, 1888	Old system.
Grazely, Mary A....	1 0 14½	do . . .	453 4 0	To self, 25 June, 1888	do
Waterhouse, G. ...	0 0 20	do ...	75 13 6	Mercantile Bank, North Sydney, 19 July, 1888.	do
Neville, Robert.....	0 0 34½	do ...	105 12 0	Mercantile Bank, Parramatta, 6 June, 1888	do
McIntosh, Robert...	1 3 22	do ...	1,121 5 0	Commercial Banking Co., 6 April, 1888 ...	do
McIntosh, Robert..	1 0 25	do ...	Nil.	.....	do

1897.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

NORTH COAST RAILWAY.

(RETURN RESPECTING.)

Printed under No. 16 Report from Printing Committee, 19 August, 1897.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 15th July, 1897, That there be laid upon the Table of this House,—

“ All papers and official reports in connection with the proposed North Coast Railway.”

(*Mr. F. Clarke.*)

SCHEDULE.

* Omitted by the Printing Committee.

NO.	PAGE.
*1. Extracts from sundry newspapers—Advocating construction of North Coast Railway. 1882
*2. J. H. Young, M.P., to Minister for Public Works—Respecting an interview for a deputation <i>re</i> line from Maitland or Morpeth northwards (date for interview fixed). 6 September, 1882
*3. Extracts from Parliamentary Votes and Proceedings—Three extracts <i>re</i> line; also report <i>re</i> deputation which waited on Minister for Works, September, 1882. 24 January, 1883; 1 May (2)
*4. Paper—Copy of Petition presented to Parliament. 1 May, 1883
*5. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> line. 31 May, 1883
*6. Extract from <i>Sydney Morning Herald</i> —Report <i>re</i> deputation to Minister for Public Works <i>re</i> line, North Grafton to Tentersfield, with branch to Richmond River (attached copy of letter signed “C. H. E. Chauvel.”) 25 August, 1883
*7. Extract from <i>Telegraph</i> —Report <i>re</i> above deputation. 25 August, 1883
*8. Extract from Votes and Proceedings, Legislative Assembly—Question and reply <i>re</i> surveys. 12 October, 1883
*9. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> numbers of surveyors employed, &c. 18 October, 1883
*10. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> numbers of surveyors employed, &c. 27 November, 1883
*11. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> surveyors employed and route to be adopted. 24 January, 1884
*12. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> trial surveys and surveyors employed thereon. 18 March, 1884
*13. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> trial surveys and surveyors employed thereon. 24 June, 1884
*14. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> completion of trial survey, West Maitland to Grafton. 31 July, 1884
*15. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> completion of trial survey, West Maitland to Grafton. 26 August, 1884
*16. H. Palmer to Engineer-in-Chief for Railway Construction—Application for additional surveyor. 29 August, 1884
*17. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> date of completion of trial survey. 8 October, 1884
*18. Departmental report <i>re</i> deputation—Report of proceedings at interview granted to deputation. 31 October, 1884
*19. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> completion of surveys, &c. 20 March, 1885
*20. Wm. Johnston, J.P., Chairman of Public Meeting held at Clarence Town, to Minister for Works—Petition asking that the proposed line be not constructed <i>via</i> Seaham, but above Clarence Town. 1 April, 1885
*21. H. Kieck, Coff's Harbour, to Colonial Secretary—Letter advocating construction of line of railway. 2 April, 1885
*22. E. W. Rudder, Chairman of Public Meeting held at Kempsey, to Minister for Public Works (copy)—Letter respecting the construction of the line. 9 April, 1885
*23. O. Lloyd to Engineer-in-Chief for Railways—Report on line, Manning to Camden Haven. 29 April, 1885
*24. Wilton Stack to Engineer-in-Chief for Railways—Letter advocating route across river above Clarence Town. 27 June, 1885
*25. Extract from <i>Herald</i> —Report of proceedings at an interview between a deputation and the Minister for Works <i>re</i> line. 1 August, 1885
*26. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> trial survey. 10 September, 1885
*27. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> trial surveys. 15 September, 1885

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*28. E. F. Rudder to Hon. John See, Postmaster-General—Letter in regard to route <i>via</i> Orara River. 1 November, 1885
*29. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> completion of trial surveys. 19 November, 1885.....	...
*30. T. T. Ewing, M.P., to Minister for Public Works—Letter, <i>re</i> permanent survey of line, Grafton to the Tweed (informed of action being taken, 10/12/85) 3 December, 1885
*31. John See, M.P., to Secretary, Public Works—Letter, asking for information <i>re</i> survey for line Grafton to Tweed (informed of action being taken, 23/1/86). 9 January, 1886
*32. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> surveys and estimates in connection with line. 23 February, 1886.....	...
*33. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> surveys and estimates in connection with line. 7 April, 1886
*34. Extract from <i>Sydney Morning Herald</i> —Report of proceedings at meeting of Manning River Railway League. 12 April, 1886.....	...
*35. Minister for Public Works—Minute, asking for information as to surveys, &c., in connection with line. 16 April, 1886
*36. Herbert Palmer to Engineer-in-Chief for Railways—Memorandum giving list of trial surveys made. 4 May, 1886
*37. J. H. Young and C. J. Roberts, M's.P., to Minister for Works—Letter, asking when a deputation may wait upon Minister (date fixed 11th June; Members informed, 7/6/86). 4 June, 1886.....	...
*38. J. H. Young, M.P., to Minister for Works—Letter, <i>re</i> date fixed for interview (time extended to 17th June, 1886; Mr. Young informed, 10/6/86). 8 June, 1886.....	...
39. Departmental report— <i>Re</i> proceedings at interview granted a deputation. 17 June, 1886	4
*40. Extract from <i>Sydney Morning Herald</i> —Report of interview referred to above. 18 June, 1886
41. <i>Précis</i> of case— <i>Précis</i> , prepared in Railway Commissioners' Office. 31 July, 1886	5
*42. Extracts from Votes and Proceedings, Legislative Assembly—Debate in Assembly, on motion of J. H. Young, M.P., that line should be constructed. 3 September, 1886
*43. John See, M.P., to Secretary for Public Works—Letter forwarding petition, <i>re</i> line South Grafton to Bellinger River. 25 January, 1887.....	2a
*44. Engineer-in-Chief for Railways to H. Palmer—Minute, <i>re</i> estimates in connection with various routes. 28 January, 1887
*45. John See, M.P., to Minister for Works—Letter enclosing communication from E. R. Rudder, asking for information, <i>re</i> surveys up Orara Valley. (Informed matter must stand over, 25/5/87). 16 May, 1887
*46. E. F. Rudder to Minister for Works—Letter, further in respect to the Orara route. 6 June, 1887
*47. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> approved route. 23 June, 1887
*48. John See, M.P., to Minister for Public Works—Letter, forwarding communication from residents, Orara River District, <i>re</i> route up the Orara Valley. 18 November, 1887
*49. E. F. Rudder to Minister for Public Works—Letter, further <i>re</i> Orara Valley route. 9 May, 1888
*50. H. H. Brown, M.P., to Engineer-in-Chief for Railways—Letter, <i>re</i> surveyors, for deviations between Maitland and Dungog. 18 July, 1888.....	...
*51. South Grafton Progress Association to Minister for Works—Letter, advocating Orara Valley route. 26 July, 1888
*52. Clarence River Railway Construction League to Minister for Works—Letter, asking that a survey be made from South Grafton, <i>via</i> Orara River, to Bellinger River. 21 March, 1889
*53. E. F. Rudder to Minister for Public Works—Letter, asking that routes be surveyed. 10 April, 1889
*54. Engineer-in-Chief for Railways—Minute, covering papers, <i>re</i> various routes sent to Mr. Firth. 9 May, 1889
*55. Myles McRae to Minister for Works—Letter, <i>re</i> construction of line from Morpeth, <i>via</i> Brisbane Field, Miller's Forest, &c., to Tarro railway station. 11 May, 1889
*56. H. H. Brown, M.P., to Minister for Works—Letter, <i>re</i> route of that portion of the proposed North Coast line in the Dungog District. 14 May, 1889
*57. J. H. Young and C. J. Roberts, M's.P., to Minister for Works—Letter, <i>re</i> Construction of line, Morpeth to the North. 21 May, 1889
*58. Extract from <i>Manning River Times</i> —Article <i>re</i> Railway, "Hunter to The Tweed." 25 May, 1889.....	...
*59. J. H. Young and C. J. Roberts, M's.P., to Minister for Works—Letter, forwarding copy of Resolution passed at Public Meeting, Taree, in favour of North Coast Railway. 6 June, 1889
*60. Extracts from <i>Maitland Mercury</i> (8 June, 1889) and <i>Durham Chronicle</i> (11 June, 1889)—Articles <i>re</i> North Coast line.....	...
*61. W. H. Quodling, Engineer-in-Chief's Office, to T. R. Firth—Telegram, "Report what progress you have made with examination of line." 22 June, 1889
*62. W. H. Quodling to T. R. Firth—Forwarding reports of sundry surveys, &c., made by sub-officers. 26 June, 1889
63. T. R. Firth to Acting Engineer-in-Chief—Report on line. 1 July, 1889	6
*64. Extract from Votes and Proceedings, Legislative Assembly—Notice of Motion, M. McRae, M.P., that line should commence at Morpeth. 10 July, 1889.....	...
65. T. R. Firth to Acting Engineer-in-Chief for Railways—Letter, <i>re</i> routes examined by him. 15 July, 1889 ..	6
66. T. R. Firth to Acting Engineer-in-Chief for Railways—Letter, <i>re</i> routes examined by him. 29 July, 1889 ..	7
*67. J. See, M.P., to Minister for Public Works—Letter, forwarding petition for survey, South Grafton, <i>via</i> Orara Valley, to Bellinger River. 14 August, 1889.....	...
*68. H. Copeland, M.P., to Under Secretary, Public Works—Letter, asking for particulars, <i>re</i> flying survey, Guyra to Coff's Harbour. 16 August, 1889
*69. Extract from <i>Daily Telegraph</i> —Letter headed "The Claims of the Northern Districts." 26 August, 1889
*70. Printed Paper—Report on Address by T. Bawden, <i>re</i> Clarence system of railways, &c. 4 September, 1889...	...
71. T. R. Firth to Acting Engineer-in-Chief, Railways—Report on surveyed routes, &c. 17 September, 1889.....	7
*72. Under Secretary, Public Works, to Acting Engineer-in-Chief, Railways—Minute, asking for information as to latest stage of surveys. 2 October, 1889
*73. Chief Clerk, Public Works—Stating that Mr. H. H. Brown, M.P., desires to have a copy of Mr. Firth's report—Minister minuted, "This request cannot be acceded to at present." Mr. Brown, M.P., informed, 20/11/89. 12 November, 1889
*74. Under Secretary for Public Works to Acting Engineer-in-Chief, Railway Construction—The Minister desires to see Mr. Firth's report, also Mr. Deane's remarks thereon. 14 February, 1890
75. Acting Engineer-in-Chief, Railways, to Under Secretary, Public Works—Remarks on report submitted by Mr. Firth. 27 February, 1890	13
*76. Unsigned—Memorandum, <i>re</i> Deputation which waited on Minister. 27 March, 1890.....	...
*77. J. H. Young and C. J. Roberts, M's.P., to Minister for Works. Letter, forwarding petition for a survey "along the Barrington to the Upper Manning." (Members informed surveyors have been instructed to undertake the work.—21/5/90.) 13 May, 1890
*78. Under Secretary for Public Works to Mr. Deane—Memo., Minister wishes to know present state of surveys. 16 June, 1890
*79. Extract from <i>Hansard</i> —Question and reply, <i>re</i> surveys. 17 June, 1890
*80. W. H. Vivian, M.P., to Under Secretary, Public Works—Letter, asking the area of the country bounded by the Great Northern line, from Newcastle—Queensland and the Pacific Ocean. 18 June, 1890
*81. J. H. Young and W. H. Vivian, M's.P.—Petition, two copies, Residents of Manning and Hastings Electorate for immediate commencement of line. 18 June, 1890.....	...
*82. Extracts from sundry papers—Articles, &c., in favour of construction of line. 24 June, 1890

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*83. W. H. Holmes to the Department of Public Works—Letters, <i>re</i> route of line at southern end. 27 June, 1890, and previous dates.
*84. H. H. Brown, M.P., to Under Secretary, Public Works—Letter, <i>re</i> route between Dungog and Stroud. 1 August, 1890.
*85. Minister for Public Works—Minute, <i>re</i> deputation which waited upon him <i>re</i> line. 7 August, 1890.
*86. J. H. Young and W. H. Vivian, M's.P., to Under Secretary, Public Works—Forwarding letter from Hon. Sec., North Coast Railway League, <i>re</i> line. 30 August, 1890.
*87. J. H. Young and W. H. Vivian, M's.P., to Minister for Works—Letter forwarding copy of resolution passed by Manning River Railway League; informed that every effort is being made to push on the surveys. 18 September, 1890.
*88. J. H. Young and W. H. Vivian, M's.P., to Minister for Works—Letter, <i>re</i> surveys and inquiry whether the first section of the line can be considered by Parliament; informed as directed, 19/11/90. 6 November, 1890.
*89. The Mayor, Taree, to J. H. Young and W. H. Vivian, M's.P.—Telegram, <i>re</i> defining route and selection of station site, Taree. 7 November, 1890.
*90. J. H. Young and W. H. Vivian, M's.P., to Minister for Public Works—Forwarding telegrams from Taree, <i>re</i> defining line. 19 November, 1890.
*91. T. B. Boyce to J. H. Young, M.P.—Telegram, <i>re</i> opening first section of line. 24 November, 1890.
*92. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> report on first section of line. 1 February, 1891.
*93. Minister for Public Works—Minute, directing that a copy of a report <i>re</i> surveys—Maitland to Manning River—be sent to Messrs. Young and Vivian, M's.P.; letters to Members, 17/3/91. 12 March, 1891.
*94. C. O. Burge to Acting Engineer-in-Chief, Railways—Minute, <i>re</i> alternative lines at Taree. 29 May, 1891.	13
*95. C. O. Burge to Acting Engineer-in-Chief, Railways—Report on line—Maitland to Manning River. 30 June, 1891.	13
*96. C. O. Burge to Acting Engineer-in-Chief, Railways—Minute, <i>re</i> plans and sections of line, forwarded. 7 July, 1891.
*97. J. H. Young and H. McKinnon, M's.P., to Minister for Public Works—Letter asking for information as to position of surveys, also whether the first section of the line will be submitted to Parliamentary Standing Committee on Public Works during current Session. 15 July, 1891.
*98. Memorandum, <i>re</i> promises made in connection with this line. 24 July, 1891.
*99. J. H. Young and H. McKinnon, M's.P., to Minister for Public Works—Letter from F. O. Lagerlow, Hon. Sec., North Coast Railway League, asking for copy of tracing of the survey—Maitland to Taree. 13 August, 1891.
*100. Under Secretary, Public Works, to Acting Engineer-in-Chief, Railways—Memo. asking Mr. Deane to supply plans, &c., for use of Railway Commissioners. 8 August, 1891.
*101. Thos. Startin to Minister for Works—Letter, that route of the line should be <i>via</i> Buladelah, Coolongolook, and Clarkson's Crossing. 1 September, 1891.
*102. C. Mc. D. Stuart to Engineer-in-Chief, Railways—Report on line, Maitland and Taree. 2 September, 1891.
*103. C. O. Burge to Engineer-in-Chief, Railways—Estimates of cost of various sections—line Maitland to Taree. 3 September, 1891.	14
*104. Engineer-in-Chief, Railways, to Under Secretary, Public Works—Minute covering information required by Railway Commissioners. 11 September, 1891.	15
*105. H. Courtney, Raymond Terrace Railway League, to Under Secretary, Public Works—Letter asking to be supplied with a tracing showing trial surveys south of The Manning. 15 September, 1891.
*106. Departmental report, <i>re</i> deputation—Report <i>re</i> interview between deputation and Minister. 29 September, 1891.
*107. Secretary to Railway Commissioners to the Under Secretary for Public Works—Letter, <i>re</i> inquiry to be made by Commissioners' officers. 29 September, 1891.
*108. J. H. Young and H. McKinnon, M's.P., to Minister for Public Works—Letter, D. L. McKinnon, advocating survey for a line, Hexham to Taree, <i>via</i> Myall, Coolongolook, and Clarkson's. 24 October, 1891.
*109. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> line Maitland to Taree. 24 November, 1891.
*110. H. McKinnon, M.P., to Under Secretary, Public Works—Letter, <i>re</i> Railway Commissioners' report, &c., &c. 30 November, 1891.
*111. Extract from <i>Sydney Morning Herald</i> —Article "The question of railway communication, North Coast District." 10 December, 1891.
*112. Secretary, Railway Commissioners, to Under Secretary, Public Works—Report on line. 21 December, 1891.	16
*113. Under Secretary, Public Works, to J. H. Young and H. McKinnon, M's.P.—Copy of letter, <i>re</i> line Hexham, <i>via</i> Myall, Coolongolook, &c., to Taree. 5 January, 1892.
*114. H. McKinnon, M.P., to Hon. J. See, Colonial Treasurer—Letter, applying for information <i>re</i> surveys. 20 June, 1892.
*115. C. O. Burge to Engineer-in-Chief, Railways—Report on amended survey from Taree to junction Guyra, South Grafton line, at Glenreagh. 13 July, 1892.
*116. J. McFarlane, M.P., to Hon. the Colonial Treasurer—Letter, asking to be supplied with copies of sundry reports, &c. (Supplied 17th August, 1892.) 24 June, 1892.
*117. Engineer-in-Chief, Railway Construction, to Engineer-in-Chief, Public Works—Letter, <i>re</i> probability of Nambucca River becoming a good port. 5 August, 1892.
*118. A. Black, Lower Bellinger Progress Committee, to Minister for Works—Letter, asking that a survey be made from Deep Creek to Pine Creek, through Fernmount. 1 September, 1892.
*119. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> railway from West Maitland to Dungog. 8 September, 1892.
*120. J. H. Young, M.P., to Minister for Public Works—Letter, asking that the Secretary to the Taree Railway League may be furnished with copies of reports made by Messrs. Harper and Smith, officers of the Railway Commissioners. 12 October, 1892.
*121. Departmental report in connection with deputation—Report of interview <i>re</i> submitting to Parliamentary Standing Committee on Public Works the proposal to construct first section of line. 21 October, 1892.	16
*122. F. D. Lagerlow to Minister for Lands—Letter, asking that copies of reports made by Messrs. Harper and Smith may be procured. 29 October, 1892.
*123. Engineer-in-Chief, Railway Construction, to Under Secretary, Public Works—Report on a proposed deviation of the line suggested by Mr. Breckenridge, of Failford. 3 December, 1892.
*124. C. O. Burge to Engineer-in-Chief, Railway Construction—Report on line, Taree to Kempsey. (Plan omitted by the Printing Committee.) 23 May, 1893.	17
*125. C. O. Burge to Engineer-in-Chief, Railway Construction—Report on line, Kempsey to Coff's Harbour. 17 August, 1893.	19
*126. C. O. Burge to Engineer-in-Chief, Railway Construction—Report on line, Coff's Harbour to Glenreagh. 7 September, 1893.	20
*127. C. O. Burge to Engineer-in-Chief, Railway Construction—Estimate of cost of line, West Maitland to Lismore, exclusive of Clarence River crossing. 8 September, 1893.	21
*128. Extract from Votes and Proceedings, Legislative Assembly—Question and reply, <i>re</i> North Coast line. 8 February, 1894.
*129. Extract, <i>Sydney Morning Herald</i> —Report of meeting held at Stockton <i>re</i> North Coast line. 15 October, 1895.
*130. Extract, <i>Sydney Morning Herald</i> —Letter, "Thomas Evans," advocating construction of line. 24 October, 1895.
*131. Hon. Secretary, Taree Railway League, to Minister for Works—Letter, asking that the question of constructing the line be now considered. 21 December, 1895.
*132. J. McLaughlin, M.P., to Minister for Public Works—Letter, forwarding communication from Macleay Progress Committee <i>re</i> construction of line, Hunter River to Manning River. 24 September, 1896.

NORTH COAST RAILWAY.

No. 39.

Minute Paper.

Subject:—North Coast Railway.

Department of Public Works, Sydney, 17 June, 1886.

A DEPUTATION, introduced by Mr. J. H. Young, M.P., and consisting of Messrs Abbott, Abigail, Burns, Brunker, H. H. Brown, Butcher, Creer, W. Clarke, Cass, Davis, Dawson, Ewing, Fletcher, Gibbs, Hogan, Humphery, Kethel, Lysaght, O'Sullivan, Purves, Roberts, See, Slattery, Targett, H. Taylor, Wisdom, and Vaughn, waited upon me this morning to urge upon the Government the necessity for taking early steps to proceed with the North Coast railway, extending from about Morpeth, or any convenient point on the Northern railway, to Grafton, there to connect with the line already approved of to the Tweed. They urged that the districts that such a line would pass through were the most fertile in Australia, already largely settled and giving large returns—statistics of which are enclosed. At the present time communication with the coast district is very much hindered on account of the defective facilities that exist owing to the uncertain nature of the bar harbours, the produce being in some cases entirely destroyed and profitable markets very often lost through the delay in having produce forwarded. It is pointed out that above the navigable portion of the rivers where large quantities of splendid land, which would, if a railway were constructed, be brought under cultivation and assist to supply the requirements of the Colony in regard to breadstuffs, whereas at the present time we had to send to other colonies for much of the produce used.

Railways were in course of construction to the Southern Coast districts, and, without wishing to make any invidious comparison, they considered that the Northern Coast districts were as much entitled to a railway.

The Government had to spend large sums in improving the entrances to the rivers; but it was considered that the necessity for the large expenditure would be obviated if a railway were made to afford the people direct communication; and it was urged that our railway system would be incomplete without a line running along the North Coast. The value of a railway was shown in the increase in population and products that followed the construction of the railway up the Hunter Valley. The soil along the Northern Coast rivers was equally as rich, and equally as good results would follow the construction of the line. They would not advocate any particular route, but would leave it to the Government to say which would be the most direct and the best in the interests of the Colony. It was further pointed out that there was a large expenditure for roads in the Coast districts which was entirely unproductive; but a railway would do away with the necessity for the large expenditure on the main roads. It was also mentioned by Mr. Abbott that in proposing the North Coast railway they might at the same time revise previous proposals; and, in his opinion, the construction of the Coast railway would do away with the necessity for the railway from Grafton to Glen Innes.

In reply I stated I recognised the great importance and influence of the deputation, representing so largely both sides of the Assembly; and I had listened with pleasure to the remarks made descriptive of the Northern Coast district. Unfortunately, I had not the pleasure of visiting the district; but I hoped before long to do so. I was desirous to further the extension of railway communication in all directions where occasion required.

I thought it should be our policy to extend our railways wherever there was a fair chance of getting a return there would be no loss to the Colony; but railway extension under proper conditions must be of great gain. The railways were constructed out of borrowed money, and wherever we could get a return equal to the interest to be paid, it was a great gain to have the railways to convenience the people and open up the country.

It was the custom to spend large sums in making and maintaining roads; but, as was pointed out, the advent of a railway would do away with the necessity for these main roads, and if the North Coast railway were to be undertaken, the sooner it was constructed the better it would be. I had noticed some instances where large sums had been spent on roads before a railway had been made; but a railway was afterwards made in the locality running parallel to the road, and the consequence was the road was rendered almost entirely useless, and the money spent on it thrown away. The proposal for this North Coast railway would have to stand on its own merits. I could not agree with Mr. Abbott; but its construction would do away with the necessity for a Grafton to Glen Innes railway, because it seemed to me necessary that a line should be made to connect with the coast from the main Northern railway; in the first place, to allow an interchange of commodities and to provide for the Queensland trade, as otherwise we would not be able to compete for it. The question of doing away with the necessity for improving our bar harbours, if the railway were made, was an important one, and it seemed to me that if a railway were made, it would to a great extent obviate the necessity of going to the expense of large sums to open the entrances to the rivers, although, no doubt, the rivers would have to be kept open to a great extent.

I would be glad to recommend any railway if it would pay, and give facilities to the farmers so as to enable them to bring produce to market. I would give every consideration to their statistics and their arguments, and would submit the matter to the consideration of my colleagues.

I could not at the present time make any further promise.

W.J.L.

What further is to be done in this matter;—is it to be submitted when the Government Railway proposals are brought forward?—D.C.McL., 23/7/86. For Minister's decision.—Ch.A.G., 7/7/86. Have *précis* of particulars, statistics, &c., prepared, to be included in a minute for consideration of Cabinet.—W.J.L., 12/7/86. The within statistics in print, prepared by those interested, should be verified at the Registrar-General's Office. Please see that this is done, and *précis* prepared.—Ch.A.G., 12/7/86. *Précis* herewith.—C.A.B., 31/7/86.

No. 41.

No. 41.

Minute Paper.

Subject :—North Coast Railway.

THE following is *précis* of the papers, which it must be admitted are rather meagre, and appear to commence in *in medias res*, but I am assured that these are the only documents we have.

On the 21st February, 1886, Mr. Secretary Garrard stated in the House, in reply to Mr. Thompson, that the surveys of the proposed Coast line of railway were not completed, that the Engineer-in-Chief had not recommended any particular route, that the line Morpeth to Manning River had not been surveyed, and that estimates had not been prepared.

In further reply to Mr. Thompson, Mr. Secretary Lyne stated in the House (7th April, 1886) that the surveys of the line in question were completed, that the plotting of the plans and sections was far advanced, and that when this was finished the estimates would be prepared.

On the 17th June, 1886, a deputation, consisting chiefly of Members of the Legislature, waited upon Mr. Secretary Lyne to urge on the arrangements for the construction of the North Coast railway. The deputation represented in strong terms the extent and fertility of the districts through which the proposed lines would pass, and the isolation from the metropolis and from suitable markets to which the large population was condemned. Many of the farmers, they said, could find no suitable market for their produce in consequence of the rivers, their only present means of conveyance being closed by bars, and it was no uncommon thing to see thousands of bushels of corn rotting on the wharfs, because there was no means of carrying it away. All this would be remedied by the construction of the proposed railway. The deputation further stated that there was a large extent of cedar brush and good valuable land which only required communication with a market to render it capable of sustaining a large population. This railway was, in fact, a national undertaking, and it ought to be constructed without delay, so that people might be encouraged to settle on the land. They were quite prepared to leave the choice of route to the Government, in full confidence that the best route would be selected. In support of their representations the deputation quoted certain statistics, the particulars of which are not given in the report, but, doubtless, they were of the same purport as statistics which had previously appeared in the *Manning River Times*. From the figures there given (as verified by the Statistical Department), it would appear that the proposed railway would tap districts containing an area of 16,060 square miles, and a population of 51,782 souls, distributed as under :—

	Area in square miles.	Population without shipping.
Durham	910	5,945
Gloucester	2,099	5,643
The Hastings and Manning	2,908	9,300
The Macleay	2,662	7,123
Grafton	2,166	7,744
The Clarence	840	6,752
The Richmond	4,480	9,266
making a total of	16,060	51,782

The population as here given is that shown by the Census of 1881, and one-fourth (say, 13,000) may, it is said, be added for augmentation, by natural increase and other causes, making the figures 64,782.

The live stock and agricultural returns of the same districts for the year 1885 give the following figures :—42,657 horses, 290,522 horned cattle, 10,709 sheep, 39,863 pigs, 132,904 acres in cultivation, with a produce of 2,847,379 bushels of maize, 75,972 gallons of wine, and 369,510 cwt. of sugar—figures which will be very largely increased for the current year, it is said.

The article referred to further furnishes figures on an extensive scale, illustrative of the extent and importance of the manufactures, and of the trade carried on in these districts; and it is shown that at the several outlets, in spite of the obstacles and disadvantages, there is a large import and export business, the latter chiefly in timber.

The article winds up by maintaining that, in view of all these facts, the North Coast railway could not fail to be self-supporting.

It ought to have been mentioned in the proper place that one member of the deputation suggested that the construction of this Coast railway would do away with the necessity for the line from Glen Innes to Grafton.

Mr. Secretary Lyne, in replying to the deputation, stated that he had not had the pleasure of seeing the district referred to, but hoped before long to visit it; that he believed our true policy was to extend our railways wherever there was a chance of getting a return; that the railways were constructed with borrowed money, and wherever a return could be obtained equal to the interest to be paid it would be a gain to the State to have the railways for the accommodation of the people, and to open up the country. Large sums of money were spent in making and maintaining main roads; but the introduction of a railway rendered a main road unnecessary, and if this North Coast railway were constructed, the sooner it was done the better. He knew of instances where, after large sums of money had been spent on a road, a railway had been constructed running parallel with such road, the latter being thereby rendered almost useless, and the money expended on it thrown away. If money were to be expended on common roads, it should only be on such as brought traffic to the railways. He did not agree with one speaker, who thought this line would obviate the necessity for the Grafton-Glen Innes railway. On the contrary, he held that there must be a line from the Great Northern railway to connect the table-land with the coast, both for interchange of commodities and to secure the Queensland trade. It seemed to him that if a railway were made it would to a great extent obviate the necessity for spending large sums in keeping open the entrances to the rivers, although they would, no doubt, have to be kept open to some extent. The Minister concluded his remarks by stating that he would gladly recommend any railway that would pay and afford facilities to producers;

producers; that he would give full consideration to the statistics quoted, and to the arguments employed by the deputation, and lay the matter before his colleagues for consideration; and that he could not promise anything beyond that for the present.

C.A.B., 31/7/86.

Seen. Resubmit end of September.—C.P.A.G., 3/3/86. Resubmitted.—1/10/86. End of year.—10/10/86. Resubmitted.—3/1/87. End of June, 1887.

No. 63.

T. R. Firth to The Acting Engineer-in-Chief for Railways.

North Coast Railway.

Sir,

Taree, 1 July, 1889.

In reply to your telegram, which I received on my arrival here, I have to report that I have examined the route as surveyed from the Clarence River to the Dawson River, and also the route suggested *via* the Orara Valley. When in Grafton I examined the site of the terminus of the Grafton-Tweed line, as regards the position of the station arrangements and connection with wharfs on the river, and, as the present terminus is not in a favourable position for crossing the river and connecting with the southern portion, I examined the river on both sides for the most suitable crossing. This I find to be about 6 miles from North Grafton, and by placing the station where I propose in South Grafton, the lines can be joined, and also the Glen Innes line if required. Details of the plan will be submitted on my return.

Instead of starting the line from Wilson's Hill, on the bank of the river (coming south), I would have the terminus at or near Vere-street, and nearly parallel with it, so as to be out of the reach of floods; a line can then be run by a branch on a sharp curve and steep gradient nearly along the surface over the flooded portion of the flat, and then by a cutting round Wilson's Hill, on the eastern side, parallel with the river and a wharf to be built. By this scheme about 1½ mile of viaduct required by Mr. Mansfield's survey will be dispensed with and about £10,000 to £50,000 saved, and the service of the public equally as well carried out, because during high floods when my proposed line will be covered with water Mr. Mansfield's terminus would also be inaccessible.

The route taken by Mr. Mansfield is, generally speaking, the cheapest one; some slight improvements can be made in final staking. By this route, *via* Corindi and Woolgoolga, to Coff's Harbour, there is not much valuable land for agriculture, and if jetties are erected at the two latter places, and for which I am told there is great promise, the railway traffic will not be great from this district. The Orara Valley route would be a little shorter, starting from near Coff's Harbour, and joining the surveyed line again at 11 miles (about) from Grafton; but the works would be heavier and cost more per mile, principally from the difficulty in crossing the dividing range at the head of the Orara River eastern branch. Another practicable route, and, I think, cheaper than the last-mentioned, would be to enter the valley farther down by the Bucca Bucca Creek. Of course, this would not take in the whole of the valley, but it would be the means of getting produce away from it. At the present time the selectors or settlers cannot get their produce to a market and compete with those on the banks of the rivers navigable, or on the coast where wharfs exist. The soil in the valley is very rich and the timber is abundant; and I believe that a line through the valley will pay better than the cheaper line along the coast, and would certainly recommend that a trial survey should be made before a final decision is arrived at. The scrub and timber is very dense, and, of course, presents great difficulties to a surveyor.

From Orara to the Lausdowne River only some trifling alterations can be made. At this river the line crosses below the navigable waters, and I think if the line was made to cross near the road bridge, the cost in bridge construction saved, and compensation for land, would pay for the slight extra cost of the line.

I may mention that an agitation is being got up by a small portion of the Graftonites to have a line connected with the Great Northern railway, near Armidale or Guyra, and a portion of this route would be along the Orara Valley.

To-morrow I examine the lines and rivers Dawson and Manning, and afterwards go on to Gloucester, &c.

I have had very considerable difficulty in tracing the line or even finding it at important points, partly from pegs having been knocked out and tree-marks grown over. If the system of blazing trees adopted when I was in charge of surveys had been carried out here, I should have been saved miles and hours of riding. At present there is nothing to distinguish a railway blaze from a selection or a public road, and it is only after following one through scrub and brush for some distance that I can tell what it is, and if I happen to lose it I have great difficulty in coming to it again.

I have, &c.,

THOMAS R. FIRTH.

H.D., 24/7/89. Mr. Aelxander.—W.H.Q., 24/7/89. Noted.—S.H.A., 25/7/89.

The rule with licensed surveyors is to cut two marks on each tree blazed—one on each side—so that a mark is facing each way up and down the line. Mr. Firth's system is to cut one mark only on each tree. This mark faces the centre line. By this system, I am told that a person can see the blaze only when close to the tree, supposing that he is travelling along the centre line. By the licensed surveyors' system the blaze can be seen from a long distance away.—S.H.A., 25/7/89.

Just the other way about. Licensed surveyors' marks can only be seen when nearly in a line with them. My system shows the blazes when parallel as far as the eye can see—either right or left.—T.R.F.

No. 65.

T. R. Firth to The Acting Engineer-in-Chief for Railways.

North Coast Railway.

Sir,

Gloucester, 15 July, 1889.

I beg to report that during the last fortnight I have not been able to make as good progress with my inspection of the various routes as I wished to do, partly from bad weather, my horse having a sore back, and from having an attack of diarrhoea myself. I examined the district of Taree, where two lines have been surveyed; and also between Wingham and Taree, where some improvements can be made.

I also examined the position for stations at both these places. I followed the line up to the crossing of the Manning River, which is a very bad one, but as I could not cross without making a considerable detour, I followed along the river to a distance of about 15 miles, then crossed and struck the Barrington River, which I followed up to within a few miles of Gloucester, and then struck across the range on to the surveyed line near the river Avon. I believe this route will be some 3 or 4 miles shorter, and will in no place attain such a height as the one over Baker's Hill and Brushy Mountain. There will be less tunnel, but probably two bridges over the Barrington. The Manning will be much easier to cross, but Dingo Creek will have to be crossed, and is flooded to a good width in some places; but I have no doubt by a careful examination a narrow crossing may be found. As I shall have to return to Wingham by the Bulladelah survey, I intend to make a closer examination of this portion.

As I had to spell my horse, I made a trip by coach, *via* Stroud, to Hexham and back, so as to get an idea of the country, as the maps I have show no roads whatever, and not all the rivers. I have had great difficulty in getting guides, and have chiefly had to be assisted by gentlemen. The young fellows who know the country seem to think I cannot do without them, and, after arranging overnight to come with me, very frequently refuse to start in the morning, unless I will pay for horse hire and feed, in addition to 10s. per day for themselves. This has occurred several times, and consequently put me to great inconvenience and loss of time.

Had weather permitted, I should have started to-day for Maitland *via* Dungog. If possible, I leave here to-morrow, and shall be in Maitland on Friday night, examine about Maitland on Saturday, and on Monday start on the lines from Morpeth, *via* Seaham, Clarencetown, Bulladelah, &c., to Wingham, returning from Wingham *via* Gloucester and Stroud.

I have, &c.,
THOMAS R. FIRTH.

H.D., 24/7/89. Mr. Alexander.—W.H.Q., 24/7/89. S.H.A., 24/7/89.

No. 66.

T. R. Firth to The Acting Engineer-in-Chief for Railways.

North Coast Railway.

Sir,

Clarence Town, 29 July, 1889.

I have the honor to report that during the past fortnight I have examined the surveyed route from Gloucester, *via* Wisemantles, Dungog, and Paterson, to Maitland; and also the two routes at Maitland. I also examined the two lines some distance from Morpeth—one through Phœnix Park and the other through Hinton. I have been very much delayed and harassed by wet weather. Several days I could not get out, and when I have started it has begun to rain, so that I could see nothing, which necessitated me going twice over the same route. To-day I have examined the line several miles towards Seaham, having come from Dungog this morning. To-morrow I start, *via* Bulladelah, for the Manning, which I hope to reach by the end of the week; but, as there is no regular road, I may probably be delayed by the swollen rivers and creeks, and have to make long detours to cross them. With favourable weather I expect to be back in Maitland, *via* Gloucester and Stroud, and complete my examinations by the end of next week.

I have, &c.,
THOMAS R. FIRTH.

H.D., 31/7/89. Mr. Alexander.—W.H.Q., 31/7/89. Noted.—S.H.A., 2/8/89.

No. 71.

T. R. Firth to The Acting Engineer-in Chief for Railways.

Sir,

Railway Department, Construction Branch, Sydney, 17 September, 1889.

In accordance with instructions received from the Engineer-in-Chief to examine and report on the various projects proposed for the North Coast railway, between the Hunter and the Clarence Rivers, I beg to inform you that I have examined the routes already surveyed, and also several routes or deviations that have been recommended by persons presumably acquainted with the districts through or near which any line of railway to connect the abovenamed rivers must pass, as well as several portions where the nature of the country induced me to try for an improved line; and I have now the honor to report the result of my investigations.

The lines already surveyed are as follows:—

1. From the Morpeth branch a line *via* Seaham, Bulladelah, and Larry's Flat, to the Manning River, at Wingham.
2. From Maitland, *via* Paterson, Dungog, and Gloucester, joining the first line at Larry's Flat, then on to Wingham.
3. A line branching from the firstnamed line at Seaham, going round by Clarence Town, rejoining the said line; and then, after being identically the same for $4\frac{1}{2}$ miles, goes by Booral and Stroud, and joins the second line at 11 miles from the latter place and 16 miles from Dungog, and on by same route through Gloucester, to Larry's Flat and Wingham.
4. A line was proposed by Mr. W. H. Holmes, leaving Morpeth, going west of Clarence Town and Stroud, joining No. 2 line for some distance, and eventually passing over the ranges *via* Larry's Flat on to Wingham the same as the No. 2 line.
5. I also examined a proposed route from Gloucester to Wingham, by way of the Barrington River, and to cross the Manning about 15 miles above the present crossing.

As the Manning is navigable up to Wingham, and the river flats widen out very much below the town, it is evident the river ought not to be crossed below Wingham, and also that the line must go through the town, from the Manning to Coff's Harbour the general direction of the surveyed line must be taken. Some minor deviations will be referred to later on.

From Coff's Harbour the line keeps close to the coast as far as Wolgoolga; it crosses the range near Corindi, and on to South Grafton, terminating at Wilson's Hill, on the bank of the Clarence River.

Another route examined by me is from Coff's Harbour, by way of the Orara Valley, to Grafton.

1st.

1st.—*Morpeth to Wingham via Bulladelah.*

Although I take this as one line, two different starting points have been surveyed, one, which I will call A, leaves the Morpeth branch line at 2 miles 40 chains from East Maitland (before reaching the Morpeth station), crosses the Hunter above the Morpeth wharfs, goes through Phoenix Park, and then crosses the Paterson River and on to Seaham. The other, or B line, is a prolongation of the Morpeth branch line; it crosses the Hunter below the punt, and goes through Hinton, joining A line in about 5 miles.

From the natural position of Morpeth, it can scarcely ever attain to an important changing place, or the headquarters of a railway, except at a very great expense, therefore the real starting-point in train mileage would be from East Maitland, but in cost of construction, from the point of junction with the line already made. A line would be about $\frac{1}{2}$ of a mile, the shortest would cross the Hunter and Paterson Rivers and Phoenix Park, all of which during high floods is one sheet of water, about 4,300 yards in width, or nearly $2\frac{1}{2}$ miles, and very near all this width of waterway must be kept open, and the line, however, would not go to the Morpeth station.

B line would only have one river to cross—that is, the Hunter—below the junction of the Paterson, and the length of openings required would be about 3,670 lineal yards. Although the actual distance under water would be considerably more than the other line, a large portion of it is chiefly from back water, and I think small openings would be sufficient. The advantages of line B over A line are: less cost—about £25,000—and utilising Morpeth station as at present built. The disadvantages are: total stoppage of navigation of both the Hunter and Paterson Rivers above Hinton (unless that very objectionable feature, a movable bridge, is provided, and which would, of course, reduce very considerably the difference in cost). As a movable bridge is really not a work of absolute necessity in this case, I cannot recommend that one should be built. Then, if the navigation is to be blocked at Hinton, the compensation to be paid for existing interests, and the loss to numbers of people now more or less receiving benefits from the present arrangements, would not be covered by the difference in cost of the two lines; therefore I should take the line across Phoenix Park, referred to as the A line; from this point to Seaham the earthworks are light; some creeks are, however, crossed, which from their position would require wide waterways.

At Seaham—a small township, apparently dependent on itself—the river Williams would be crossed; it is about 170 yards wide within the banks, and the flooded ground is about $1\frac{1}{4}$ mile. Of this, about 2,427 lineal yards of waterway must be provided. Again, in this river comes the question of impeding navigation. Steamers and schooners go as far as Clarence Town for timber and farm produce. If the line crosses at Seaham this will be stopped unless a movable bridge is provided. The works after leaving Seaham are rather heavy; there are several large creeks to be crossed before reaching the Karua River, and the line makes a considerable detour to get above the wharf, and also to get a narrow crossing. It then makes a bend eastward to get over the main range. Still this will necessitate tunnels and some heavy cuttings on each side. From Seaham to Bulladelah the formation is chiefly hard shales; and altogether the earthworks cannot be considered very heavy, nor the gradients very bad, but bridges will necessarily be expensive.

The Myall River is crossed close to the punt at the town of Bulladelah. There is no steamer traffic on the river above where the line crosses that will be interfered with. The line then runs down a narrow street parallel with the main street. There are a few unimportant buildings in the way. The town is mainly supported by the saw-mills on the river and a few farmers on its banks. Some alum works have been started close to the town, but at present are not being carried on. There is very little business done of any kind; the present outlet is by the Myall River and Port Stephens or by road to Booral and Raymond Terrace.

The line follows up the valley of the Myall River for about 12 miles above Bulladelah, and then begins to rise over the Manning Range, which is crossed by very heavy earthworks and a tunnel 125 yards long, and which, I think, on further examination, it will be advisable to lengthen so as to reduce the deep cuttings or steep sidling formations. The gradient at present over the range is 1 in 40 for $1\frac{1}{4}$ mile ascending, and 1 in 40 for 1 mile descending, and 1 in 65 for another mile down to Wang Wauk River. This, which in heavy rains is a mountain torrent, is crossed several times, and it will require large waterways. The Walamba River is also a good size. From this to Larry's Flat there is only one creek of any importance to cross; it here joins the line *via* Stroud and Gloucester, and *via* Maitland, Dungog, and Gloucester. After leaving the Hunter the soil is of a poor description generally, and land suitable for agriculture is very limited in quantity, and for grazing purposes is not good. There is some good timber on a portion of it, but from its close proximity to the coast; the timber has been very much thinned. The only towns it would pass through are Seaham and Bulladelah, and be about 12 miles from Stroud; passing, as it does, so near to the coast the land on that side is limited in area, and for a considerable distance it has mountain ranges on the other side, with only small patches of really good land on the immediate banks of the rivers, so that a proper return for the capital required in its construction seems very doubtful, and as a connecting line direct with the Manning River district, if taken through Seaham direct, it will, although shorter than *via* Dungog and Gloucester by a few miles, actually cost more per mile, by about £260; but by deviating at Seaham and going through Clarence Town, the distance will be increased by 5 miles 17 chains; yet about £56,000 will be saved in crossing the Williams River, and navigation will not be interfered with. It will also get nearer the direction from where traffic is likely to be produced. On this line, *via* Bulladelah, there will be about 1,500 lineal yards of tunnel, and, as at present laid out, there is over 9 miles of 1 in 40 grade, the longest portion being 145 chains. Of gradients between 1 in 40 and 1 in 70 there are 14 miles.

No. 2.—*From West Maitland.*

No. 2 line has been tried from two points of the Great Northern railway, a short distance beyond West Maitland station. The first one crosses the Victoria Bridge, and is then nearly parallel with the road to Oakhampton. The earthworks would be very light, but it crosses a number of streets, and would be liable to damage by floods, and the land and property to be taken would be expensive. The other line leaves the main line about half a mile further from West Maitland, and takes the high ground by Cambell's Hill, and at the back of the waterworks, crossing the Hunter about 20 chains higher up than the line previously referred to. This will be a much better line, and although the works are heavier I do not think the total cost will be greater.

It then crosses the Hunter at Oakhampton, above the point where the late flood broke over, keeps near the main road, and passes through the townships of Paterson and Dungog, within 11 miles of Stroud, and half a mile of Gloucester; then crosses the Brushy Mountain Range and Baker's Hill, and connects with line No. 1 at Larry's Flat, and then on to the Manning River, about 3 miles above Wingham, crossing the river at Brungle.

The rivers Paterson, Hunter, Williams, and Karua are crossed much more easily than by the other routes, and no river traffic at all will be interfered with, the earthworks will be much heavier, and as there are the Walarobie and Monkerni Ranges, the Brushy Mount, and Baker's Hill to be crossed, all of which will have to be tunnelled, giving a probable length of 3,180 lineal yards of tunnel. As laid out at present, it gives nearly 8 miles of 1 in 40 grade, and about 12 miles varying from 1 in 40 to 1 in 70. The total cost of the line will be much greater than any of the others, and the one *via* Clarence Town and Bulladelah would cost the least; then the one *via* Seaham and Bulladelah comes next in total cost, but is more expensive at per mile.

The Maitland-Gloucester line is through by far the best land, and will produce much more traffic, and it would be a great inducement for some of the rich lands now used for grazing purposes being turned into agricultural farms. It heads all the navigable rivers; hence there will be no competition. It passes through townships already of some importance, and to which places the roads from distant localities all tend. It will be within 10 miles of Gloucester, and give great facilities for the Upper Barrington district. In the matter of gradients, although it rises the highest, it has slightly better gradients than Bulladelah line.

There is very little difference in the distance from Newcastle, whether the North Coast line should start from the Morpeth branch or from West Maitland, but the advantages in station facilities for working the trains are all strongly in favour of West Maitland as the starting-point; and, in taking the line *via* Cambell's Hill, there would very probably be a good traffic with stock if cattle sidings were made at Rutherford, where the line would pass close to the cattle sale-yards.

Taking into consideration the disadvantage and inconvenience of leaving the main line *via* the Morpeth branch, the long length of iron and timber bridges that would be required, with their attendant constant expense of wear and tear, and liability to accident from floods, and also from this line having to compete to some extent with river trade, I consider that the line leaving West Maitland, *via* Dungog, although very much more costly, will give a better return, at a probably less annual cost for maintenance and repairs; it will be through better country, and, therefore, must create more traffic, and being at the head of all navigable rivers, it must take all the trade.

The line proposed by Mr. Holmes would be less expensive to make; but, in the first place, it starts from Morpeth, with the necessary costly works referred to on the No. 1 line; secondly, it avoids all townships, thus new roads would have to be made to the different stations, diverting all traffic for some considerable distance from its usual route, and it would not pass through any country that is likely to be more benefited or more productive of traffic than the one *via* Dungog.

I believe a line from Gloucester, along the Barrington River to the Manning, and crossing the latter about 15 miles above Wingham, would be a shorter, cheaper, and easier-worked line than the one surveyed over the ranges. It would also go through better land, and, taking the Manning so much higher up, would give facilities for farmers still further up the river than they can at present work at a profit.

If this line can be adopted, then the whole distance from the Hunter to the Manning may be said to pass through good land, and a large quantity fit for agriculture. Of course, a considerable portion of it will be through the A. A. Co.'s property, but no line connecting the rivers Hunter and Manning can avoid the company's property.

The price for earthworks and tunnels will probably be high, as the material, if in deep cutting, will be very hard. Timber is plentiful within easy distance of the line; ballast will not be expensive, but will have to be broken. Sandstone of a fair quality is found at Tocai and Clarence Town, and bricks can be made all along the line.

After leaving the Manning, the line has to go nearer the coast, as the ranges run down, and are too heavy to think of crossing at the present time. In all the distance, however, the line has been kept as far inland as practicable, and the rivers crossed as high as possible. Wingham is the first township on the Manning, and has a population of about 600. It has just been incorporated, and appears to be progressing. It is the head of navigation. The line passes through one side of the town, taking a few allotments of land, but not many buildings; it then crosses Cedar Party Creek, which rises to a good height during floods.

Taree is another small town on the river, and has more traffic with it than Wingham, from which it is distant by road 8 miles. Here two lines have been surveyed. One comes right to the edge of the town, taking a few allotments; the other would cause the station to be a little over a mile from the centre of the town. The line coming into the town will have to cross Brown's Creek, which is tidal, and rises to a great height during a big flood. It would also be 1 mile 18 chains longer, and I estimate the extra cost of the deviation at about £9,000.

The Dawson River, which is tidal, is next crossed, and then the line is very easy to the Lansdowne River. This, at the crossing, is also tidal. The land between the rivers is good for grazing, and in the neighbourhood of the Lansdowne there are a number of good farms. The line passes about 2 miles from Cundle at its nearest point.

After crossing the Lansdowne the line bears nearly east for some distance, and skirts along only a few miles from the coast until Camden Haven River is reached. Between these two there are a good many farms, with good soil. Timber is plentiful, and the earthworks are not very heavy; but timber openings will be required to a great extent, especially at Stewart's River and Stoney Creek. Both are tidal, and must be prepared for the teredo.

Camden Haven River is not navigable, although tidal, at the crossing. The floods cover a large width on the north bank. From this river to the Hastings the line passes over a high range, and the earthworks will be heavy, with necessarily steep grades. The spurs are very steep and sideling, and the formation volcanic; the land chiefly good for grazing. On the southern bank of the Hastings, where the line crosses, a new township has sprung up of late, named Wauchope. This appears to be the head of navigation. There are good farms on the banks of the river, and plenty of timber close to the line. A long timber viaduct will be required on the northern bank of the Hastings.

From the Hastings to the Wilson the country is undulating, and the works need not be heavy, except for waterways, and as the teredo is very bad in all these tidal creeks and rivers, I would advise that where the foundations are not deep concrete piers be built to level of high water to carry the super-structure, which in most cases can be of timber. The Wilson River is crossed near to Telegraph Point, and is about 85 yards wide, but during floods it spreads out to nearly 500 yards.

Between the Wilson and the Macleay Rivers, Cooperabong, Piper, and Smith's Creeks are all tidal, and, as they drain large areas of country, will require big openings. The earthworks will not be very heavy, and good timber is plentiful. From the Hastings to the Macleay good first-class is scarce.

The Macleay is crossed at West Kempsey, and is above the principal point of navigation. A very good site for station can be got alongside one of the streets. Kempsey is the largest town between Grafton and the Great Northern railway. It is 185 miles from Maitland and 120 miles from Grafton. There is very good land in its vicinity. The river is about 200 yards wide at ordinary level, and from borings made by the Roads Department near the proposed crossing, rock is found at 22 feet below level of water; the southern bank shows the rock nearly up to the surface. The highest known flood is 28 ft. 4 in. above ordinary level. If it is intended to build a road-bridge a large saving would be made if the one bridge was made to suit both railway and road as at Penrith. The station would also serve for both sides of the river.

After leaving Kempsey the works will be fairly light for some distance. The Yarrabindinni and Doughboy Swamps will only require a few openings, as, although the floods rise several feet, it is chiefly backwater, and the embankments can be made from side cutting. The Yarrahapinni Range is reached by a grade of 1 in 53; the descent to near Nambucca River will be rather heavy in earthworks, and two large bridges will be required over Worrall and Snake Creeks; both are tidal, and rain a large area. From Kempsey to Nambucca ballast will not be plentiful, the formation being clay and shale; good timber is plentiful. It is a good agricultural district, and fairly well settled along the direction of the line.

The line passes close to the small town of Nambucca, and crosses the river about half a mile below a small wharf which is situated near the centre of the town, and to which small steamers and droghers trade. There is a public road parallel with the river, and close to it, which must be provided for, is the erection of the bridge, either by keeping the latter high enough for the road to pass under railway, or by keeping the formation low enough for a level-crossing. The former will be most suitable, and would still allow the droghers to trade up the river. There is room for an easy grade to get down to the station.

The Nambucca River is about 220 yards wide, but during a flood it is nearly half a mile.

From Nambucca to the Bellinger the works will not be heavy, except from a number of creeks that will require long bridges and a few large culverts. Deep Creek is tidal, and when in flood is a great width. At a few miles from the creek some good specimens of gold and antimony have been lately found, and it promises to be a very prosperous mining township if only a small portion of present expectations are realised.

The south arm of the Bellinger is crossed very near the punt. There is no traffic on this river; therefore, the height of floods can determine the kind of bridge most suitable. From the south arm to the main branch of the river the country is flat, and only low embankments with ample provisions for waterways will be necessary. The Bellinger is crossed at Ralceigh, and is about 150 yards wide. The northern bank is high, but on the southern side a large portion seems liable to be inundated. Small steamers sometimes go up to Fernmount, about 6 miles; but the traffic is chiefly by drogher. The valley of the Bellinger is very fertile, and is occupied by farmers a long way up, and it ought to return a fair amount of traffic by the railway.

From the Bellinger to Coff's Harbour there is a large number of tidal creeks to be crossed, otherwise the line would be fairly light. On this portion of the line ballast will be scarce. The formation appears to be clay and shale. There is plenty of good timber.

Coff's Harbour Creek is about 60 feet wide, and openings of about that width ought to carry off the water.

The town of Coff's Harbour is seen on plans only at present. It is situated about a mile from the harbour, and the line goes through the township; from thence for a few miles the works will be rather heavy, then on to near Woolgoolga very light earthworks, as the line is keeping close to the coast, and the country is nearly flat; but a large number of tidal creeks, with their usual inhabitants, the teredo, will make the erection of bridges rather costly.

I may here state that the residents from Coff's Harbour to Woolgoolga and its vicinity seem to be more anxious to have jetties erected at their ports than to have the railway, probably thinking it easier to get the smaller item first.

A few miles from Coff's Harbour is the first sugar-cane, and in some places it seems to be cultivated successfully. Maize is also grown.

The line then goes on near the coast to Corindi, where it crosses the creek, and then begins the ascent of the dividing range, which is accomplished by a gradient of 1 in 40 (with sharp curves) for $1\frac{1}{2}$ mile, and the earthworks fairly heavy. From the top of the range to South Grafton the line follows to a great extent a dividing spur, and the works will not be heavy. There is good timber, ballast, and brick-clay. The soil is not of a first-class quality generally between Corindi and Grafton, although some small lots on the creek are producing fair average crops.

I propose that the line should end at or near the pound-yard in South Grafton, just above the highest known flood, and that it should be laid out so that, if desirable, it can be continued on to Glen Innes, or the line can be carried out of flood-level to connect with the Grafton-Tweed line, about 6 miles above Grafton—this being the narrowest point for crossing the Clarence River above the head of navigation. From the station in South Grafton I propose to run a branch line, as near as possible level with the surface, down to the edge of the river to a wharf to be erected at the foot of Wilson's Hill. This branch can be taken so as not to interfere with any valuable property; and, by dispensing with the viaduct, as required by the present survey, about £40,000 will be saved. If the viaduct was made, it could not be used for goods traffic during a flood; therefore a line on the surface and under water will be quite as useful, and the access to the passenger station would be the same in both positions—it could only be approached by boats in flood-time by passengers from North Grafton, as well as the majority on the south side of the river.

The

The district which will receive most benefit by a railway, and also give the best returns, in connection with the North Coast railway, would be the Orara Valley, and I propose that a trial survey should be made from a point on a spur near Coff's Harbour, and cross the dividing range, follow down the eastern side of the river, and connect with present line at about 11½ miles from Grafton. This will no doubt be an expensive route. An easier one would be found, which would also be of great benefit (but not to the same extent), by leaving the present survey at about 50-mile peg, crossing the range at a lower elevation, then follow down Bucca Bucca Creek until it joins the Orara River, then along the river as stated above to its junction with present line at 11½ miles. This line would also be more costly than the present one, but it would certainly give better returns; and in the event of the line being made, as suggested, from Grafton to Guyra, about 30 miles of this line would serve for both, as I believe the Guyra line would go through Glenrigh. The valley is very rich in soil and some of the finest timbers in the Colony. The line would also be within a few miles of Nana Creek gold-fields, and near Glenrigh there is a small seam of coal visible in one of the creeks.

I append herewith a detailed statement of alterations which I consider advisable to make in the surveys when the permanent staking is done. I have also marked them on the 10-chain plans in green colour. Of course I could not examine every portion of the survey, as in some cases the marks, if ever made, are entirely obliterated, and in others the scrub is grown so thick that it cannot be penetrated without cutting a way through.

I have, &c.,
THOMAS R. FIRTH.

Minute, 89-558, 5/10/89. H.D., 8/10/89. Under Secretary.—B.C., 8/10/89. Minute to Under Secretary, 1/12/92.

APPENDIX.

Railway Department, Construction Branch, 17th September, 1889.

From Maitland via Dungog and Gloucester.

THE upper line, starting from 20 miles 60 chains, I consider the best. The curve leaving Great Northern railway can be made much flatter, and the works taken into the hillside so as to provide for cattle sidings at Rutherford. The line east of the tannery should be adopted. After crossing the Hunter the line should not cross the Paterson-road. From 26 miles 60 chains to the Paterson River, level-crossings will be avoided, and flooded land from backwater at 27 miles 15 chains which has been known to rise 6 feet above the road. A much better and more direct line will be got near Tocal House by the proposed alteration and a much shorter line.

The line can be improved for site of Paterson station, and also to get higher ground north of the river.

Careful cross-sections should be taken over the Walrobie Range. I think it is possible to shorten the tunnel or ease the gradient.

At 37 to 38 miles, if the line is straightened it will improve the section.

From 44 to 49½ miles a better line can be got by keeping west of the road to the head of Hanley's Creek; crossing this creek much higher up than at present, and above the reach of floods from the river Williams, it will cost much less for land.

A slight alteration of the centre line at Dungog will improve the station site and reduce the cost. The line should be a little nearer the mill at the northern end of the straight portion, and a little more east at the southern end.

In crossing the Monkerai Range it should be well cross-sectioned before final staking. The ridges are very steep, and to guard against slips deep cuttings should be avoided, the strata being very much broken up. I think it will be no more costly, and far safer, if one long tunnel is made instead of the three at present proposed, and thus take the hill more at right angles. I am sure a thorough examination of this range will repay the trouble.

From this point to about 65 miles the works are heavy, and where it is such steep sideling I believe the ultimate cost will be no more if instead of contouring and making deep cuttings, that a more direct line, with, perhaps, a short tunnel be got between 65 and 66 miles.

Between 66 and 67 miles a flatter curve will give better work.

Avon Creek is crossed at 78 miles 60 chains and again at 85 miles. At both these places the flooded ground is very wide; but in the former it will not be necessary to have flood-openings the full width; at the latter it is not so wide, but there is greater depth and more rapid current. Mr. Holmes proposes to keep east of the river altogether. I don't think there would be any gain by it, and if a line is tried *via* the Barrington River, then the line should keep high ground past Gloucester township, and leave the present survey at about 83-mile peg.

The works between 85 and 100 miles are very heavy, and it may be advisable to reduce the radii of curves from 15 to 12 chains, not only as a matter of first cost, but also to lessen the danger from slips after the works are finished. The ridges and spurs are very steep and sideling; therefore, deep cuttings are to be avoided as much as possible, and, although skirting along the sidelings may give apparently the best section, they are in reality often very expensive, and in many cases it is mistaken economy to try to get the highest point by circuitous sideling route, and thus tunnel only through the crest of a range: sometimes a longer tunnel at a lower level will be the cheapest, especially when the formation is broken up. If the strata is compact and is horizontal, of course slips are reduced to a minimum, and the slopes of cuttings can be nearly vertical.

At 96 miles I think it will be advisable to try for another line with one tunnel instead of two.

From Baker's Hill down the work is all on sideling, and deep cuttings must be avoided.

At 104 miles (11 to 13 miles on plan) the line will be improved and shortened by keeping east of the main road, and then crossing by an overbridge at about 11 miles 30 chains.

The crossing of Koriback Creek will be better a little lower down; at the present crossing there is a tendency for the banks to be washed away.

The Koribac Range is ascended by deep sidelings, and deep cuttings must be avoided, as the strata is very much broken up. On the northern side is very similar, and the line is very close to the creek. The tunnel will probably be through hard strata.

Manning River.—If the line does not go by the Barrington River, a much better crossing can be got of the Manning about 1½ mile higher up, but it will also have to cross Dingo Creek. However, this can be crossed about 20 chains below the road-bridge, and both these crossings will cost no more than the one at present surveyed, and we get a better line. The river will be crossed at right angles, then follow along the Killawarrz flats to a narrow point on Dingo Creek, cross the main road near the summit of the range, which will be much lower than the present one, then follow down the watershed to near the pound-yards; by this line a much better position can be got for a station for Wingham without taking so many allotments.

A flatter curve at 118½ miles (9 miles) will improve the section, and the line can be kept west of the road up to 12 miles. From 12 miles 10 chains to 14 miles 40 chains a great improvement can be made by keeping to the right, and, instead of rising over the range, skirt alongside, crossing the Taree-road by an overbridge, thus saving a rise of at least 50 feet in the line, one level-crossing and some road deviations. The line can then connect with either of the lines to Taree.

If it is decided to take the line into Taree (at a cost of about £9,000) it can be improved between 15 miles 30 chains and Brown's River, so as to have about 15 chains straight for station purposes, by having two curves of 20 chains radius, one at each end. After crossing Brown's River the line can be improved, shortened, and straightened. If the line does not go through the town the survey can be improved so as to bring the station on a short piece of straight.

The crossing of the Dawson can be more at right angles, and a new survey should be made to the Lansdowne River, crossing the latter near the present road-bridge. At this place the river is clearly defined, fresh water, and above navigation. The land passed through north of the river is of less value, and no floods to be provided for; the line may be a little longer, but it will be better, and at no greater cost, by the proposed diversion. Three 42-foot and two 20-foot spans will be enough, instead of crossing in tidal waters and requiring long flood-openings.

Some

Some slight improvements can be made between 136 and 138 miles (28 miles on plan) by keeping higher ground and easing the curves—in fact, from the next 6 to 8 miles the line can be considerably improved. It ought not to cross the main road from Cooperbrook to Port Macquarie, but save two level-crossings, and avoid a large piece of swampy ground liable to inundation, and get a better crossing of Pipeclay Creek. Stewart's Creek will require a long bridge or viaduct.

From 147½ to 148½ the line will be better if taken farther west, and get higher ground.

The crossing of Stoney Creek at 150½ miles can be shortened at the expense of earthworks, and will be better.

The curves south of Camden Haven River can be made easier with better section.

Descending the range to the Hastings River the curves can be modified, and, as the spurs are very steep, and of volcanic formation, deep cuttings must be avoided along the sidelings.

As several buildings have been erected at Wauchope since the line was surveyed, it will be advisable to cross the river a little higher up; this will not add to the cost, and will give room for station arrangements without encroaching on the buildings too much.

On leaving the river-flat high ground is reached abruptly, but the gradient can be eased and line slightly improved on final survey.

Wilson River should be crossed about 4 chains lower down, and then nearly avoid the deep lagoon on the south side of the river. On the north side the ridge runs close to the river. This must be cross-sectioned and the work made as light as possible.

Cooperabung Creek crossing can be slightly improved by keeping higher ground on the approach.

Smith's Creek and Piper's Creek crossings can be better, and some minor improvements made all the way to Kempsey. At Kempsey the line should be a little more eastward of the street, so as to give sufficient room for station buildings, and it may be advisable to avoid taking the hotel at the corner. The deviation will also improve the section at (33 m.) 200 miles.

Higher ground can be got between 41 and 43 miles, which will give a better section.

From 45 to 50 miles, cross-sections will show that a better line can be got, and the same may be said along the Unkya Creek; in place of having deep cuttings, in some places it will be better to divert the creek.

The crossing of Wurrul and Snake's Creeks would be better if a little higher up.

The crossing of the Nambucca River should be about 8 or 10 chains higher up—to get high ground sooner on the northern bank.

The line can be improved on final staking between the river and Deep Creek. The crossing of this creek will be better about 2 chains further down than the present survey, and higher ground should be got on the northern bank, which is low and swampy. Sandstone is showing on the southern bank.

From Deep Creek to the Bellinger the curves can be eased without adding to the cost of the work.

The approaches to Bellinger River can be improved. Provision must be made for a station at Raleigh.

From the Bellinger to Pine Creek the sharp curves can be modified considerably.

Bungle Creek can be crossed at right angles and the curves improved.

Between 59 miles and 61 miles the line can be shortened and improved by extending the straight line from 59 miles 25 chains about half a mile, crossing a low gap in the range not far from the main road, keeping higher ground and avoiding a swamp.

From 58 miles to 55 miles 10 chains the line can be improved and shortened, and a better site for a station at Coff's Harbour (Breilsford).

From 55 miles to 50 miles the works are heavy, but the line can be shortened and improved without increasing the cost.

Pine Creek can be crossed lower down.

From 44 miles to 42 miles the line runs along between a sand-drift and a swamp, and crosses Finneman's Creek; the sand-drift is gradually encroaching on the line, and with heavy rains the swamp is flooded. A deviation can be made from 46 miles to 41 miles by straightening the line passing west of the lagoon and west of the swamp and round the head of Finneman's Creek.

Skinner's Creek will be crossed much higher and the unsightly curves dispensed with; it will make a better line and about 66 chains shorter. Between 36 miles and 33 the line can also be shortened and improved. Corindi Creek should be crossed about 15 to 20 chains higher up. The crossing of Half-way Creek will be improved by introducing reverse curves.

At 19 miles the curve should be reversed.

At 14½ miles by flattening the curve a better section, easier grade, and lighter works can be got.

From this point to South Grafton great improvement can be made; there is no need to cross the road so many times, and the curves can be reduced very much. At 5 miles flatter curves can be used, and there is no need to cross the range or road at this place. Provision should be made for a station here.

The deviation into South Grafton should be from about 2 miles, crossing Musk Creek near Foley's and running to the pound-yards, with provision for station arrangements and also for continuation of the line to Glen Innes. It need not connect immediately with the staked line, but can join it further on; it can also be so laid out that if necessary it will skirt alongside the flooded ground south and west of the Clarence River to a suitable crossing place at Waterview, about 6 miles from North Grafton.

Morpeth via Seaham and Bulladelah.

If this line is adopted very considerable improvements can be made in finally staking out. The direction is fairly good for the easiest line; but a great number of impossible curves require striking out. The section will not be improved; but the present line approaches to contouring without regard to angles or reverse curves.

The approach to the Karuah River is very bad, and an alteration must be made. The reverse curves are not necessary. The object appears to be to get high ground and avoid a lagoon, but, as the high ground is below flood-level, it will probably be no worse for the line to cross the lagoon and get a better approach to the river. Both Saltwater Creek and the Karuah River are tidal, and the teredo must be provided against.

The line, if adopted, will require slight alterations all the way to the Myall River at Bulladelah. The main range especially should be well cross-sectioned before the tunnels are finally fixed.

The Myall River should be crossed about half a chain lower down. It will give more room for a proposed road-bridge. The whole of Mr. Mansfield's work will require the absurd reverse curves rectifying.

At 20½ miles the line can be improved and shortened. The cutting can be made very light (from 19 miles to 15 miles the works are very heavy, including tunnel 825 yards in length). The portion between 19 miles and 17 miles 30 chains should be well tried. I think the line can be shortened, and the sidelings cannot be much worse than at present, and although the line crosses at the lowest part of the range it may still be possible to get a safer, and ultimately cheaper, line by avoiding the sidelings, and making a longer tunnel. The ascent up one watercourse and descent down another with such steep sides, and either big diversions of the creeks or large waterways to be provided, must entail heavy cost, and at the same time in this broken formation be far from safe. Therefore, a more extended examination is absolutely necessary before the final survey is made. I may state that during my examination of this portion the weather was very bad, and from the unfavourable opinion I formed of the comparative utility of making this line I did not spend my time by going over it a second time to find out what minor improvements could be made in the final survey.

Morpeth via Seaham, Clarence Town, and Stroud.

The crossing of Burnim and Stoney Creeks can both be improved. They are both tidal, and liable to heavy floods.

The Williams River at Clarence Town should be crossed 6 or 7 chains nearer the road-bridge. It will give a shorter crossing. The river is tidal, and the teredo bad.

I think a shorter line can be got from Clarence Town to Stroud than the one staked, with no heavier works; this line having been made to connect with the through line to Seaham too soon. The direction is not good. It should go through Black's Camp and join near Booral. The crossing of Limeburners' Creek can be improved and shortened.

At 22 miles it will be advisable to divert the main road, and from 19 miles to 17 miles 20 chains, if the line is kept nearer the road, it will give a better section.

At 12 miles a flatter curve will be an improvement.

At

At Stroud the line should be diverted so as to cross Mill Creek lower down. This will give a much better and shorter crossing, and the station can be placed so as to interfere less with the buildings, and by present existing roads can have two entrances.

After leaving Stroud, and arriving at Johnson's Creek, the watercourse might be followed up to its head, where it is known as Ward's River, where it could join the line to Gloucester from Dungog. It would be more direct, and as good a section got as the present one. From this onward is the line previously referred to as from Maitland, *via* Gloucester, to Wingham.

THOMAS R. FIRTH.

No. 75.

Minute Paper.

Subject :—North Coast Railway (Mr. Firth's Report).
Department of Public Works, Railway Construction Branch,

Sydney, 27 February, 1890.

MR. FIRTH'S report is in two parts. The first, or report proper, deals with the question of the railway generally, and the second contains observations on the location of the line in detail, and will be of service when giving instructions to the surveyors who revise the present surveys.

The North Coast line seems naturally to fall into three sections :—

1. Between the Hunter and the Manning.
2. From the Manning to Coff's Harbour.
3. From Coff's Harbour to Grafton.

Section No. 2.—Between the Manning and Coff's Harbour there are no rival routes to be considered, and the trial survey practically represents the best line. The country generally is fairly good. Some very good land exists on the river flats, particularly on the Macleay and Bellinger, and the railway would be an easy one to construct were it not for the river and creek crossings, which will add largely to the cost.

Section No. 1.—Between the Hunter and the Manning the surveys follow two main routes :—

- No. 1 starts from Morpeth and proceeds *via* Seaham, Bulladellah, and Larry's Flat to Wingham.
- No. 2 starts from Maitland *via* Patterson, Dungog and Gloucester, Larry's Flat and Wingham.

There is also a connecting line between these two, commencing at Seaham, on No. 1, passing through Stroud, and joining No. 2 between Dungog and Gloucester.

In addition to these, Mr. W. H. Holmes has recommended a line which passes through the same district as No. 2 but seems to avoid all townships, and on that account is not recommended.

Mr. Firth has examined a deviation at the farther end of No. 2, starting from Gloucester, proceeding down the Barrington, and crossing the Manning 15 miles above the surveyed crossing.

With regard to the two main routes, it appears that although the construction of No. 1 may probably be cheaper than that of No. 2, there are these serious objections to it, *viz.*: that the Hunter must be crossed at a point where it is navigable, and the traffic would be blocked unless such an unobjectionable structure as an opening bridge were built; river traffic at Seaham would be interfered with for the same reason; and the country generally that the line passes through is poor, with only a few small patches of really good land.

No. 2 route starts from West Maitland and crosses the Hunter above navigation; it should proceed by Campbell's Hill and span the Hunter at Oakhampton. The rivers Paterson, Hunter, Williams, and Karua are crossed more easily than on the route No. 1, and navigation is not interfered with. If the cost of the line is greater than that of No. 1, it has the advantage of serving towns which are already of some importance, and it passes through country of the best description, and will give better traffic returns. No. 2 route, therefore, in general direction is to be recommended for adoption.

As before mentioned, Mr. Firth proposes a deviation from this route after leaving Gloucester. From that point the line would follow down the Barrington and cross the Manning 15 miles higher than the present surveyed line. From an engineering point of view this alteration would, I have no doubt, be a great improvement, and the traffic returns would be better, as the railway would tap the good land which exists on the Manning above Wingham. This deviation will be surveyed as soon as surveyors can be spared to send into this district, which will probably soon be the case.

Section No. 3.—Between Coff's Harbour and Grafton, Mr. Firth proposes a deviation from the present line so as to follow down the Orara Valley. I am of opinion that even in the event of the cost proving greater, the Orara route would be the best, as the country along it is superior in character. Part of this deviation is now under survey in connection with the line from Guyra to Grafton.

Mr. Firth makes some recommendations in regard to the Grafton terminus, and shows how the site of the latter may be determined so as at some future date to facilitate the connection by rail with Glen Innes, and with the Grafton to Tweed line. These observations are of much value, and will be duly taken into consideration when fixing the position of the terminus at South Grafton.

H. DEANE.

Sketch plan, with the routes marked thereon, wanted by Minister.—J.B., 1/3/90. Map herewith.—W.H.Q., 11/3/90. Under Secretary.

No. 95.

Memorandum to The Acting Engineer-in-Chief.

Subject :—North Coast Railway.

Engineer-in-Chief's Office, Sydney, 30 June, 1891.

I BEG to report on the proposed North Coast railway, Maitland to the Manning River, Parliamentary plans, sections, books of reference, and estimate of which will be forwarded to you as soon as they are ready.

The route for this proposed line leaves the Great Northern railway at 20 miles 57 chains from Newcastle, and crossing the Hunter River at 24 miles 50 chains, follows up the valley of the Paterson River, which it crosses at 33 miles at the township of Paterson. At 37 miles the Merari Creek valley is followed up to the Wallarobba Range, at 42 miles 20 chains, which is pierced by a tunnel 327 yards in length. The road to Dungog is now followed to 48 miles, after which the survey runs up the valley of the Williams River to Dungog at 53 miles. At 54 miles 7 chains this river is crossed, the line adjoining the Dungog and Stroud Roads to 57 miles 40 chains. The course of Cherry-tree Creek is then taken up to

to the Monkerai Range, to cross which a tunnel 647 yards in length will be required. Beyond this range the line enters the drainage area of the Karuah River, the bed of which is reached at 66 miles 13 chains by the valley of the Ramstation Creek, which is crossed in three places, viz., at 63 miles, 63 miles 14 chains, and 65 miles 31 chains. After crossing the Gloucester Road, Johnson's Creek is closely followed up to its junction with Ward's River, at 74 miles 53 chains, which is crossed at this point; the line then takes the east side of the river, recrossing it at 76 miles 45 chains, and crossing the Gloucester Road at 77 miles 73 chains, follows the west side of it along and past the Avon River, which is passed at 84 miles 6 chains. The low ridge between the Avon and Gloucester Rivers is then taken, and passing through the township of Gloucester at 91 miles 13 chains, and the Avon near its junction with the Gloucester River at 93 miles 13 chains. Skirting the foot of a high ridge, the line strikes the Barrington River at its confluence with the Gloucester, and thence following generally the course of the Barrington River in a north-westerly direction, meets another high ridge at 95 miles 53 chains. At this point the river turns sharply to the north, and the route leaving it some 2 miles to the west, traverses some broken country until it meets Tugrabakh Creek at 96 miles 53 chains. The line now follows a high range, which breaks off abruptly in the river at a point known as the Tugrabakh Hill. Rising by easy grades over the range at its lowest point, at about 97 miles 63 chains, the railway crosses Little Ghanghad Creek, and, following it down in a northerly direction, meets the Barrington again at a point where another high range, bearing almost east and west, runs into it. A short tunnel will be required at 99 miles 73 chains. Onwards, the line follows the river, which takes a sharp bend to the west, contours round the ranges, and slopes down to fairly level country at 101 miles 13 chains. From here the course of the Barrington is closely adhered to, crossing a very high bluff at 103 miles 23 chains. At 107 miles 33 chains the river is left, the line bearing away in an easterly direction, and crossing a low gap in the range dividing the drainage of the Barrington River and Baker's Creek, following the latter northwards, crossing it at 109 miles 79 chains. It then follows its east bank down to its junction with the Manning, and, after skirting the south bank of this river, crosses it at 112 miles 13 chains, about a quarter of a mile below its confluence with Washpool Creek.

The route then takes a northerly direction towards the main road to the Upper Manning, thence almost due east, running generally parallel to and crossing it twice, until Charity Creek is reached at 119 miles 23 chains, about 1 chain south of the road bridge. Just beyond this the line again crosses the main road, and makes a detour to the north, to avoid deep sideling ground near Rocky Falls Creek, meeting the main road again at 119 miles 29 chains at Big Hill Gap. From this gap the route follows along the northern side of the main road, which it intersects at 124 miles 45 chains, and taking a southerly direction, crosses Dingo Creek at 124 miles 71 chains. Thence bearing away in a northerly direction, recrossing the road and running along it, it enters the township of Wingham close to the pound-yard. After passing through some town allotments the route crosses Cedar Party Creek at 127 miles 39 chains, at about 20 chains north of the road bridge, Wingham to Taree. It now follows the main road, crossing it at 129 miles 45 chains, bearing in a south-easterly direction to 132 miles 13 chains, and skirting the Walla Hill. The line then bears easterly in a fairly straight direction to the junction of the Walla, Wingham, and Taree roads, crossing the latter at 132 miles 40 chains. It then bears south-easterly to 134 miles 43 chains near Taree township, where the line terminates at 134 miles 44 chains 35 links.

Owing to this line being within about 30 miles of the coast, and the rough nature of the country, the larger bridges and tunnels are numerous. Besides the Hunter, Paterson, Williams, Karuah, Avon (which is twice crossed), and Manning Rivers, for which large bridges are required, there are no less than thirty-seven smaller bridges over 50 feet in length, some of which, such as those over Ramstation Creek, Ward's River (two crossings), Tugrabakh, creeks between 104 and 105 miles and 106 to 107 miles, Baker's, Charity, Rocky Falls, Dingo, and Cedar Party Creeks, will be of very considerable dimensions, some as regards height and others as to length.

Tunnelling will be necessary at 42 miles 20 chains, 54 miles 15 chains, 99 miles 62 chains, 105 miles 17 chains, 118 miles 5 chains, and 119 miles 25 chains, the aggregate length of which will be 1,577 lineal yards.

The earthworks are generally heavy.

Thirteen stations are provided, five of which accommodate the townships of Paterson, Dungog, Gloucester, Wingham, and Taree, and eight the districts between them.

The ruling grade is 1 in 60, and the sharpest curves are 12 chains radius, with 4 chains straight between reserves.

Good timber, chiefly ironbark and mahogany, is plentiful as far as Wingham; beyond this it is nearly exhausted, but can be obtained at the head of Cedar Party Creek.

Rock ballast is obtainable up to the Gloucester River, where granite and diorite are intermixed with the sandstone, beyond which the gravel of the river beds, which are numerous, must be relied on.

Clay for bricks is generally available on the first 70 miles, and also between Wingham and Taree.

Permanent water is plentiful throughout.

The soil between Maitland and Paterson and through the Australian Agricultural Company's Estate, from 60 miles to the Manning River at 112 miles 13 chains, and along both banks of the Manning above Wingham, especially the latter, where it is very rich, is good for agricultural purposes. However, it is mostly used for pastoral purposes at present, and entirely so through the Company's grant.

Beyond Wingham the soil is generally suitable for grazing only.

C. O. BURGE.

No. 103.

Memorandum to The Engineer-in-Chief for Railways.

Maitland to the Manning.

Department of Public Works, Railway Construction Branch,

Engineer-in-Chief's Office, Sydney, 3 September, 1891.

HEREWITH, as verbally requested, I forward estimates of the above, divided into three sections, viz. :—

1. West Maitland to Dungog.
2. Dungog to Gloucester.
3. Gloucester to Taree.

C. O. BURGE.

Amount

Amount per mile required.—H.D., 7/9/91. Not quite complete yet. Mr. Holmes,—Please have outer columns showing cost per mile added and made to agree with the aggregate.—J.H. Mr. Burge,—Also, please send summary of the through estimate, West Maitland to Taree. Done.—C. O. BURGE.

Estimates for Single Line.

Section 1.—West Maitland to Dungog; length, 32 miles 63 chains; estimated cost, £382,869, or £11,677 per mile.

Section 2.—Dungog to Gloucester; length, 39 miles 40 chains; estimated cost, £419,519, or £10,621 per mile.

Section 3.—Gloucester to Taree; length, 41 miles 30 chains 80 links; estimated cost, £576,537, or £13,931 per mile. Total for the whole line, £1,378,925.

Engineer-in-Chief's Office, Public Works Department.

Sydney, 29 August, 1891.

No. 104.

Minute Paper.

Department of Public Works, Railway Construction Branch, Sydney, 11 September, 1891.

Subject :—North Coast Railway—Maitland to Taree.

I HAVE the honor to forward herewith, for the information of the Railway Commissioners, tracings of plan in three parts, tracings of section in three parts, diagram map, together with estimate in three sections, and three copies of printed description of the proposed North Coast Railway Extension, West Maitland to Taree, and request that they may be returned to this office when done with.

H. DEANE.

Commissioners.—H.D., B.C., 15/9/91. One month, 3/11/91. Mr. Harper's report is before the Commissioners, 11/12/91.

Sir,

29 September, 1891.

With reference to your inquiry relative to the inspection of the first section of the North Coast railway by the Commissioners, I am directed to say that the Commissioners have arranged for the line to be gone over by one of their principal officers preparatory to their inspection, and this officer will leave Sydney for that purpose in a few days.

I have, &c.,

The Under Secretary, Public Works Department, Sydney.

H. McLACHLAN,
Secretary.

NORTH COAST RAILWAY.—WEST MAITLAND TO TAREE.

Description.

THIS line starts at a point on the Great Northern line west of West Maitland Station, distance 20 miles 57 chains from Newcastle; thence it takes a northerly direction crossing the Hunter River at 24 miles 50 chains, passing through the township of Paterson at 33 miles; thence crossing the Paterson River at 33 miles 25 chains; thence following the valley of that river up to the Mirari Creek; thence in a north-easterly direction, crossing the Wallarobba Range at 42 miles 30 chains by a tunnel; thence continuing in the same direction until it reaches Maxwell's Creek; thence in a northerly direction to Dungog at 55½ miles; thence crossing the Williams River at 54 miles 5 chains; thence in a north-easterly direction, passing by a tunnel through the Monkerai Range at 59 miles 30 chains; thence in the same direction to a crossing of the Karua River at 65 miles 14 chains, the northern side of which will be the nearest point for a station for Stroud (which is distant about 6 miles); thence traversing the valley of Johnstone's Creek and the Ward River in an almost due northerly direction, and crossing the Avon Creek at 84 miles 6 chains to Gloucester, which is reached about 92 miles; thence crossing the Avon again near its junction with the Gloucester River; thence following the valley of the Barrington passing through short tunnels at 99 miles 65 chains and 105 miles 25 chains to about 108½ miles, whence it crosses over in an easterly direction to the valley of Baker's Creek; thence following down this creek to a crossing of the Manning River at 112 miles 20 chains; thence traversing the north bank of this river in an easterly direction to Wingham, passing this township at 127 miles 30 chains, passing through short tunnels at 118 miles 10 chains and 119 miles 27 chains, and crossing Dingo Creek, an important tributary of the Manning, at 124 miles 70 chains; thence in an easterly direction to Taree to its termination at 134 miles 44 chains.

The greater part of the country passed through, although of a very broken and undulating character (making the line expensive to construct), is a good quality of grazing land, and the river flats are suitable for cultivation. The roughest portion of the line is from Gloucester down the Barrington and for some miles on the northern side of the Manning.

Stone suitable for ballast can be obtained along the route, the mountain ranges in the vicinity of the Avon, Gloucester, and Barrington being composed of quartzite.

Ironbark timber suitable for sleepers and girders can be got along the line, notably about 73 miles. The general direction of the line is about as short as can be obtained, taking into consideration it goes through fairly good country the whole way, crosses the main rivers above their navigable points, and picks up the greatest number of important townships, notably, Paterson, Dungog, Wingham, and Taree.

29 August, 1891.

Estimates for Single Line.—Length, 113 miles 53 chains 80 links.

Section 1.—West Maitland to Dungog; length, 32 miles 63 chains; estimated cost, £382,869, or £11,677 per mile.

Section 2.—Dungog to Gloucester; length, 39 miles 40 chains; estimated cost, £419,519, or £10,621 per mile.

Section 3.—Gloucester to Taree; length, 41 miles 30 chains 80 links; estimated cost, £576,537, or £13,931 per mile. Total for the whole line, £1,378,925.

Engineer-in-Chief's Office, Public Works Department,

Sydney, 29 August, 1891.

No. 112.

No. 112.

The Secretary, Railway Commissioners, to The Under Secretary for Public Works.
North Coast Line.

Office of the Railway Commissioners of New South Wales,

Sir,

Sydney, 21 December, 1891.

With reference to the request that the Railway Commissioners would report upon the proposal for the construction of the North Coast line, West Maitland to Taree (estimated cost £1,378,923), I am directed to say that the matter has been carefully inquired into, a responsible Railway officer having gone over the route proposed, but there would appear to be no prospect of the line for many years being remunerative. As the personal inspection of the proposed line by the Commissioners would involve much loss of time and expense, and it is probable the Government may determine to postpone the matter for the present, I return the papers herewith, and shall be glad of further advice.

I have, &c.,

H. McJACHLAN,
Secretary.

Submitted.—J.B., 22/12/91.

Seen.—W.J.L., 24/12/91.

Put with papers.—J.B.

No. 121.

Minute Paper.

Subject:—Deputation—The proposed North Coast Railway.

Department of Public Works, Sydney, 21 October, 1892.

A DEPUTATION, representing all the coastal districts between Sydney and the Queensland Border, consisting of Messrs. J. H. Young, H. McKinnon, McFarlane, Hart, Garvan, Stevenson, Dangar, Boves, and Perry, M's.P., waited upon the Minister to-day to urge the submission of the proposal for the construction of the first section of the North Coast railway to the Public Works Committee. Mr. Ruthven, of the North, and Mr. Heywood, Mayor of Port Macquarie, were also amongst those present.

Mr. YOUNG said the deputation desired to impress upon the Government the great necessity for the construction of the North Coast railway, so as to establish direct communication between Sydney and Queensland. He need hardly point out that the present route used was a three-cornered one; while he believed the line they asked the Minister to consider would reduce the distance between Sydney and Brisbane by about 150 miles on the present route. He pointed out that all along the north coast there were large centres of population; that the soil was so rich and the rainfall so regular that the coastal districts would make homes for millions of people; that population would increase much more rapidly than it was doing if the railway were constructed; and that the transmission of produce by sea was found to be dearer in many cases than it would be by rail—where entrance to harbours and rivers was bad. Either from Port Macquarie, the Manning, or the Richmond the expense of sending goods by water was more expensive than it would be by rail. The residents of the coastal districts had for many years past paid their fair share for the construction of lines in other parts of the country; but the benefit they received was only indirectly felt. He desired to point out that, under the system which the Minister was introducing in the Public Works Act—namely, an improved betterment principle—the cost of the line would be small. The deputation thought it would be better for the whole line to be submitted to the Public Works Committee, instead of in sections, so that they should see the advantage the line would be to the country, although they did not ask that it should all be undertaken at once. It should be placed before the Public Works Committee as a great national trunk line between Sydney and the North. This line would for one thing save an ascent of 5,000 feet over Ben Lomond. A great deal had been said against the line because it would pass through the large estate owned by the A. A. Company; but, if the amendment to the Public Works Act was passed, improving the lines of the betterment principle, the cost in respect of that matter would not be very large to the country, as the A. A. Company would have to pay for the increased value given to their property by the construction of the line.

Mr. McKinnon, Mr. Dangar, Mr. Hart, Mr. Stevenson, and Mr. Ruthven also spoke in support of the submission of the proposal to the Public Works Committee; and it was represented that the residents of the districts interested were willing to sink all differences as to the route of the railway, and leave everything in the hands of the Government.

The MINISTER, in replying, said the proposal of the deputation appeared to be rather in opposition to the sentiments recently expressed by Sir George Dibbs, as well as his own, concerning curtailment of loan expenditure. It must be understood that it would be practically impossible to undertake this line with any probability of completing it under many years. He had obtained a rough estimate of the cost of the proposed line, and, so far, it was put down at about one and a quarter millions to take it to Taree. The distance from Taree to Grafton was 200 miles, and that would mean another two millions of money, so that it would cost three and a quarter millions to take the line to Grafton. They might allow £700,000 for the section from Grafton to Lismore, and, altogether, the line would cost about four millions, as there were a great many bridges to construct; so that the deputation would see how useless it would be to expect the line to be constructed for a considerable time. Personally, he was in favour of the line, and had, six years ago, expressed himself so, and did what lay in his power to assist in the survey, which survey was now practically completed. There was one thing which made him hesitate before recommending the line as a whole (and he thought it would be better that it should be submitted as a whole, to disclose the merits of the proposal and decide upon the general policy; it could afterwards be constructed in sections annually), because one's action was so likely to be misunderstood. If he were to submit this line at the present time to the House, they would find the morning and other papers denouncing it as extravagance. If the line were submitted, he would have to make it clearly understood beforehand that it was submitted as a whole simply to establish the principle of its construction, and that only a certain amount would be spent each year—extending, perhaps, over a period of ten to fifteen years—in the construction of the line by

by degrees. Roughly speaking, to complete the line in ten years would mean an expenditure of £400,000 per year. He was pleased to hear Mr. Young support the betterment principle embodied in the new Bill, providing for the area in the neighbourhood of such works being assessed on a graduated scale. The case of the North Coast railway was one in which the principle would apply admirably, as, for one thing, the A.A. Company, through whose land the line would pass, would be called upon to contribute towards its cost in return for the increased value which the line would give to their property. He thought, when the amendment passed (he had every hope that it would pass), that it would be a great step towards this and other lines being submitted to the Public Works Committee. He would not think of submitting the proposal before that amendment was passed. Referring to comparisons made as to water and overland carriage, the Minister said he was rather inclined to join issue with Mr. Young in his statement that water carriage was not cheaper than railway carriage. He always thought that where they had such water carriage as on the northern coast, railway carriage must be dearer; but the great aim was to get produce to market quickly, and he could well understand that it was a matter of great importance to have certain produce in the market by a certain time to meet certain sales, whilst water carriage was unreliable as to the length of time it would take. As regarded the richness of the soil through which the line would pass, he thought it scarcely worth while to try to impress the fact upon anyone, as it was generally recognised that the soil was excellent. He knew it would carry millions of people in time. One argument in support of the proposal had been that the people of the coast had contributed towards the construction of lines in other parts of the Colony without being benefited. He did not think that deserved too great consideration. The residents on the coast had the advantage of water communication, while the people in the interior had not, and the latter therefore deserved first consideration. With reference to the route of the line, he might tell them that the surveyors had been instructed to obtain the best possible, and he thought they were judicious in saying that they must leave that matter entirely in the hands of their engineers. He would consult the Cabinet on the matter, because it was a very important question. The principal trouble was money. Referring to Loan expenditure, the Minister said he would set his face against any Loan Funds being expended on any works but railways and bridges.

Put with the other papers. Let Mr. Deane see.—J. B., 24/10/92. Seen.—H.D., 31/10/92.

No. 124.

Memorandum to The Engineer-in-Chief.

North Coast—Taree to Kempsey.

Department of Public Works, Railway Construction Branch,

Engineer-in-Chief's Office, Sydney, 23 May, 1893.

I beg to forward, herewith, general report with diagram map, and estimate, of above with abstract.

This length begins near Taree at 134 miles 43 chains 41.5 links from Newcastle, this figure being a corrected one by a reduction of 93.5 links from that entered as the termination of the Maitland to Taree section, in the general report of that length, Rs. 91-365, it being found, on subsequent revision of plans, that this correction, due to deviations, was necessary.

The line crosses the main road to Port Macquarie at 134 miles 53 chains, and adjoins it to Brown's Creek, which is passed over at 135 miles 9 chains. The road from Wingham and Taree to Cundletown is crossed at 135 miles 33 chains, and undulating country is intersected to Dawson River at 137 miles 20 chains. Some low ridges are now crossed and also the Port Macquarie Road at 140 miles, Sundial and Pontobark Creek being cut near it, on each side. This road is now followed, being twice crossed, at 143 miles 65 chains and 144 miles 21 chains, the Lansdowne River being proposed to be bridged close after the last crossing.

The line, which had, up to this point, a generally northerly bearing, here trends to the east, following down the river for about 5 miles, to avoid a high ridge, in the course of which Saltwater and Koolah Creeks are crossed at 145 miles 50 chains, and 146 miles 40 chains.

At Two-mile Creek, at 152 miles, the line partly recovers its general direction, bearing N.N.-E., crossing the main Port Macquarie Road at 153 miles, and then passing through low-lying land about a mile east of Moorfield. Pipeclay Creek is crossed near 155 miles, and the main road is adjoined from 156 miles 20 chains to 157 miles 60 chains. John's, also called Stewart's, River is to be bridged at 160 miles 25 chains, and the line again adjoins the main road at 160 miles 40 chains, following it closely to 165 miles and crossing it there, having previously left Watson Taylor's Lake on the east, and curving up the valley of Camden Haven River westerly from 164 miles to 166 miles 40 chains, closely skirts the river at 165 miles 40 chains. The river is crossed at 168 miles 12 chains, above head of navigation close to the proposed township of Kendall. The Port Macquarie Road is crossed at 169 miles 52 chains, and followed at a varying distance of about a quarter of a mile to near Heron's Creek, where, at 172 miles, it is again crossed and left to the right hand, the creek crossing being at 172 miles 23 chains. The line, which still keeps its general northerly bearing as it does from the Camden Haven to the Wilson River, 24 miles northward, now rises from Heron's Creek along a spur of the Broken Bago Range, surmounting the latter about at 175 miles 14 chains. King's Creek is now followed down on the northern side of the range, the creek being crossed four times between the summit and 178 miles. At the next mile fairly level country is met with, and the line is fixed through the rising township of Wauchope to suit the alignments of the streets, and the station requirements, crossing the main road from Port Macquarie to New England at 181 miles 51 chains.

Immediately after passing the township, the river Hastings is crossed at 182 miles 6 chains with its flood channels; also local roads at 183 miles 20 chains, 184 miles 34 chains, and 186 miles, the line making a detour between the two latter points to avoid rising ground, Stony Creek being crossed at 186 miles 15 chains. Some ridgy country is now traversed to a second creek called Saltwater at 188 miles 32 chains, and the Wilson River is reached at 192 miles 10 chains.

From here the railway bears north-easterly, following down the left bank of the river till near its confluence with the Maria River and Cooperabung Creek, passing over latter at 195 miles 28 chains. after

having crossed the main Port Macquarie to Kempsey Road at 193 miles 40 chains. About half a mile beyond the creek the northerly direction is resumed, ridgy country being now encountered. Smith's Creek, Piper's Creek, Maria River, and Scrubby Creek are successively passed at 202 miles 10 chains, 203 miles 15 chains, 207 miles 9 chains, and 207 miles 68 chains, from whence the ascent is made to the watershed between the Hastings and the Macleay at 209 miles 40 chains.

The Boat Harbour Creek valley is adopted for the fall to the Macleay, the main road being crossed at 211 miles, 50 chains, about half a mile south of the junction of the proposed amended Trial Bay survey at 212 miles 17 chains 40·5 links.

The river is crossed at 212 miles 45 chains, close to the line of the original survey, and, after crossing Belgrave-street, the Kempsey station ground is entered nearly parallel to Kemp-street.

The choice of station site is fully referred to in report, E. in C. 92/3,966, and that of the bridge site, which then awaited result of borings, has been selected as the most direct; and this is now confirmed by those results which are more favourable to the crossing now adopted, than to that suggested at Central Kempsey.

This section of the North Coast railway ends at the north end of Kempsey station ground, at 213 miles 26·895 chains from Newcastle, being a length of 78 miles 63·48 chains.

The maximum gradient is 1 in 70, and sharpest curve 12 chains radius. It was expected, 92/3,966, that the 1 in 70 grade could only be got up to the Hastings; but the completion of the survey, since that report was written, shows that this grade can be obtained up to Kempsey. It was mentioned in that report that the alteration of one short grade between Wingham and Taree, now 1 in 62, to 1 in 70, could be made without much extra cost. If that is done, and as about 24 miles of the next length north of Kempsey is ruled by 1 in 70, a length of about 100 miles will thus be under that limit.

The works generally, as far as earthwork and culverts and small bridges are concerned, are of medium character. One tunnel of 92 lin. yards is necessary, however, at 177 miles 20 chains, which is on the heaviest portion of the line. The proximity to the coast of this length renders some large river bridges unavoidable, the mileage cost of these being over £1,000. The Dawson, Lansdowne, John's, Camden Haven, Hastings, Wilson, and Macleay Rivers have to be bridged; and, up to date, the borings are only complete of some of those—viz., Dawson (of which the borings on the original line, not far off, are assumed to be applicable), Wilson, and Macleay, with its alternative Central Kempsey crossing.

In all the tidal rivers, piles must be protected from the torpedo, &c., and this is provided for in the estimate.

Main line, 71½-lb. rails are provided for.

Stations are allotted at suitable places, averaging about 8½ miles apart, Kendall and Wauchope being the principal intermediate ones.

Ballast, sandstone, soil suitable for bricks, and good timber—including ironbark, tallow-wood, black-butt, and mahogany—are fairly plentiful along the line. Water, as in all the Coast Districts, is practically unlimited in quantity.

The formation of country throughout is volcanic or alluvial, and the greater portion traversed is forest land, with dense undergrowth of but small value for agricultural purposes; the remainder, however, is alluvial brush land of high fertility along the banks of the rivers. The latter is extensive on the coast side of the line, narrowing up inland, the Mauning, Hastings, and Macleay being the valleys which are more largely under cultivation. The conditions of the bars of all the navigable rivers render their use as outlets generally uncertain.

Except for the produce of these valleys, timber-getting is the chief industry.

The valley of the Macleay between Kempsey and the sea is extraordinarily rich and, for this country, closely populated—Mr. Price, in his report on the Trial Bay line, giving the number of the inhabitants of the valley as 7,280 in 1891. Nearly 25,000 acres were under maize cultivation, 20,000 bushels per week being sent away during the season; while the export of swine and other products is very considerable. Drainage would still further increase production and population; and this valley would no doubt provide a considerable passenger, as well as goods, traffic.

A very considerable quantity of Crown lands exist in the districts traversed.

C. O. BURGE.

NORTH COAST RAILWAY—TAREE TO KEMPSKY.

ESTIMATED Cost of a single line of railway. Main line, 78 miles 63·48 chains; sidings, 2 miles 54·318 chains.
Total, 81 miles 37·798 chains.

Description.	Estimated Cost.			Average per mile.		
	£	s.	d.	£	s.	d.
Excavations	188,762	10	0	2,396	0	0
Culverts	14,065	0	0	178	0	0
Timber bridges	59,115	0	10	750	0	0
Larger bridges	85,127	14	6	1,080	0	0
Over-bridges	2,384	7	6	30	0	0
Level crossings	8,910	0	0	113	0	0
Diversions of roads	457	10	0	6	0	0
Tunnel No. 1—length, 92 lin. yards	4,300	0	0	54	0	0
Permanent-way and ballasting	94,244	18	6	1,196	0	0
Permanent-way materials	75,502	16	6	958	0	0
Station works	10,611	17	6	134	0	0
Station buildings	12,256	0	0	155	0	0
Water supplies	3,000	0	0	38	0	0
Fencing	22,703	10	0	288	0	0
Signals	5,580	0	0	71	0	0
Miscellaneous	201	0	0	3	0	0
Cost of works	£ 587,222	5	4			
Engineering and contingencies, 12½ per cent.	73,402	15	8	932	0	0
Total cost	£ 660,625	1	0			
Average per mile				£ 8,384	5	2

Memorandum to The Engineer-in-Chief.

North Coast Railway—Kempsey to Coff's Harbour.

Department of Public Works, Railway Construction Branch,

Engineer-in-Chief's Office, Sydney, August, 1893.

IN continuation of Rs. 93-167, I now forward estimate, abstract of ditto, diagram, plan, and report herewith of above.

This section begins at 213 mile 26·895 chains from Newcastle, at north end of Kempsey station ground, the line running parallel, except for a short detour in the 215th mile, to Kemp-street, on its east side, to 215 miles 65 chains, crossing Christmas Creek at this point. The road to Frederickton, on the Lower Macleay, is passed on the level at 216 miles 75 chains, and crossing the range at 217 miles 26 chains, between the last-mentioned creek and the Clybucca Swamps, the line is about a quarter of a mile west of the main north road, which is crossed at 219 miles 16 chains.

The edge of the Clybucca Swamp is now generally skirted for several miles, Trial Bay Creek being crossed at 220 miles 78 chains, and Tan Ban Creek at 224 miles 25 chains. The main road, which, up to this, is not far off on the west, here diverging north by west, the line bearing north by east up to 227 miles. The line then takes a rectangular bend, and is more tortuous, being in rougher country, for some miles. The drainage area of the Nambucca is entered at 229 miles 60 chains, and the line adjoins Warrel Creek at 233 miles 50 chains, following its east bank down, at varying distances, to its crossing at 240 miles 21 chains, the neighbourhood of the main road being again approached at 235 miles. Snaky Creek is crossed at 241 miles 12 chains, and a north-easterly direction taken to 242 miles 50 chains, where the line heads for Macksville, the main road being adjoined at 242 miles. A suitable site for station ground being intersected, the line will pass under the main road at 244 miles, close to the village. Crossing Tilly Willy Creek at 244 miles 18 chains the Nambucca River is bridged at 244 miles 52 chains above head of general navigation, which is Macksville pier. The navigation question is dealt with in 92-3,966 and 92-4,497.

The north arm of the Nambucca, called Bowra River, is followed up to 247 miles, where the line takes a more easterly bearing, crossing at 247 miles 25 chains, the dividing range between Bowra River and Newre Creek, and the latter creek at 248 miles 54 chains. Approaching the main road at 249 miles, the watershed between the Nambucca and Deep Creek waters is crossed at 250 miles 20 chains at the intersection of the Bowraville Road.

Cedar Creek is now descended and crossed at 251 miles 54 chains, and the T.S.R. No. 101, with which the Main Northern road generally coincides for some miles here, is then run along to 252 miles 70 chains. Deep Creek is crossed at 253 miles 67 chains, and the T.S.R. is again adjoined to 256 miles 20 chains.

Here, after skirting down Oyster Creek and up Rock Creek for about 2½ miles, the line approaches the ocean from which up to the crossing of the Bellinger River south arm at 262 miles 58 chains it is not generally distant more than a quarter of a mile, crossing Hungry Creek at 259 miles 78 chains and the main road to Bellinger Heads at 262 miles 46 chains in this interval.

The south arm is wide and shallow, not being navigable except for small craft and the proposed bridge will be about 10 chains below the road ferry. The line now follows up the river bank which is very tortuous for nearly a mile, the road being between, thence across to the northern arm at 266 miles 37 chains, after passing on the left the surveyed township of Raleigh.

This arm, which is the one chiefly in use for navigation, is also to be bridged close to the ferry which is only 2 chains above, the main road having been crossed and recrossed at 266 miles 19 chains and 266 miles 34 chains at bank of river. The wharf is about 5 chains below bridge on the south bank.

The question of heading the navigation here is referred to in 92-3966 and also in 92-2443.

The main road is now close on the left for about a mile and a half, the branch roads to Bondagen Heads and to Pine Creek being intersected at 268 miles and at 268 miles 77 chains. The latter creek is crossed at 270 miles 22 chains, and Bonville Creek at 272 miles 15 chains. The line now bears towards the coast again, which it skirts closely, after passing Boambu Creek at 275 miles 5 chains for about a mile; then it heads straight for the surveyed township of Brelford.

Here the length under report ends at 278 miles 76·39 chains at the southern bank of Coff's Harbour Creek, forming a total length of 65 miles 49·49 chains. The section includes a branch with double junction at 278 miles 55·70 chains and at 278 miles 76·39 chains, to Coff's Harbour jetty, including rails to end of pier, which is 25 chains in length.

The section of this length might generally be considered of an average character, inclining to rather heavy work at intervals, against which may be partly set the flatter lengths near the coast. One tunnel only, of 132 yards, is required.

Large bridges are necessary over the Nambucca and North and South Arms of the Bellinger Rivers, while there are included several considerable timber bridges over the other creeks and rivers enumerated. Nearly £1,700 is included in estimate for sheathing piles exposed to sea water on these. Near Kempsey, at Trial Bay Creek and the Nambucca, considerable lengths of ground liable to flood are unavoidably crossed. Eight stations, all third and fourth-class, are provided in the 65½ miles.

The ruling grade is 1 in 60, but though unavoidable south of the station at 256 miles 30 chains, covering 43 miles, north of that 22½ miles, it might, occurring as it does in a few places only, be cut down to 1 in 70 on the permanent survey without large expense.

The sharpest curves are 12 chains radius, and in the heavier portions they are frequently avoided of. 71½ lb. steel-rails are estimated.

First-class timber is to be had throughout the district suitable for piles, girders, and sleepers—ironbark, black-butt, and tallow-wood principally.

Suitable clay for brick-making purposes can be had all along the swamps at Kempsey and at Macksville.

Ballast must be chiefly from the rock; gravel is scarce.

Water is plentiful throughout.

The country generally is of the same character as the previous section, the valleys, which are generally rich in soil, being the only centres of population and agriculture, such as the Macleay and Clybucca

Clybucca district, Warrel Creek, Macksville, Deep Creek, a mining centre, and the Bellingen, the intermediate country being chiefly forest reserves. The only actual townships, properly so called, on or near the route, are the small ones of Macksville and Fernmount. Wilson, Raleigh, and Bulsford are paper towns only.

C. O. BURGE.

NORTH COAST RAILWAY.—KEMPSEY TO COFF'S HARBOUR (INCLUDING BRANCH AND FORK TO JETTY).

ESTIMATED Cost of a single line of railway with 7½-lb. rails. Length of main line, 65 miles 49·497 chains; length of branch, 1 mile 47·95 chains; length of sidings, 2 miles 37·727 chains. Total, 69 miles 55·174 chains.

Class of Work.	Estimated Cost.		Average per mile.	
	£	s. d.	£	s. d.
Excavations	209,875	0 0	3,198	0 0
Culverts	25,439	5 0	388	0 0
Timber bridges	41,270	10 0	629	0 0
Larger bridges, No. 3	49,362	17 6	753	0 0
Overbridges, No. 4	2,095	2 6	32	0 0
Level crossings, No. 137	6,495	0 0	99	0 0
Diversions of roads	312	10 0	5	0 0
Tunnel No. 1—length 132 yards	6,015	0 0	92	0 0
Permanent-way and ballasting	80,336	17 0	1,224	0 0
Permanent-way materials	63,690	4 6	971	0 0
Station works	11,154	2 6	170	0 0
Station buildings	8,401	0 0	128	0 0
Water supplies, No. 2	3,000	0 0	46	0 0
Fencing	19,167	10 0	292	0 0
Turn-table	1,200	0 0	18	0 0
Signals	5,580	0 0	85	0 0
Miscellaneous	190	0 0	3	0 0
Cost of works	£ 533,614	19 0	.....	.....
Engineering and contingencies, 12½ per cent.	66,701	17 5	1,016	0 0
Total	£ 600,316	16 5	.....	.....
Average cost per mile			£9,148	11 3

No. 126.

Memorandum to The Engineer-in-Chief.

North Coast—Coff's Harbour to Glenreagh.

Department of Public Works, Railway Construction Branch,

Engineer-in-Chief's Office, Sydney, 7 September, 1893.

IN continuation of Rs. 93-229, I forward herewith estimate, abstract of ditto, diagram map, and report hereunder of above.

This portion begins at 278 miles 76·39 chains from Newcastle, at the south bank of Coff's Harbour Creek, crossing at 278 miles 78 chains that stream, which is very inaccurately shown on the parish map from which the diagram map annexed is prepared, it being a narrow and deep channel at the point of crossing. The line then follows close to the coast, generally almost due north, up to 286 miles, where the line turns inland leaving altogether the original coast line survey, which hitherto had been more or less through the same line of country from Taree. The main road, Coff's Harbour to Grafton, is crossed at 287 miles 11 chains, and the Bucca Creek-road, which leads to Grafton *via* Glenreagh, at 287 miles 36 chains. After a right-angled S curve west and north is made, this latter road is again crossed at 289 miles 11 chains, and the valley of Bucca Creek entered, the coast range being crossed here.

The line now follows down the valley of this creek, adjoining it closely at 291 miles 30 chains, and from 292 miles 30 chains to 296 miles 60 chains, entering the main Orara River valley at 299 miles. From here the line runs along east bank of that river to the junction with the Guyra to South Grafton survey, at 303 miles 23·53 chains north-coast mileage, and 423 miles 0·12 chains mileage *via* Guyra from Newcastle.

As to the cross-over junction of the surveys shown in the map, this will have to be altered in the permanent survey. The matter is dealt with in my report, after inspection, of the survey—(see 92-3,966).

The north-coast survey is common to the Guyra to South Grafton from Glenreagh to Grafton, where a junction is made about half-a-mile short of the Clarence River, with the amended survey Glen Innes to South Grafton, on which latter plans the approach to the latter town from all these routes is shown.

As to the works—after the first 1½ mile from Coff's Harbour, which is light, the section becomes moderately severe, a tunnel of 153 yards being met with at 280 miles 66 chains, and several promontories, which project into the sea, having to be cut through, being too sharp to go round. Another tunnel of 92 yards through one of these occurs at 283 miles. From 284 miles the works are easier up to the beginning of the ascent from the coast at 287 miles. This ascent comprises some of the heaviest work on the North Coast line, two more tunnels of 189 and 253 yards long being met with at 289 miles 8 chains and 289 miles 44 chains, with several deep cuttings and high banks.

The coast range being surmounted when the 290th mile is reached, the Bucca Creek Valley gives a gentle descent to the Orara River; but the backwater flooding of this valley is so high, that formation in the depressions has to be kept from 15 to 25 feet above surface, and the spurs have thus to be cut through to furnish material for these long and comparatively high banks. The work, therefore, which might otherwise have been lightened by closer grading to surface and more curvature, is moderately heavy right up to the junction.

The

The Coff's Harbour Creek, and some minor ones, require moderate bridges, but this class of work is not heavy on this length. Two fourth-class stations are provided, Coff's Harbour station being already comprised in the previous length, and Glenreagh in the Guyra to South Grafton (part No. 5); but junction arrangements and turn-table at Glenreagh are now included in the estimate herewith. Should some other connection with the New England tableland be preferred to the Guyra one, this latter expenditure would be unnecessary.

A ruling grade of 1 in 50, which occurs only on this length between Newcastle and Grafton, is unavoidable in the ascent to the coast range. Curves of 12 chains radius are used, but, with a minor exception, they are confined to the mile at the summit level.

71½ lb. rails are estimated for.

Good timber for all structural purposes is to be had throughout.

Ballast must come from the rock cuttings.

Water is plentiful.

The country is sparsely settled, except immediately close to the line down the Bucca Valley; but the soil generally is above the average in quality, and a considerable population might be supported on it throughout.

There are no actual townships passed through.

C. O. BURGE.

No. 127.

Memorandum to The Engineer-in-Chief.

North Coast.

Department of Public Works, Railway Construction Branch,

Engineer-in-Chief's Office, Sydney, 8 September, 1893.

IN sending in report Rs. 93-248, and estimate of the last link of the above, I have computed, assuming no material alteration in the estimates of the recent lengths now under your approval, that the total cost from West Maitland to Lismore, exclusive of Clarence River crossing, will be £3,782,380, or £9,643 per mile, the length being 392 miles 21 chains, and the total length, Sydney to Brisbane, about 664 miles, as against 723 miles *via* present Wallangarra route.

C. O. BURGE.

NORTH COAST RAILWAY.—Particulars of estimates, &c.—West Maitland (20 miles 57 chains from Newcastle) to Lismore.

Division	Length.	Single or Double.	Weight of ail.		Depth of ballast under sleeper.	Ruling grade.	Sharpest curve.	Estimate.	Cost per mile.	Surveyor.	Remarks, &c.
			lb.	ft.							
West Maitland to Dungog.	32 63	Single.	71½	18	6	1 in 60	12	382,869 10 8	11,677 6 0	C. A. Edwardes	
Dungog to Gloucester.	39 40	"	71½	18	6	1 in 60	12	419,518 13 3	10,620 14 6	C. A. Edwardes C. S. Gillett	64 m. 40 ch. to 89 m. 25-79 ch. 89 m. 25-79 ch. to 93 m.
Gloucester to Taree.	41 43 40	"	71½	18	6	1 in 60	12	578,919 4 2	13,887 8 11	C. S. Gillett Thos. Kennedy	93 m. to 104 m. 49-51 ch. 104 m. 49-51 ch. to 134 m. 43-41 ch.
Taree to Kempsey.	78 03 48	"	71½	18	6	1 in 70	12	600,625 1 0	8,384 5 2	C. A. Edwardes	
Kempsey to Coff's Harbour.	65 49 49	"	71½	18	6	1 in 60	12	600,816 16 8	9,148 11 3	C. A. Edwardes Thos. Kennedy E. B. Thornbury John Cumming	216 m. 26-39 ch. to 217 m. 25-78 ch. 217 m. 25-78 ch. to 250 m. 19-30 ch. 250 m. 19-30 ch. to 270 m. 49-94 ch. 270 m. 49-94 ch. to 278 m. 76-39 ch.
Coff's Harbour to Glenreagh.	24 27 14	"	71½	18	6	1 in 50	12	275,740 7 4	11,329 0 10	John Cumming	
Glenreagh to South Grafton.	26 75 50	"	71½	18	6	1 in 60	12	205,437 10 4	7,624 13 11	John Cumming	This portion is common to this line and the Guyra to South Grafton, and it is estimated as belonging to the latter line.
Forty-eight chains of approach to South Grafton (included in the Glen Innes to South Grafton survey) and interval across the Clarence River at Grafton are omitted in estimates and lengths.											
Grafton to Casino.	64 50	"	71½	18	6	1 in 60	12	527,625 0 11	8,164 8 7	Messrs. Sharkey, Thornbury, Lloyd and Pell Octavius Lloyd Wm. Kennedy. E. B. Thornbury	0 m. to 41 m. 25 ch. (mileage from Grafton). 41 m. 25 ch. to 47 m. 18-20 ch. 47 m. 13-20 ch. to 66 m. 17-15 ch. Permanent staking. 66 m. 17-15 ch. to 78 m. 44-15 ch.
Casino to Lismore.	18 11	"	71½	18	6	1 in 60	20	133,325 10 3	7,350 16 5	F. H. Gelsow Octavius Lloyd	78 m. 44-15 ch. to 80 m. 5-70 ch. 80 m. 5-70 ch. to 82 m. 59-15 ch. } from Grafton

* Length exclusive of 1 mile 47-95 chains, branch to pier.

† The length given is that estimated. The Parliamentary plan, subsequently amended by alteration at Alunny Creek, Grafton, is 30 chains shorter. 18 miles 78-95 chains of this length is in trial survey form, the rest is permanent staking; but local alterations on the latter have been approved but not surveyed.

‡ Only one short curve of 12 chains, which might be made 15 chains—the sharpest otherwise on the length.

1897.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

COAL USED BY THE RAILWAY DEPARTMENT.

(RETURN RESPECTING.)

Printed under No. 20 Report from Printing Committee, 28 October, 1897.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 19th October, 1897, That there be laid upon the Table of this House, a Return showing,—

- “(1.) The number of tons of coal annually used by the Railway Department.
 “(2.) The number of tenders accepted by the Railway Department for the supply of coal for the year 1897.
 “(3.) The names of the coal companies whose tenders were accepted.
 “(4.) The price paid for the coal supplied by the various companies.”

(Mr. Edden.)

RETURN showing the number of tons of coal used annually by the Railway Department, the number of tenders accepted for the supply of coal for the year 1897, the names of the coal companies whose tenders were accepted, and the price paid for the coal supplied.

Number of tons of coal used annually by the Department	Approximately 300,000 tons.
The number of tenders accepted for the supply of coal	Five tenders were accepted for the annual supply ending 30th June, 1898.
The names of the coal companies whose tenders were accepted	Lithgow Coal Association, including the Eskbank Zig Zag, Lithgow Valley, Vale of Clwydd, Hermitage, and Oakey Park Mines. East Greta Coal Mining Co. South Greta Coal Co. Centenary Coal Co. Gunnedah Coal Co.
The price paid for the coal supplied by the various companies	For the year ending 30th June, 1898— Lithgow Coal Association ... 4s. 3d. per ton. East Greta Coal Co. ... 4s. 11d. " South Greta Coal Co. ... 4s. 10d. " Centenary Coal Co. ... 7s. and 7s. 6d. " Gunnedah Coal Co. ... 7s. 9d. " Delivered in Commissioners trucks at the colliery sidings.

1897.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TRAMWAYS.

(RETURN SHOWING THE DISTANCES BETWEEN VARIOUS POINTS ON THE SYDNEY
AND SUBURBAN.)

Printed under No. 4 Report from Printing Committee, 20 May, 1897.

*[Laid upon the Table of the Legislative Assembly in accordance with the promise made by the Honorable
the Colonial Treasurer in reply to Question No. 18 of the 18th May, 1897.]*

RETURN showing the distances between various points on the Tramways.

	Miles.	Chains.
Bent-street to Liverpool-street	0	64 $\frac{3}{4}$
Liverpool-street to Queen-street Junction	1	53
Queen-street to Bondi Junction	1	0 $\frac{1}{4}$
Bondi Junction to Bondi Beach	2	1 $\frac{1}{2}$
Bondi Junction to Waverley Junction	0	77
Waverley Junction to Waverley Terminus	0	48
Waverley and Randwick Extension Line (Allison-street to McPherson-street)	1	18
Bent-street to Randwick Post Office (Avoca-street)	4	38
Randwick Post Office to Coogee... ..	1	36 $\frac{1}{4}$
Bent-street-Dowling-street, <i>via</i> Crown-street	2	23 $\frac{1}{2}$
Bent-street to Redfern Railway Station	1	44 $\frac{1}{2}$
Bent-street to Waterloo Terminus	3	25
Waterloo Terminus to Gardeners' Lane	1	33
Gardeners' Lane to Botany Terminus	3	43 $\frac{3}{4}$
Bent-street to Newtown Road Junction	1	77
Newtown Road Junction to Leichhardt Terminus	3	8
Newtown Road Junction to Balmain Terminus	3	58
Newtown Road Junction to Glebe Point Terminus	1	9 $\frac{1}{4}$
Newtown Road Junction to Forest Lodge Terminus (Wigram-street Loop)	1	0
Newtown Road Junction to Enmore Terminus	1	65
Enmore Terminus to Marrickville Terminus	1	31
Marrickville Terminus to Dulwich Hill... ..	0	71 $\frac{1}{2}$
Marion-street, Leichhardt, to Abbotsford	3	64 $\frac{1}{2}$
Ashfield to Enfield	1	78 $\frac{1}{4}$
Kogarah to Sans Souci (Hotel)	3	12
Sans Souci to Kogarah, <i>via</i> Sandringham	3	73 $\frac{1}{2}$